

APPENDIX 32B

Reproductions of Comments on the Draft EIS

Comments 05891–08834

COMMENT #: 5891
DATE: 8/11/21 3:40 PM
SOURCE: Email
NAME: Erin Geesaman Rabke

COMMENT:

Dear Utah Department of Transportation,

I value the wildness and beauty of the Wasatch Mountains.
I care deeply about the future of these wilderness areas for future generations of all species.

Please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

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? **(32.13B)** 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)** In this age of climate catastrophe, doing all we can to protect the thriving of the species with whom we share these areas is the priority.

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)**

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)**.

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)**

Year-round visitation, whether to a designated ski area or summertime trailhead is not served by a gondola with two terminal areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**

Please protect the Wasatch. NO to the gondola. **(32.2.9E)**

Sincerely,
Erin Geesaman Rabke
Salt Lake City, UT

COMMENT #: 5892
DATE: 8/11/21 4:08 PM
SOURCE: Email
NAME: Jack Crognale

COMMENT:

Will the 30 passenger gondolas have seats for 30 or will you be forced to stand for the 37 min ride to Alta? How many parking spaces will be built at the La Callie station? How early and late will the gondolas run? (32.2.6.5C, 32.2.6.5J, and 32.2.6.5F) Thanks, Jack

COMMENT #: 5893
DATE: 8/11/21 4:41 PM
SOURCE: Email
NAME: David Dickerson

COMMENT:

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. **(32.13B)** 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,
David Dickerson
Salt Lake City, UT

COMMENT #: 5894
DATE: 8/11/21 7:26 PM
SOURCE: Email
NAME: Karan Newton

COMMENT:

My family of eight is totally in favor of the gondola to preserve little cottonwood canyon. My great great grandfather drove the second covered wagon into the valley on July 24 1847 and his name is on This is the place monument. We need to preserve our canyon,water,air and resources. **(32.2.9D, 32.12A, 32.10A, 32.13A, and 32.17A)**

Karan Oberhansley, DV

COMMENT #: 5895
DATE: 8/11/21 10:00 PM
SOURCE: Email
NAME: Adam Smith

COMMENT:

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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Sincerely,
Adam Smith
Salt Lake City, UT

COMMENT #: 5896
DATE: 8/11/21 10:01 PM
SOURCE: Email
NAME: Emily Hays

COMMENT:

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,
Emily Hays
Salt Lake City, UT

COMMENT #: 5897
DATE: 8/12/21 6:21 AM
SOURCE: Email
NAME: Albert Kabili

COMMENT:

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,
Albert Kabili
Sandy, UT

COMMENT #: 5898
DATE: 8/12/21 10:47 AM
SOURCE: Email
NAME: Louisa Giles

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,
Louisa Giles
Salt Lake City, UT

COMMENT #: 5899
DATE: 8/13/21 7:31 AM
SOURCE: Email
NAME: Chelsie Johnson

COMMENT:

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,
Chelsie Johnson
Salt lake city, UT

COMMENT #: 5900
DATE: 8/13/21 1:00 PM
SOURCE: Website
NAME: Chris Belfiore

COMMENT:

Neither of these ideas are sufficient to accommodate the needs of users of the canyons (BCC included) and the effects on the local community. **(32.2.9C and 32.2.9E)** Many have mentioned other ideas, such as a toll to enter both canyons. **(32.2.4A)** As a local, I think this is a solution that would help mitigate traffic in near term until a clear solution is found that equally addresses canyon needs and locals desires **(32.2.2PP)**.

COMMENT #: 5901
DATE: 8/13/21 1:06 PM
SOURCE: Website
NAME: Matt Yurick

COMMENT:

Thanks for putting some thought into this EIS. Both solutions appear to have the greatest amount of impact to the communities they cross with the least amount of benefit as an end user. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Residents along Wasatch blvd would not only see increased traffic through the new interstate as it hosts buses or gondola traffic but would see additional fees or time and transfer to use LCC? **(32.2.6.2.2A, 32.7B, 32.7C, and 32.2.6.5E)** Tolling/fee exemptions should be available for residents ultimately cut off from use by this development. **(32.2.4A)**

COMMENT #: 5902
DATE: 8/13/21 1:07 PM
SOURCE: Website
NAME: Barbara McIntyre

COMMENT:

I have skied Alta for 30 years and watched the traffic, parking, and accident problems increase by significant measures. This past season was the worst I have ever seen. We have sold our home at the Mountain but still want to ski and the gondola solution seems perfect as a resolution. Allll for it!
(32.2.9D)

COMMENT #: 5903
DATE: 8/13/21 1:21 PM
SOURCE: Website
NAME: Rene Gilfillan

COMMENT:

Salt Lake City already has one of the worst air qualities in the world. Utilizing an enhanced bus system, primarily electric, is the most environmentally friendly option. **(32.10A)** Gondolas will only create more traffic on wasatch boulevard, which simply cannot handle that amount of traffic. **(32.2.6.5E and 32.2.6.2.2A)** The construction period for a gondola system would be outrageously expensive and construction in the canyons to that extent is hazardous for the air quality and the streams! **(32.2.7C and 32.19A and 32.19C)** There was already a disastrous construction spill in millcreek this summer and even if proper protocols are followed it is inevitable that part of it will get in our watershed water. **(32.19C)** This is an exorbitant proposal for Utah taxpayer money. Put more of our money into making public transportation that already exists reliable!**(32.2.9A)** The time used to construct the gondolas would create traffic up the canyons regardless. **(32.4C)** Overall it is an expensive, time-consuming, traffic-inducing idea to build a gondola system. As a taxpayer please use my taxes for the enhanced bus system. As someone who uses the bus when I ski by myself it is nearly impossible to get on the bus from the park and ride at the bottom of the canyon because it is already full and the wait time between buses is so long. An enhanced bus system is just what we need, and it would be incredible if it could be electric buses!! **(32.2.9A and 32.2.6.3F)** I will be one of the first in line to try the new bus system. Thank you for your consideration and please do not let the rich and aesthetic-seeking populace/tourists influence the gondola proposition. It is not best for the locals of the cottonwood heights and wasatch front area.

COMMENT #: 5904
DATE: 8/13/21 1:26 PM
SOURCE: Website
NAME: Nicholas Krieg

COMMENT:

"On August 9th, 2021, the Intergovernmental Panel on Climate Change (IPCC), backed and governed by the United Nations, issued a holistic report on the state of our climate worldwide. This report was not uplifting. It stated that "It is unequivocal that human influence has warmed the atmosphere, ocean and land. Widespread and rapid changes in the atmosphere, ocean, cryosphere and biosphere have occurred." (AR6 WGI Summary for Policymakers). Not only would the construction of these transportation alternatives be additional negative human influence but also the operation, maintenance, and added volume of traffic that comes with. **(32.2.2E, 32.10A, and 32.7C)**

Pursuing and continuing to entertain Gondola and road expansion solutions for transportation alternatives in LCC is a tone deaf response to scientific data that has been backed and supported by over 145 nations world wide. The environmental impact and social disruption that would result from a Gondola and/or road expansion would be irreversible. I propose no Gondola, no road expansion, and instead a toll and/or vehicle capacity restriction on entry into LCC. **(32.10A, 32.2.9C, 32.2.9E, 32.2.2Y, 32.2.2L, 32.2.2K, and 32.2.4A)**

Thanks you.

COMMENT #: 5905
DATE: 8/13/21 1:29 PM
SOURCE: Website
NAME: Connor Nipper

COMMENT:

I have worked in watershed science for 2+ years and I believe that construction of a gondola could be detrimental to the streams in the cottonwood canyons which is where our drinking water comes from. **(32.19A, 32.19C, and 32.12A)** I see no situation in which a construction project like that would not result in sediments and cement being spilled into the stream and harming aquatic flora and fauna. **(32.19C)** Improving public transit systems like busses/shuttles is the best option for the traffic problem in the cottonwood canyons. **(32.2.9A)**

COMMENT #: 5906
DATE: 8/13/21 1:33 PM
SOURCE: Website
NAME: Trevor Zobell

COMMENT:

We need to get out of the mentality of solving traffic problems by adding more lanes to roads. The Wasatch front has thoroughly exhausted that solution... and traffic still sucks. Any solution to traffic woes in LCC and along the Wasatch front cannot rely on expanding roadways as a solution to such traffic problems, because it literally doesn't address the underlying problem of trying to accommodate the ever-growing population, in this geographical constrained area with mountains and lakes, with car centric development. **(32.1.2B, 32.2.6.2.2A, 32.7B, and 32.7C)** Traffic solutions must be transit, bike, and pedestrian centric, otherwise we are going to end up with a Wasatch front in 30 years that will be just as, if not more so, a congested traffic hell hole as California with a greatly reduced quality of life. The solutions being pursued by UDOT for LCC traffic issues that propose more car centric development via widening the road up LCC and/or adding parking lots for busses/gondolas at the base of the canyon, are not actual solutions sense they don't reduce car dependence and will just push traffic bottlenecks further down the canyon to the parking lot for the busses/gondolas. **(32.2.6.2.1D and 32.2.6.5E)** What must happen is for UDOT to curate an infrastructure of walking and biking paths and transit routes along the Wasatch front that can be used to transport people along the Wasatch front, including up LCC, without needing to use a personal vehicle. **(32.2.6.2.2A)** The solutions proposing to build a gondola have a lot of problems with them. Aside from still relying on a car centric model of transportation, they are not aesthetically pleasing, they are much slower than busses, they mostly or completely ignore the transportation needs of people not going to the ski resorts and the stops and throughput capacity cannot easily adjusted without further construction projects to modify the structure of the gondola. **(32.2.4A, 32.17A, 32.1.2D, 32.7B, 32.7C, and 32.2.6.5N)** With busses, the number of stops and number of busses transporting people can easily be adjusted to meet daily, weekly, and seasonal demands. **(32.2.6.3C and 32.2.6.3D)** Busses only stopping at ski resorts could be schedule for weekend mornings and late afternoon in the winter, and busses stopping at backcountry and hiking destinations could be scheduled all year. **(32.2.6.3C)**

COMMENT #: 5907
DATE: 8/13/21 1:35 PM
SOURCE: Website
NAME: Michael Stacy

COMMENT:

Last year I participated in the UDOT sticker program that was aimed towards pre-qualifying vehicles to go up the canyons, however, out of the 70+ days I rode, my sticker was only checked once on a dry day in December. I don't think the gondola and road widening with expanded bus systems options can be up for consideration when the pilot sticker program was never truly tested. I for one thought that the sticker program was a great idea. **(32.2.2M)**

On days where it snows overnight or is forecasted to snow later in the day, someone needs to be stationed at the base of the canyon to A: check for a pre-qualified vehicles with a sticker and B: assess a vehicle's ability to handle snowy driving conditions and turn them away if they aren't qualified (like rental cars, car without M+S tires, or lack of 4WD). It seems to me that there would be a significant decrease in congestion and accidents in the canyon if only vehicles that are truly fit for the conditions are allowed up. Anyone who doesn't qualify can be turned away and encouraged to take the UTA bus. **(32.2.2M)**

COMMENT #: 5908
DATE: 8/13/21 1:59 PM
SOURCE: Website
NAME: Nicolle Nyman

COMMENT:

Im all in favor of the gondola option! My family has stopped skiing Alta and Snow Bird because the traffic congestion is unbearable and unpredictable! Bring on the Gondola....the best option by far!!
(32.2.9D)

COMMENT #: 5909
DATE: 8/13/21 2:19 PM
SOURCE: Website
NAME: Tony Anderson

COMMENT:

Why is tolling of the canyon road never mentioned as an alternative? Why is it implemented in American Fork canyon but never proposed for the cottonwoods? **(32.2.4A)**

It was recently brought to my attention that the gondola option will also permanently alter the canyon (in regard to climbing and bouldering routes not directly under the tram way) is this true? If so, I don't see why this has not been advertised. **(32.4B)**

COMMENT #: 5910
DATE: 8/13/21 2:31 PM
SOURCE: Website
NAME: Shannon OGrady

COMMENT:

We propose that before any permanent changes are made to Little Cottonwood Canyon that will forever alter the landscape, a new alternative based on an expanded electric bus service coupled with tolling and other traffic mitigation strategies be analyzed that includes dispersed recreation transit needs. **(32.2.9A, 32.2.4A, and 32.2.6.3F)** Alternatives that physically and permanently alter Little Cottonwood Canyon should only be considered after less impactful options have been implemented and shown not to be effective.

COMMENT #: 5911
DATE: 8/13/21 3:39 PM
SOURCE: Email
NAME: Hilary Eisen

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola, or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today, to address the traffic and congestion problems in LCC. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to express bus routes from across the Wasatch Front (instead of bringing all traffic to Wasatch Blvd. - bring Express Bus routes to key neighborhood hubs **(32.2.2I)**)
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact recreational user experience **(32.20B and 32.4I)** and will lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion.

Sincerely,
Hilary Eisen
Bozeman, MT

COMMENT #: 5912
DATE: 8/13/21 3:51 PM
SOURCE: Website
NAME: Justin Kiddy

COMMENT:

A gondola alternative better mitigates weather-related traffic congestion issues than the enhanced bus alternative by providing a mode of transportation that doesn't rely on a slick canyon road. The gondola alternative has less environmental impacts than the enhanced bus alternative, avoiding more paving to widen the road and emissions from more buses. **(32.2.9D, 32.13A, 32.17A, and 32.10A)**

COMMENT #: 5913
DATE: 8/13/21 3:56 PM
SOURCE: Website
NAME: Jude Rubadue

COMMENT:

Good Afternoon, I have been driving LCC for 50 years. For 20 years I have offered to friends and family the we needed to get the cars out of the canyon. Public safety on bad weather days because of dangerous driving in ice and snow. And, extreme pollution from a full canyon of vehicles waiting in the red snake exhaust. Relying on buses for the transit is not enough. It is still exhaust fumes in the canyon. Lets go with the gondola. Thank you kindly **(32.2.9D and 32.10A)**.

COMMENT #: 5914
DATE: 8/13/21 4:25 PM
SOURCE: Website
NAME: Suzanne Schild

COMMENT:

I support the construction of the gondola for Little Cottonwood Canyon. I believe it is the best long term solution to reduce pollution and the environmental impact on the canyon and will be easier to maintain over time. **(32.2.9D)**

COMMENT #: 5915
DATE: 8/13/21 4:54 PM
SOURCE: Website
NAME: Dustin Hegland

COMMENT:

Please build the Little Cottonwood Canyon gondola option; it will be the smart, long term transportation answer for the canyon. Thank you. **(32.2.9D)**

COMMENT #: 5916
DATE: 8/13/21 5:26 PM
SOURCE: Website
NAME: Kenji Huff

COMMENT:

I am vehemently against any sort of gondola. **(32.2.9E)** Although I am opposed to widening the road and/or more busses, that is a better option. **(32.2.9B)** I think that taking Alta+Bird off of the IKON is the first step. **(32.2.2K)**

COMMENT #: 5917
DATE: 8/13/21 6:18 PM
SOURCE: Website
NAME: Gordy Peifer

COMMENT:

I am massively against the gondola. **(32.2.9E)** I feel it would ruin the natural beauty of our cherished canyon. **(32.17A)** As an employee of Alta and a season pass holder for 35 years I feel that busses are a much better option. **(32.2.9A)** Please do not let big business and impatient skiers ruin our canyon. I have found that a little bit of knowledge and preparation go a long ways towards mitigating inconvenience on busy days in the canyon.

Thank you,

Gordy Peifer

COMMENT #: 5918
DATE: 8/13/21 7:07 PM
SOURCE: Website
NAME: Andrew Manios

COMMENT:

An outstanding solution to a continuous problem. **(32.29D)**

COMMENT #: 5919
DATE: 8/13/21 7:28 PM
SOURCE: Website
NAME: Lendy Gillespie

COMMENT:

I support the enhanced bus schedule for LCC. **(32.2.9A)** As a Snowbird season pass holder I understand the traffic on powder days (only about 13 days a year) but as someone who uses the canyon year round to hike and climb do not support any measures that would permanently damage LCC. **(32.1.4D)** The number of days the traffic is bad are too few to justify destroying our precious canyon. I want my children to be able to enjoy the canyon in all its natural beauty without it being marred by a gondola or widening the road. **(32.17A and 32.17B)** I feel there are other things that can be tried to mitigate the traffic issue before such drastic measures are taken, for example, setting up a toll station to drive up the canyon. **(32.2.4A)** Please keep our canyon as wild as possible and don't cater to two businesses who only have the possibility of a traffic problem for less than half of the year. **(32.1.2B, 32.1.2C, 32.1.2D, 32.7B, and 32.7C)**

COMMENT #: 5920
DATE: 8/13/21 7:39 PM
SOURCE: Website
NAME: Dan Thirkill

COMMENT:

In review of the two options available (expanded bus or gondola transit), the gondola option is preferred as it provides a solution that is less weather restricted, provides greater operational consistency and minimum construction (road-widening) impact. Thank you for your consideration.

(32.2.9D)

COMMENT #: 5921
DATE: 8/13/21 7:43 PM
SOURCE: Website
NAME: Robert White

COMMENT:

Never build it... way too much money to be spent (32.29D)

COMMENT #: 5922
DATE: 8/13/21 7:46 PM
SOURCE: Website
NAME: Richard Ross

COMMENT:

I support the gondola proposal. **(32.2.9D)** It seems to me the first decision to make is whether to a. try to limit LCC visitors or b. deal with the visitors. I don't think limiting the visitors is realistic. **(32.20B, 32.2.2K, and 32.2.4A)** Once you've decided to deal with the visitors to the canyon, the gondola seems to make the most sense for less cost, less environmental impact, and better service (not shut down by avalanches, etc).

COMMENT #: 5923
DATE: 8/13/21 9:02 PM
SOURCE: Website
NAME: Ross Thompson

COMMENT:

I do not support the gondola. **(32.2.9E)** Pumping more people into the canyon at an already overpopulated resort is not the answer. **(32.1.2B, 32.20A, and 32.20C)** Snowbird or Alta on a pow day is entirely crowded and i cannot even imagine how much worse it would be with the gondola. **(32.20C)** Plus, it's an eyesore, and it will impact wildlife/nature/recreation etc. There has got to be a better option. **(32.17A, 32.13A, 32.4B, and 32.4I)**

COMMENT #: 5924
DATE: 8/13/21 9:29 PM
SOURCE: Website
NAME: Lea Berry

COMMENT:

I am in favor of expanded buses only, no gondola, no parking garage structures at the mouths of the canyons, and no freeway with high walls on Wasatch that will destroy the Cottonwood Heights community. **(32.2.9A and 32.2.9L)** Please consider the damage to water quality if toxic mine sites and tailings are excavated and or exposed in Little Cottonwood Canyon. Thank you! **(32.16A)**

COMMENT #: 5925
DATE: 8/13/21 9:54 PM
SOURCE: Website
NAME: Eric Brinton

COMMENT:

Do the gondola and expand the road for more bus coverage. **(32.2.9D and 32.2.2W)** Best yet, would be train protected by avalanche sheds so avalanches wouldn't need to be shot down anymore. **(32.2.9F)**

COMMENT #: 5926
DATE: 8/13/21 10:09 PM
SOURCE: Website
NAME: Ezra Nielsen

COMMENT:

What the impact to Big Cottonwood Canyon should be a key consideration. **(32.20D)** Trailhead access needs to be a key consideration. **(32.1.2C, 32.2.6.3C, and 32.2.6.3G)** With both those in mind, directional traffic and bus enhanced is the preferred **(32.2.2D, 32.2.2EE, and 32.2.9A)**

COMMENT #: 5927
DATE: 8/14/21 12:29 AM
SOURCE: Website
NAME: Michael Gibbons

COMMENT:

I think the Gondola is a BAD idea. **(32.2.9E)** Its too expensive and will end up limiting peoples' access to various destinations within Little Cottonwood Canyon. **(32.1.2D and 32.2.4A)** Probably 95% of the time that I travel through the canyon, I find that the drive is quick and without serious delay. **(32.1.4D)** If a "usage fee" (like currently in place in Mill Creek Canyon) is needed, fine **(32.2.4A)**. Otherwise, we should avoid the cost of building the Gondola, and leave Little Cottonwood Canyon "gondola-free"!

COMMENT #: 5928
DATE: 8/14/21 4:47 AM
SOURCE: Website
NAME: Lee Anne Walker

COMMENT:

NO to both alternatives. **(32.2.9C and 32.2.9E)** Pause all making commitments this year. This year, give us 35 speed limit all the way. **(32.2.6.2.2A)** Best for residents along Wasatch Blvd. Best for road condition bringing out skiers--they love blizzard weather--so it might be too fast for road conditions in the canyon. When the traffic backs up to High T, use CH's anti-idling ordinance to divert vehicles down to Sandy's Quarry Bend skier waiting area. That relieves horrible pollution and makes it possible to plow the whole road; and then CH can plow the neighborhoods too. **(32.2.2BBB)** Allow only local residents and employees in and out of closed road. I need but have trouble with home health aides/agencies because the government does not pay for travel time or mileage, and taking time to get to my house makes the aide late for the rest of their days appointments. It is so bad that all but the agency I have now are gone; they will drop me when they figure out why they don't have any other patients in Cottonwood Heights. It has been so bad that the last agency had an aide who lived in a cul d esac on the west side of Wasatch. **(32.2.6.2.2A, 32.7B, and 32.7C)** Perfect until ski weather. About a mile away from me on the east side. As with shoveling, plowing is much more difficult. CH did not even get to her the next day. She lost two days work and the agency got someone from out of town to me later the next day **(32.7B)** . It is so bad the LDS church set up a series of classes to teach members how to be aides to their own family members without any legal certification. I thought that was very smart and congratulated them. My being a retired attorney I knew better than ask for help because I did not have anyone to send to the class. That was pre Covid. It's worse now.

COMMENT #: 5929
DATE: 8/14/21 6:09 AM
SOURCE: Website
NAME: Casey Chorens

COMMENT:

As a visitor who vacations in LCC from out of state every year, I am writing in support of increasing bus transit on SR 210. **(32.2.9A)** I believe myself and other tourists would greatly benefit year round from improved bus service. I am strongly opposed to the gondola proposal. **(32.2.9E)** I believe it would mar the natural beauty of the canyon and not be a realistic solution. **(32.17A)** The bus solution would have a lower carbon footprint than constructing a massive gondola and could also be implemented much sooner, and anyone who visits LCC knows that we need solutions today, not 20 years from now. **(32.10A and 32.2.7C)**

COMMENT #: 5930
DATE: 8/14/21 7:04 AM
SOURCE: Website
NAME: John Howe

COMMENT:

I am absolutely OPPOSED to BOTH of these options. (32.2.9C and 32.2.9E)

Both options have too much environmental impact that will effect all user groups going forward (ie the climbing Communiity losing access to bouldering with widening the road etc. (32.4A, 32.4B, and 32.4P)

Both solutions are focused on serving the ski areas, at the tax payers expense – (32.1.2D, 32.2.7A, 32.7B, and 32.7C). which is plain wrong, and does not consider all of the other users groups that enjoy the canyon (backcountry skiers, hikers, climbers, etc). These solutions are narrow in their scope of the problems addressed and appear to be a plainly clear subsidy to the ski areas at the top. (32.2.7A). These options also make no mention of how to address the problems in the immediate future...what about this coming season or the season after that? (32.2.9R)

A capacity study needs to be performed to see how many people can safely recreate in LCC at one time? (32.2.0B)

This “solution” only addresses LCC without addressing BCC, which is short sighted and will cause additional issues going forward related to BCC and it’s capacity. (32.4R and 32.2.0D)

Tolling needs to be explored further. (32.2.4A).

Enhanced busing, with natural gas or electric buses vs diesel, needs to be truly explored and implemented. (32.2.9A and 32.2.6.3F) What was implemented in the ‘20/’21 season was not an ‘enhanced’ solution, it was a half baked attempt to add a few More buses to the schedule when clearly demand was not understood or addressed.

Either of these solutions, if implemented, would irreversibly change one of the most beautiful places on the planet forever and not for the good. (32.1.7A and 32.1.7B) They are short sighted and we need to take a step back and look for solutions that consider all users of the canyon and are fairly funded by the parties who might economically gain from changes. (32.1.2D)

Thank you.

COMMENT #: 5931
DATE: 8/14/21 7:54 AM
SOURCE: Website
NAME: Amber L Broadaway

COMMENT:

Both options sound like great solutions to a challenging problem. I do think the Gonodla for LCC could prove to be more effective given the avalanche issues in the Canyon, as well as become an increased driver of destination visitation - particularly in the summer. This could then leave the increased bus option - electric preferred for BCC. **(32.2.9D and 32.1.1A)**

COMMENT #: 5932
DATE: 8/14/21 8:13 AM
SOURCE: Website
NAME: Paul Godfrey

COMMENT:

I prefer the gondola. Much better option. (32.2.9D)

COMMENT #: 5933
DATE: 8/14/21 9:05 AM
SOURCE: Website
NAME: Kimberly Rowland

COMMENT:

I have lived at the base of Big and Little Cottonwood Canyons all my life. I also recreate during the summer and winter months. I ski all 4 resorts and hike all of our gorgeous trails. I use the bus with my kids (10 & 13) when we ski because we try and do what is best for the environment, and I don't like the parking situation at the resorts. My personal experience with the UTA bus system has been less than ideal but it is something that I can compromise on because I know that I am trying to be part of a solution. I am opposed to the gondola because I believe with a better transit system we would be in a much better traffic situation. **(32.2.9E)** I propose:

1. Ski resorts are benefitting from increased skiers. They should all have a dedicated shuttle (or 2) from the park and ride stations. **(32.2.2S)**
2. UTA should have double the amount of busses in the morning time (7:30-10) and evening (2:30-5:30). **(32.2.6.3N)**
3. The existing commercial retail space near the Old Mill business park should become the central transit center. The parking infrastructure is already existing, it won't impact homeowners that don't want it built "in my backyard". **(32.2.2FF)**

The park and ride station on 9400 S and Highland is perfect for now. I've never seen it entirely full. In the future, it could be added on to without disrupting anything. It's a commercial area already.

The road up to the resort is already there. Nothing would need to be done to it. In my opinion, the gondola would be a huge burden on the canyon itself and a burden on the tax payers. **(32.2.7A)**

COMMENT #: 5934
DATE: 8/14/21 9:38 AM
SOURCE: Website
NAME: Whit Petersen

COMMENT:

I support the gondola, it would be nice to have a safer way to get to the resorts I always feel a lot of anxiety driving on the roads up the canyon in the snow. **(32.2.9D)**

COMMENT #: 5935
DATE: 8/14/21 9:44 AM
SOURCE: Email
NAME: Jon luke VanderVeur

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. **(32.13B)** 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,
Jon luke VanderVeur
Midvale, UT

COMMENT #: 5936
DATE: 8/14/21 9:57 AM
SOURCE: Website
NAME: Brenda Robertson

COMMENT:

Please approve godola from La Caille to Alta! This will greatly reduce traffic and pollution!
(32.2.9D, 32.7C, and 32.10A)

COMMENT #: 5937
DATE: 8/14/21 10:01 AM
SOURCE: Email
NAME: Lowell Smoger

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):

0). We need a capacity study done on both canyons to understand how many people we can actually have in the canyon at a given time so that we do not destroy the experience or the environment of the canyons!

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. **(32.13B)** 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,
Lowell Smoger
Salt Lake City, UT

COMMENT #: 5938
DATE: 8/14/21 10:02 AM
SOURCE: Website
NAME:Carolynn Peterson

COMMENT:

I believe the Gondolas from La Caille to Alta will be the best option. (32.2.9D)

COMMENT #: 5939
DATE: 8/14/21 10:21 AM
SOURCE: Website
NAME: Karen Masse

COMMENT:

Love the gondola plan. Given the fires that have plagued the west this year, anything that can be done to reduce traffic is a good thing. **(32.2.9D)**

COMMENT #: 5940
DATE: 8/14/21 10:31 AM
SOURCE: Website
NAME: Jack Richardson

COMMENT:

We would love to have a gondola. We live in Midway and would ski Alta & snowbird much more.
(32.2.9D)

COMMENT #: 5941
DATE: 8/14/21 10:54 AM
SOURCE: Website
NAME: Adam Kerr

COMMENT:

The boulders of Little Cottonwood have been an integral part to my relocation to Salt Lake City. They are in part my decision to invest in the local economy, workforce and culture. Proposing permanent physical alterations to the boulders in Little Cottonwood will deprive future and current members of our community to enjoy the experience that these boulders provide. These experiences not only challenge the individual physically and mentally but create a window of reflection to look at and better oneself through observation, rethinking and appreciation. **(32.4A and 32.4B)** Please implement a similar process of rethinking. The community ask that less impactful solutions be implemented before any permanent alterations be taken on this landscape that provides a playground for people to better oneself. **(32.2.9A and 32.2.2PP)**

COMMENT #: 5942
DATE: 8/14/21 11:10 AM
SOURCE: Website
NAME: Stephen Pohlman

COMMENT:

The gondola option is the only feasible solution. It is safe, practical and environmentally sound.
(32.2.9D)

COMMENT #: 5943
DATE: 8/14/21 11:41 AM
SOURCE: Website
NAME: Courtney Smith

COMMENT:

I think using the La Caille name will be problematic for travelers.
Will the gondola have CPR equipment? **(32.2.6.5K)**

COMMENT #: 5944
DATE: 8/14/21 12:35 PM
SOURCE: Website
NAME: Micah Rosenfield

COMMENT:

I am writing in favor of the gondola option from La Caille. **(32.2.9D)** I am a life-long skier and 20+ year user of Little Cottonwood Canyon, (both on and off resort) and have spent many hours in the red snake going up and down the canyon. **(32.7C)** The gondola seems to me to be the most environmentally-friendly low carbon-emissions choice. **(32.10A)** Many of the arguments I have heard from those opposed to expansion boil down to 'we don't want more people in the Canyon', which sounds a lot like 'it's my canyon, keep the crowds out'. The fact is, growth and increase in numbers is inevitable. We need to manage the resource to the benefit of the people, with the least negative impact to the wilderness. **(32.3A and 32.13B)** And... the gondola adds a 'wow' factor that cannot be overlooked. Switzerland has many similar transportation modalities and the Alps are still stunningly beautiful and offer unbounded recreation opportunities.

COMMENT #: 5945
DATE: 8/14/21 12:39 PM
SOURCE: Website
NAME: Jake Brunelli

COMMENT:

Widen lanes and add more buses. **(32.2.9B)** There will always be people that want to drive to the resorts, so that's what we should accommodate. **(32.2.4A)** It would be a shame to add the gondola and have no one ever want to ride it in favor of driving themselves up the canyon **(32.7C and 32.2.4A)**

COMMENT #: 5946
DATE: 8/14/21 1:25 PM
SOURCE: Website
NAME: Sanjeev Gupta

COMMENT:

The gondola offers safety, sustainability, and efficiency. This is a novel solution that should be used as an example to other regions dealing with similar problems. **(32.2.9D)**

COMMENT #: 5947
DATE: 8/14/21 2:17 PM
SOURCE: Website
NAME: Jim Murray

COMMENT:

Please, please do the gondola... the bus, car alternative is foolish **(32.2.9D)**

COMMENT #: 5948
DATE: 8/14/21 2:58 PM
SOURCE: Website
NAME: Dayna Orton

COMMENT:

Literally, any option other than gondolas. (32.2.9E) If ski resorts want them, they can pay for them 100%. (32.2.7A)

COMMENT #: 5949
DATE: 8/14/21 3:25 PM
SOURCE: Website
NAME: Craig Harding

COMMENT:

I'm in favor of the gondola; I'm a resident of Murray and believe it's the best solution for the \$\$, given the alternatives. **(32.2.9D)**

COMMENT #: 5950
DATE: 8/14/21 4:10 PM
SOURCE: Website
NAME: Bruce Edgar

COMMENT:

Dear UDOT, my family and I have carefully considered your two transportation plans for LCC. Representing my family of 4, we greatly prefer the Gondola B alternative. **(32.2.9D)** However, we wish the Gondola had additional stops for BC skiers and hikers. **(32.2.2Q and 32.2.6.5G)** Thanks for considering our opinion. Bruce Edgar & family.

COMMENT #: 5951
DATE: 8/14/21 4:23 PM
SOURCE: Website
NAME: Jonathan Webber

COMMENT:

My concerns are as follows:

Per Rider operational cost. **(32.2.4A)**

Vehicle access charge for LCC **(32.2.4A)**

Vehicle parking fee for LBS. **(32.2.4A)**

ABS located in known avalanche path **(32.2.6.5K)**

Rider containment area offloading at ABS in case of avalanche hazard. **(32.2.6.5K)**

LCC evacuation plan for gondola failure event **(32.2.6.5K)**

UDOT bus service termination in LCC **(32.2.9D)**

RMP service route for gondola power. **(32.2.6.5EE)**

COMMENT #: 5952
DATE: 8/14/21 4:32 PM
SOURCE: Website
NAME: Chris Tollenger

COMMENT:

I would support the GONDOLA option for multiple reasons.. **(32.2.9D)**. #1 it would vastly increase skiable terrain and create a competitive advantage for "Ski Utah", #2 it is the most green option, reducing car on pollution and noise pollution, **(32.10A)** #3 it would put Utah skiing in a world class position with an amenity only offered in locations like Zermatt Switzerland and Chamonix, France, and #4 it is the more safe option and would allow more access to the canyon on powder days ie no road closure for avalanche control measures. Please consider this option. Bus travel is the past, enhancing enjoyment of the whole canyon via gondola is the future! **(32.2.9D)**

COMMENT #: 5953
DATE: 8/14/21 4:45 PM
SOURCE: Website
NAME: Daniel Dearden

COMMENT:

I am a Bountiful, Utah resident. I ski, hike and rock climb in little cottonwood canyon. I am in support of the gondola B alternative proposal. **(32.2.9D)**

COMMENT #: 5954
DATE: 8/14/21 5:01 PM
SOURCE: Website
NAME: Ali Svoboda

COMMENT:

Hi - First, thank you to the entire team involved in developing and evaluating the alternatives for such a complex problem. The amount of information and quality of presentation is fantastic. Choosing an alternative to support has been the biggest conversation topic at ever social event since the alternatives were released.

After much thought, I strongly believe Gondola B alternative best address the problem/project goals due to its strength in the reliability category. **(32.2.9D)** The slightly increased "Mobility" of the Enhanced Bus option is only a benefit if the road remains clear, and that is not a risk I am willing to take. I do not take the bus currently due to the risk of delays or being stuck either on the road or up at the resort, and adding a dedicated bus lane (even with the other actions are being taken in both alternatives to help keep the road clear) is not enough to stop driving myself. **(32.2.4A and 32.2.6.3P)** I would however take the Gondola due to the reliability it provides. It is attractive to both locals and visitors due to not only the reliability, but the novelty as well.

In the end the biggest problem days with LCC, both in terms of road conditions and traffic/demand, are during snow storms and the Enhance Bus lane will not adequately address the problem trying to be solved since it will be neither mobile nor reliable during these times. **(32.2.6.3P)**

Aside from the preferred alternatives, I am optimistic there are interim solutions that can also help address the problem before one of the preferred alternatives can be implemented. One of the most frustrating parts about driving up LCC is the disregard for the traction law. I understand enforcement takes time and resources, but doing so would be huge in terms of keeping cars moving up the canyon. Any other ways to keep traffic moving such as more efficient merges and decreasing road closure times any way they can be (noting eventually the snow sheds will help) will help keep us all sane while the final solution is created. **(32.2.2M and 32.2.9R)**

Again, thank you for all the work this team has put in throughout this project. Despite the controversy/strong options it brings out, know the work is appreciated!

COMMENT #: 5955
DATE: 8/14/21 5:45 PM
SOURCE: Email
NAME: Tom Wright

COMMENT:

Perfect solution! (32.29D)

Tom Wright

COMMENT #: 5956
DATE: 8/14/21 5:47 PM
SOURCE: Website
NAME: Emily Pitsch

COMMENT:

I think the current bus service could be greatly improved if UTA received funding. In winter 2016/2017 UTA redesigned their bus routes/schedules to increase frequency and their ridership increased 26% compared to 2015/2016. Again they changed a route in 2018/2019 to improve frequency and ridership increased again. They received no additional funding and saw these improvements. UTA should receive more funding and there should be additional parking so that getting on a bus isn't a gamble. **(32.2.9A and 32.2.9R)**

I am concerned about the misinformation being spread by gondola works. For example, they claim the gondola's capacity is 3x what the EIS says. They say it will run in all weather conditions which is not how trams/gondolas such as the Snowbird tram operate. **(32.2.6E, 32.2.6.5N, 32.2.6.5H, and 32.2.6.5K)** They claim it is environmentally friendly but the EIS says 4,420 gallons of fuel/day will be used with the Enhanced Bus Service and 4,412 gallons will be used with the Gondola. **(32.18A)** Technically with the gondola 3,205 gallons of fuel will be burned and the rest of the energy was converted from kWh (electricity) to gallons. However this is not indicative of carbon emissions. If you use this calculator you will see that the gondola will produce about 130k lbs CO2/day and the enhanced bus service about 100k. **(32.10A and 32.10D)**

<https://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator>

I don't understand what facts the environmentally friendly claim is based in? Is the electricity solar powered? I don't see that information anywhere in the EIS. It is worrisome that the clean energy gondola is a big selling point for people but is that even true? **(32.2.6.5P and 32.10A)** They also claim it is scalable which is not true according to your reports. **(32.2.6.5N)** Having a "source" which contradicts UDOT's EIS in many ways spreading misinformation to the public, who very well may back the gondola based off of this alternate reality created by Gondola Works is highly problematic. **(32.2.6E)** They also claim 78% of people in the previous comment period supported the gondola. From their instagram "78% of the comments in the UDOT public comment process that mentioned the gondola were in support of the gondola". That is a very dishonest way to report information. I am not blaming UDOT for the existence of Gondola Works I am just bringing up this issue.

COMMENT #: 5957
DATE: 8/14/21 6:37 PM
SOURCE: Website
NAME: Morgan Arseneau

COMMENT:

It would be a real shame and very short-sighted to put a plan into place that decreases the recreation value of our canyons. Salt Lake is a climbing-Mecca as well as a skiing-Mecca and we should not devalue our God given resources. **(32.4A, 32.4B, 32.4I, and 34.4P)**

COMMENT #: 5958
DATE: 8/14/21 7:00 PM
SOURCE: Website
NAME: Margaret King

COMMENT:

I appreciate the work that has gone into this planning as there is clearly a considerable issue with transportation in Little Cottonwood Canyon that is not easily solved. As a local to Salt Lake, I've developed a familiarity with Little Cottonwood and have some concerns with both the gondola and high speed bus option that are not being taken into consideration and I would highly recommend a reconsideration of the COG rail if it truly does not include any plans to widen the road. **(32.2.9F and 32.2.6.6C)**

Like Zion National park, Little Cottonwood Canyon has many unique features and uses that I don't think UDOT is considering. Both a gondola and high speed bus system seem to benefit the ski resorts only and leave other uses out of the plan. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The canyon is used for climbing, bouldering, ice climbing, backpacking, anglers, naturalists, photographers, hikers, filmmakers, ham radio enthusiasts (for real), astronomers, runners, snowshoeing, backcountry skiing, and split boarding. This is not an exhaustive list and includes of all sustainable uses through out the entire canyon. It is not just used to access the ski resorts which seems to be the main intent of the two primary concepts for transportation. **(32.2.7A)**

The high speed bus widens the road which destroys many very popular bouldering areas in the canyon that have been in use for decades. **(32.4A)** The gondola would add noise pollution, visual pollution, effect wildlife including birds, raptors and other animals, and only services the a ski resorts. **(32.11D, 32.17A, and 32.13A)** I love the views I get from scaling rock walls in LCC. A gondola would severely diminish my love and use of this spectacularly visual canyon. **(32.17A)**

Again like Zion, I acknowledge that the vehicles that drive up and down the canyon, including in summer, greatly out weighs its capacity. I strongly suggest a shuttle system like Zion National park or light rail system that allows access to many parts of the lower, mid, and upper parts of the canyon with out destroying it further through road widening, cutting traffic within the canyon, or favoring ski resorts which are not often the main attraction for many citizens of the salt lake area or those who come to visit. **(32.2.2B, 32.2.6.6A, 32.2.6.6C, 32.4D, and 32.17D)** Limit or shut down personal vehicles and require light rail or shuttle use like Zion. **(32.2.2B, 32.2.2I, and 32.2.2L)** It will pay for itself in the long term when we have a canyon in the decades of not centuries to come that has not been butchered for the myopic agenda of the near future.

Thank you for your consideration, time and diligence. I hope you'll reconsider your current options for one that less impacts the greater outdoor community of the Wasatch.

COMMENT #: 5959
DATE: 8/14/21 8:19 PM
SOURCE: Website
NAME: Phil Massaro

COMMENT:

UDOT has narrowed the alternatives down to two very good alternatives. To me, the choice would depend on avalanche avoidance. If the gondola could be constructed to avoid avalanche slide areas, it is superior to the enhanced bus as it avoids road closures. **(32.2.9D and 32.2.6.5K)** While UDOT does an excellent job keeping the road open and clear, I have been impacted many times when it is closed for avalanche work. When the road reopens, there is traffic, then accidents, then more traffic. A gondola that is not subject to avalanche slide areas avoids the problem and keeps things moving. Thanks to UDOT for all their good work and for these alternatives to improve things.

COMMENT #: 5960
DATE: 8/14/21 8:54 PM
SOURCE: Email
NAME: Gayle Denman

COMMENT:

Thank you for providing an overview of the current proposals for Little Cottonwood Canyon.

I prefer the enhanced bus service for Little Cottonwood Canyon for the following reasons:

1) Will Utah taxpayers be paying for these proposals or will the ski resorts be paying for these?

(32.2.7A) If it's Utah taxpayers, there is no question, I prefer the enhanced buses. The sale of our Utah ski resorts to big business has resulted in very low ICON ticket prices. I recommend that the ICON passes have a premium tax to pay for these enhancements. **(32.2.2K)**

2) If widening the roads provides a safety buffer for cyclists, this is a better idea and, in my opinion, offsets the impact on wildlife. The reason why I feel this way is because this road is heavily now, I fail to see how widening the road would impact wildlife further. **(32.2.9B and 32.13B)**

It is with a heavy heart that we observe the effects of a high influx of residents that has resulted in so many adverse situations: increased traffic and air pollution, and further water scarcity just name a few. **(32.7C, 32.10A, 32.12A, and 32.12B)** The sale of Utah's ski resorts to big business has contributed to these issues.

Gayle Denman

COMMENT #: 5961
DATE: 8/14/21 9:40 PM
SOURCE: Website
NAME: Will Spangler

COMMENT:

Please support the gondola and rail transit and any methods of sustainable, car-free, reliable, low carbon transit up Cottonwood Canyon. **(32.2.9D, 32.2.9F, and 32.10A)** Snow is too important to Utah to keep emitting carbon, and this will save the state money plowing and provide reliable transit during avalanches. Thank you!

COMMENT #: 5962
DATE: 8/15/21 7:28 AM
SOURCE: Website
NAME: Peter Steinberg

COMMENT:

I strongly support the Gondola as the best option to alleviate traffic in the Canyon. **(32.2.9D)** Adding buses is merely adding to additional traffic in the Canyon and a Gondola is a time honored and efficient choice in ski country to move people. **(32.10A)**.

COMMENT #: 5963
DATE: 8/15/21 8:01 AM
SOURCE: Website
NAME: Alice Ray

COMMENT:

Gondola and stop the traffic (32.2.9D, 32.2.2L, and 32.2.4A)

COMMENT #: 5964
DATE: 8/15/21 8:29 AM
SOURCE: Website
NAME: Todd Francis

COMMENT:

Yes. All for it. Work hard to make this happen. **(32.29D)**

COMMENT #: 5965
DATE: 8/15/21 9:17 AM
SOURCE: Website
NAME: Breanne Palmer

COMMENT:

To my fellow Utah citizens with UDOT, I have taken the time to review the two proposals to resolve the traffic issue of Little Cottonwood and I believe a better solution is still out there if we are willing to work towards finding it. Here are some points that directly and significantly impact my experience and the experiences of many climbers of the Salt Lake Valley and climbers world wide:

UDOT's gondola and additional lane (s) proposals would have an unacceptable impact on the climbing experience as well as year-round dispersed recreation access throughout all of Little Cottonwood Canyon. **(32.4A, 32.4B, and 32.4G)**

UDOT must find a new alternative based on an expanded electric bus service coupled with tolling and other traffic mitigation strategies that includes dispersed recreation transit needs before any permanent changes are made to Little Cottonwood Canyon that will forever alter the landscape, **(32.2.6.3F, 32.2.9A, and 32.2.4A)**

Both UDOT proposals threaten iconic climbing throughout Little Cottonwood and at least 64 boulders and 273 boulder problems. **(32.4A and 32.4B)**

UDOT's proposed parking lot "improvements" would severely limit access to the most popular climbing in the canyon by dramatically reducing the already limited parking currently available at the Gate Butte, Grit Mill, and at the lower Little Cottonwood Park and Ride. **(32.4N and 32.4P)**

I hope these points will be seriously considered and that together we can come up with a solution that all parties can agree upon.

Thank you,

Concerned Climber

COMMENT #: 5966
DATE: 8/15/21 10:01 AM
SOURCE: Website
NAME: Lisa Robins

COMMENT:

Gondola is best, avoids slick roads. But the downside is the lovely covid **(32.2.9D)**

COMMENT #: 5967
DATE: 8/15/21 10:10 AM
SOURCE: Website
NAME: Mike Neibaur

COMMENT:

I strongly support the gondola option for Little Cottonwood canyon. **(32.2.9D)**

COMMENT #: 5968
DATE: 8/15/21 10:11 AM
SOURCE: Website
NAME: Michael Neibaur

COMMENT:

I strongly support the gondola option for Little Cottonwood canyon. **(32.2.9D)**

COMMENT #: 5969
DATE: 8/15/21 10:40 AM
SOURCE: Website
NAME: Karen Baker

COMMENT:

Think the gondola makes the most sense. **(32.2.9D)**

COMMENT #: 5970
DATE: 8/15/21 10:58 AM
SOURCE: Website
NAME: Carolina Araya

COMMENT:

As an avid skier and mountain lover, I'm excited and relieved about the proposed solutions to traffic on Little Cottonwood. I favor the gondola option as it is more eco-friendly and doesn't require the expanding and use of any roads. **(32.2.9D)** I hope that this method is selected. Thanks

COMMENT #: 5971
DATE: 8/15/21 11:26 AM
SOURCE: Website
NAME: Jeff Allnutt

COMMENT:

Please go with the gondola. **(32.2.9D)**

COMMENT #: 5972
DATE: 8/15/21 12:42 PM
SOURCE: Website
NAME: Leslie Bangerter

COMMENT:

I understand the need to improve transportation but I would plead that you consider all those around that would be affected by the proposal of a large garage structure on 9510 S. and Highland Drive. **(32.4Q and 32.10C)**. The majority of our neighborhood is residential with a community rec center, fire station, and pharmacy. An area where we have young children and families. It is an area where we want to keep the flow of traffic to a minimal not increase it. **(32.2.6.2.1D)** This is a part of Sandy that families seek out with so many elementary schools in just a couple miles of the proposed location where children are riding bikes, walking to the pool (across the street from proposed area) and a place where safety should be a considered a factor. A child's safety- of the amount of traffic and the amount of people should be considered. **(32.2.6.2.1D, 32.4Q and 32.11E)** Typically, the amount of homeless people that ride public transit is high and they would be entering and walking our neighborhoods which I think would become a safety issue for our children. Please look into another location and understand all those who would be negatively effected by this development. **(32.2.2FF, 32.2.2YY, 32.2.2ZZ, 32.2.6F, 32.2.6.2.1E, 32.2.9R)**

Thank you for your consideration of everyone's opinions and views on this issue.

COMMENT #: 5973
DATE: 8/15/21 12:47 PM
SOURCE: Website
NAME: Dave Humeniuk

COMMENT:

I prefer Option A. **(32.29D)** The gondola has the wow and cool factor that seems to make it popular, but I think it will be a visual eyesore for the beautiful canyon and area, not to mention the traffic mess now just move to the gondola parking area. **(32.2.6.5E and 32.17A)** Maybe you should also consider limiting the number of skiers allowed per day, but of course the resorts only care about making as much money as possible. **(32.2.2K and 32.2.4A)** The ski experience has already been ruined for local like me who have skied Alta for years.

COMMENT #: 5974
DATE: 8/15/21 12:59 PM
SOURCE: Website
NAME: Sean Ferrell MD

COMMENT:

For boulderers, climbable rocks have a soul. When we see them, we see joy, beauty, spirit, possibility. The boulders impacted by this proposed development are near to my heart- a source of love and a precious resource. Please please do not destroy these boulders when you build in Little Cottonwood. **(32.4A and 32.4B)**

I love the idea of improved access up the canyon, and to make the canyon a safer place. I would ask that you please work with the SLCC to identify boulders that are sacred to climbers and to adjust any development plans so as not to destroy these precious resources. **(32.2.9A)**

Utah has long had a reputation for disregarding the outdoors for the sake of money and for profit. Please break this pattern and respect these boulders that are sacred to me and to so many other climbers.

COMMENT #: 5975
DATE: 8/15/21 1:20 PM
SOURCE: Website
NAME: W Lienhard

COMMENT:

I believe the EIS is thorough and wish to comment on transportation alternatives. Having worked at Alta & Snowbird and/or skied both for most of the last 40 years I've seen plenty of road problems, and significant delays getting up or down the canyon have only gotten more frequent and longer over the years (not talking about avalanche closures or late openings). There are simply too many cars and too few people per car (aside - the "Jersey walls" have only further advantaged cars leaving Snowbird compared to Alta, simple math and a flowchart show that 7 cars get out of Snowbird for each one that leaves Alta and that is not counting the effect of those walls). Serious single occupancy vehicle restrictions should be enacted. **(32.2.4A)** There need to be more buses (if the resorts subsidize the UTA service, why not have a UTA surcharge on winter vacation rentals (condos, VRBO ski houses, etc.) ? **(32.2.9A and 32.2.9Z)** Snow sheds were talked about 40 years ago - what is the problem with building some ? **(32.2.9K)** I have skied in Europe where many if not most Alpine roads have sheds, why not in Utah ?

I question the utility of shoulder lanes for the buses. The buses may be a bit slower than cars but aren't actually slow (they just look that way to impatient drivers), especially considering it is only an 8 to 10 mile ride from the mouth of the canyon. Having observed driver behavior in the existing passing lanes I doubt the bus lanes will be unobstructed or that buses would actually be able to pass cars going up as whatever slows the cars down will probably affect the buses as well. **(32.2.6.3B)**

The proposed gondola and parking garage with 1500 spaces sound great, but considering 2 people per vehicle that could be 2000 to 3000 people on a busy day (and that might be only 1/4 of the total skiers that day). 35 people per gondola (30 for simplicity) and a gondola every 2 minutes equate to 15 people per minute, which means + 2 hours for 2000 to get on gondolas. **(32.2.6.5C and 32.2.6.5N)** Once people experience that they'll try to drive instead. I'm not against the gondola but it would have limitations. **(32.2.4A and 32.2.9D)**

Keep it simple - snow sheds, more parking at bus stops, more buses, express buses to Alta (used to have them), restrictions on single occupancy vehicles (and keep delivery trucks and semis out of the canyon during the busy hours). **(32.2.4A, 32.2.9A, and 32.2.6.3N)**. Consistent tire checks wouldn't hurt - how many times have we seen cars with inadequate traction that went up in the morning get sideways (or worse) on their way down after it snows a few inches in the afternoon ? **(32.2.2M)**

There appears to be a policy on the part of the Unified Police (and predecessors) of closing the canyon to traffic to let a wrecker go up to pull some vehicle out of a ditch. Unless there are injuries, those people shouldn't get priority and getting their vehicles out can wait until traffic has abated.

Thank you for your efforts.

COMMENT #: 5976
DATE: 8/15/21 2:24 PM
SOURCE: Website
NAME: Mike Urban

COMMENT:

I support the Little Cottonwood Canyon Gondola project and strongly encourage you to approve the project. **(32.2.9D)**

COMMENT #: 5977
DATE: 8/15/21 2:51 PM
SOURCE: Website
NAME: Kaz Thea

COMMENT:

I am submitting my comments to support the gondola alternative for Little Cottonwood Canyon. **(32.2.9D)** I am an avid skier both area skiing lift assist and a backcountry skier. I am opposed to building anymore roads and would love to see teh gondola be installed for the climate. **(32.2.9C and 32.10A)** It will reduce our carbon footprint throughout the planning area, it will preserve habitat in the area, it will move people with a carbon neutral result. **(32.10A and 32.13A)** A gondola is affective during storms, you will not have to widen the road to get people to both ski hills, you can access both alta and snowbird, you will avoid drastic habitat impacts to the canyon by building a gondola to move people, and a gondola would be a state capital project paid for by the users. **(32.2.4A and 32.2.7D)** Please choose the right alternative for the special area and do the right thing for the climate, the planet cannot wait any longer for humans to do the right thing. We must act boldly for low carbon solutions to projects.

COMMENT #: 5978
DATE: 8/15/21 3:41 PM
SOURCE: Email
NAME: CY SCHMIDT

COMMENT:

Choosing Appropriate Options for Little Cottonwood Canyon

(please don't throw this in a pile, read it please)

I strongly choose the option to expand the bus system up Little Cottonwood Canyon! I strongly oppose the Gondola system. **(32.2.9A and 32.2.9E)** The Bus system should also move much of the traffic off of Wasatch and the mouths of the Canyons to remote locations throughout the valley. Better access to more people who live in Utah. **(32.2.2I)**

The best option by far is the bus option. Proceed with this option and then add MORE and More ways to manage the high influx of people into the canyons. The unintended consequences may be devastating if we don't. Create a plan that comes to term with valued water over financial gains or political favor. **(32.2.6.3D, 32.2.7A, and 32.2.9G)**

I have encouraged many of my friends and associates to make their will know about the future of Little Cottonwood Canyon. Their opinions are thoughtful and well developed. Yet they do not express them to the deciding body. WHY? I have been told many times, "They will not pay any attention to what we say, it has already been decided. It is an economic decision. **(32.2.9N)** A few financial players are deciding the future of our neighborhoods and our water shed." If this is not the case, I would certainly hope that you prove it. **(32.2.9N)**

This is the MOST appropriate time to choose our water shed as a first priority. As we are currently in a drought in Utah, isn't it time to openly choose options that recognize a few unalterable facts. In June the mountain river usually gush downstream, this year June looked like August. August looks like October. **(32.2.9G, 32.12A and 32.12B)**

These mountain peaks and trails which are so alluring to all of us, are also, and more importantly our source of water. When one listens to your UDOT presentation, this fact is minimized. **(32.2.9G)** Understandably because UDOT is in charge of transportation. They have done their due diligence to study and propose good solutions to a transportation problem. But to massively under estimate the impact a gondola will have on the fragile environment of our canyons will seriously degrade one of our most precious resources. **(32.4B, 32.12A, 32.13A, and 32.17A)** Once the water is gone. The allure of potential new skiers with potential dollars to spend will also be gone.

If you have gone into the canyons in the last two years, I am sure you have personally witnessed the effects of over-use. Small wandering trails once crowded with flowers and wildlife, are now widened and trampled, dry and dusty. The 'undergrowth' is trampled back and covered with dust. Hikers have not stayed on the trails, and new unauthorized take off in many directions, further trampling the undergrowth. There are less insects because they feed on the flowers and plants. That same process impacts other wildlife. Heavy rains are not caught by plant life, because it is gone. We are experiencing heavier and more damaging runoff.

When you value the Wasatch peaks merely as recreation, you are trading dollar signs lobbied for the resorts and developers over watershed and natural resources of our magnificent canyons. **(32.2.7A, 32.12A, and 32.12B)** More skiers, more impact on snowfall. Instead of snow naturally melting and going into underground aquifers, the water melts and runs into gutters, off cars as they drive up and

down the canyons, increasingly polluted by the everyday overuse. Also the water is diminished by increased development in the canyons which require water. Water is not coming downstream to our treatment plants and into our homes. How long can we continue this practice without irreparable damage? **(32.12A and 32.12B)**

The best option by far is the bus option. **(32.2.9A)** Proceeding with option and then adding MORE and More ways to manage the high influx of people into the canyons. **(32.2.4A)** The unintended consequences may be devastating. Create a plan that comes to term with valued water over financial gains or political favor.

Where are the construction documents that show how the road in the 'V' of the canyons are going to be built? **(32.2.6J)** How are the towers and cable and machinery of the gondola system going to be set in place without severely destroying the canyon?? **(32.13A)** They ARE going to destroy, pollute and disfigure the environment we love and will displace wildlife **(32.12A)**. High price for a nice view for tourists.

Both solutions are encouraging more and more traffic. **(32.2.4A and 32.7C)** We all love the Canyons, but we don't want an amusement park at the top of the Canyon, we want the natural wonder. Solutions should include preservation, not solutions that take advantage of Utah's current popularity. Very short sighted. **(32.29F)**

I included this podcast because in practice it is very much like the current situation we are debating. It is a cautionary tale that applies not only to our Canyons but to the Source of the Snow in the canyons, the Great Salt Lake. **(32.2.2E)** Now that should raise a red flag even for the financiers and the developers.

Doug Fabrizio | RadioWest (kuer.org)

The State And Fate Of The Great Salt Lake

By DOUG FABRIZIO -AUG 12, 2021

RENEE BRIGHT / KUER

ListenListening...49:42

There's no sugarcoating it: The Great Salt Lake is dying. In fact, the obituary has already been written, and according to the people studying the problem, we may only have a matter of months before the fate of the lake and all that it supports is sealed for good.

Thankyou,

Kathy Schmidt

Cottonwood Heights, Utah

COMMENT #: 5979
DATE: 8/15/21 3:44 PM
SOURCE: Website
NAME: Kathy Schmidt

COMMENT:

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I have encouraged many of my friends and associates to make their will know about the future of Little Cottonwood Canyon. Their opinions are thoughtful and well developed. Yet they do not express them to the deciding body. WHY? I have been told many times, "They will not pay any attention to what we say, it has already been decided. It is an economic decision. **(32.2.9N)** A few financial players are deciding the future of our neighborhoods and our water shed." If this is not the case, I would certainly hope that you prove it. **(32.2.9N and 32.2.9G)**

This is the MOST appropriate time to choose our water shed as a first priority. As we are currently in a drought in Utah, isn't it time to openly choose options that recognize a few unalterable facts. In June the mountain river usually gush downstream, this year June looked like August. August looks like October. **(32.2.9G, 32.12A and 32.12B)**

These mountain peaks and trails which are so alluring to all of us, are also, and more importantly our source of water. When one listens to your UDOT presentation, this fact is minimized. **(32.2.9G and 32.2.2FFF)** Understandably because UDOT is in charge of transportation. They have done their due diligence to study and propose good solutions to a transportation problem. But to massively underestimate the impact a gondola will have on the fragile environment of our canyons will seriously degrade one of our most precious resources. **(32.4B, 32.12A, 32.13A, and 32.17A)** Once the water is gone. The allure of potential new skiers with potential dollars to spend will also be gone.

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COMMENT #: 5980
DATE: 8/15/21 3:46 PM

SOURCE: Website
NAME: Cy Ins

COMMENT:

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By DOUG FABRIZIO -AUG 12, 2021

RENEE BRIGHT / KUER

ListenListening...49:42

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Kathy Schmidt
Cottonwood Heights, Utah

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COMMENT #: 5981
DATE: 8/15/21 4:00 PM
SOURCE: Website
NAME: Stephen Thompson

COMMENT:

I support the Gondala. **(32.2.9D)**

COMMENT #: 5982
DATE: 8/15/21 4:12 PM
SOURCE: Website
NAME: Tess O'Sullivan

COMMENT:

I'm writing to urge you to go with the gondola option b/c it is a more sustainable long term solution that is better for the environment and addresses climate change. **(32.2.9D and 32.10A)**

COMMENT #: 5983
DATE: 8/15/21 4:16 PM
SOURCE: Website
NAME: Nancy Hogarty Baker

COMMENT:

I am writing in favor of the enhanced bus service with dedicated lanes **(32.2.9B)**.

I am 72 years old and a LCC skier since I was 7 years old. Population growth matters and is a fact of life. Growth impacts our experiences both on the ski slope and in life. At some point, there is just so much growth the environment can absorb. I favor a more flexible, less permanent, less expensive alternative because I know growth will not stop. **(32.2.6.3D)** In another generation or less, there will be a need for additional measures to address the current crowding issue all over again. I believe it is magical thinking to believe that ANY of the alternatives will eliminate the impact of population growth significantly. We will always feel this impact and we will adapt (as I have adapted to the benefits of improved high-speed six-packs and the detriment of crowded slopes, day lodges and the inability to choose to "go skiing" at whatever time of day I wish.)

The gondola option is costly and of major environmental impact and will address, but not solve, today's transportation issues. **(32.7C, 32.12A, 32.13A, and 32.17A)** The bus/lane enhancement option will address, but not solve, today's transportation issues. **(32.7C)** We are on the cusp of a major societal change in thinking about individual automobile travel. The more flexible alternatives will not "lock in" a solution for the long term. Twenty, thirty or forty years sounds like long time to some but to folks who have the gift of years, the cycle is obvious. It is enough time to create major societal change as well as undo thinking and solutions that are so cutting edge today. The gondola may become a tourist attraction but not a solution to traffic congestion. **(32.2.6.5E, 32.7B, and 32.7C)**.

At some point, there will be a limit to the number of people who can fit on the mountain at one time. **(32.20A, 32.20B, and 32.20C)** There will be a limit to the amount of profits the resorts can make. And there may well be the reduction of ski days, if not the demise, of snow-based recreation in the Wasatch front canyons. **(32.2.2E)** The more permanent solutions do not address these possibilities over time. They also do not address how growth will impact summer activity that is nature-based rather than resort-based. **(32.1.2C)** We can easily imagine bumper to bumper cars in July as outdoor enthusiasts seek time in nature along with the all the new families who will be driving to their timeshare condos loaded with groceries, bikes, and baby strollers.

Neither group will be riding a gondola. **(32.2.4A)**

Solutions that address the quality of experience in LCC, beyond getting more bodies in the canyon as quickly as possible, should also be considered. How about metering the number of vehicles in the canyon to a sustainable number? How about requiring a reservation to ski on a particular day and time? (Deer Valley seems to have marketed that concept nicely.) How about limiting the number of human beings in the canyon at a time? **(32.2.4A, 32.2.2L, and 32.2.2K)** and How about adding safe bike and pedestrian lanes that are real lanes? **(32.9A)** How about we face the fact that there are limits to how many and how fast can we get people into Little Cottonwood Canyon? **(32.20B)** No one likes to stand in line, wait their turn or have to make a reservation to do an activity. But these things are required to keep the growing population somewhat functional. To do otherwise is the magical thinking that we can keep growing without noticing a change in how we live.

Thanks you for the extensive efforts you have taken to allow for public input.
Please do not choose the gondola option. **(32.2.9E)**

COMMENT #: 5984
DATE: 8/15/21 5:39 PM
SOURCE: Website
NAME: Joshua Miller

COMMENT:

As a 27 year Sandy, UT resident, I firmly oppose a tram being built in little cottonwood canyon. **(32.2.9E)** Of the options proposed, I most support a bus lane, but would prefer no added lane (s). Instead, **(32.2.9A)** I propose the new parking lots be built at the mouth of the canyon, and a toll gate be built at the mouth operating only during winter months. **(32.2.6.2.1C and 32.2.4A)** Those wishing to Ski must ride an authorized HOV to their resort of choice. **(32.2.2B)** Summer months are still tolled, but season passes be available for private vehicles. **(32.2.4A and 32.1.2C)** This presents the least amount of change to the LCC landscape and environment, and still allows citizens to recreate in the canyon.

COMMENT #: 5985
DATE: 8/15/21 6:34 PM
SOURCE: Website
NAME: Paul Lattin

COMMENT:

The gondola option sounds like graft. Niederhauser and McCandless, who proposed the site for a possible gondola base station, would benefit. **(32.6C)** Alta would benefit, snowbasin would benefit, but the public would not. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 5986
DATE: 8/15/21 6:35 PM
SOURCE: Website
NAME: Greg Bobetich

COMMENT:

I disagree with the two leading proposed little cottonwood canyon transportation solutions. I feel that the plan to widen the road, or instal a gondola will both have too many long term negative repercussions that cannot be undone. **(32.2.9C and 32.2.9E)** I also feel that alternative transportation solutions have not been widely implemented or tested. I believe that we need to try everything that does not destroy what we have before we move forward with destroying it. **(32.29R)** The worst traffic occurs during avalanche mitigation and neither of the proposed solutions will solve for this. **(32.7A)** Lastly I feel that to move forward with destructive construction inside the canyon will profit only the people that are pushing this agenda forward and will not have any positive impact on the people that want to travel through the canyon for recreational purposes. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 5987
DATE: 8/15/21 6:37 PM
SOURCE: Website
NAME: Jason Holmberg

COMMENT:

If something must be done then I prefer the gondola so that we can preserve the bouldering and climbing areas that would be destroyed by a ground based solution **(32.2.9D and 32.4B)**

COMMENT #: 5988
DATE: 8/15/21 6:55 PM
SOURCE: Website
NAME: Olivier Laguette

COMMENT:

In favor of the bus alternative. **(32.2.9A)** Not fond of seeing the visual impact of the gondola throughout the canyon for the rest of our lives. **(32.27A)** Have yet to read about the waiting time for a gondola at the La Caille station. **(32.2.6.5C)** The added use of the bus lane for pedestrians and especially bikes is added bonus in the summer time. **(32.9A)**

COMMENT #: 5989
DATE: 8/15/21 8:41 PM
SOURCE: Website
NAME: Rob Beckett

COMMENT:

I'm in support of the gondola. **(32.2.9D)**

COMMENT #: 5990
DATE: 8/15/21 9:00 PM
SOURCE: Website
NAME: Graeme Bilenduke

COMMENT:

This is a great opportunity to make a difference, reducing emissions and congestion while providing improved access to year round recreation. **(32.29D)**

COMMENT #: 5991
DATE: 8/15/21 11:24 PM
SOURCE: Website
NAME: Rosie Kaufman

COMMENT:

My family of nine is in favor of the Gondola solution for Little Cottonwood Canyon. We believe this will have the smallest impact on the environment, keeping the canyon beautiful and still allowing people to enjoy the ski resorts. Please consider the gondola option over the expanded bus lane. **(32.2.9D and 32.17A)**

COMMENT #: 5992
DATE: 8/16/21 12:01 AM
SOURCE: Website
NAME: Varden Hadfield

COMMENT:

I love skiing but on busy days the traffic in little cottonwood canyon prevents me from coming.

I love the gondola B option for it's reduced impact on the beauty of the canyon, and the reliability year-round and during storms. **(32.2.9D)** Canyons are busiest during and right after a big snowstorm-- everyone wants to get the fresh snow on a powder day. Widening the road for buses will still make this traffic difficult, where the gondola will run no matter the snow level. I like the Gondola B option for that reliability on heavy snow days, the speed of travel and the capacity to handle significant traffic by moving people every two minutes. Widening the road would not solve many of the problems, and would significantly harm the environment. **(32.2.9C, 32.7C, and 32.2.6.3P)**

COMMENT #: 5993
DATE: 8/16/21 12:07 AM
SOURCE: Website
NAME: Jeff Kimbell

COMMENT:

I have stopped going to Snowbird and Alta because of the traffic and unpredictable road and traffic situation My kids have never skied there in 3 years because of it and only experienced Snowbasin, DV and PCMR. Please go with the ? Gondola ! **(32.2.9D)**

COMMENT #: 5994
DATE: 8/16/21 12:17 AM
SOURCE: Website
NAME: Tim Zito

COMMENT:

Please build the gondola. Road solutions are not the answer. **(32.2.9D)**

COMMENT #: 5995
DATE: 8/16/21 4:16 AM
SOURCE: Email
NAME: Ellen Young

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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. **(32.13B)** 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,
Ellen Young
Salt Lake City, UT

COMMENT #: 5996
DATE: 8/16/21 5:41 AM
SOURCE: Website
NAME: William Gumula

COMMENT:

Gondola is a great alternative **(32.2.9D)**

COMMENT #: 5997
DATE: 8/16/21 8:05 AM
SOURCE: Website
NAME: Kerry Groebs

COMMENT:

Given the options for improvement of travel in the canyon, I believe that the best solution would be a combination of road enhancements and parking options for hubs to use bus transit. **(32.2.9A)** The gondola proposal has many issues that I believe make it the worst option. **(32.2.9E)** A big problem with this option. It will only change were the traffic jams are going to occur as people will still need to get to the base station with vehicles and therefore create massive traffic problems getting to the station, **(32.2.6.5E)** unless only bus service from various points in the valley are allowed to the base station. **(32.2.2I)** Snow sheds and road enhancements and vehicle occupancy regulations as well as other traffic pattern enhancements as well as improved bus service on weekends and holidays and peak use days would be the better option in my opinion. **(32.2.9K, 32.2.4A, and 32.2.9A)**

COMMENT #: 5998
DATE: 8/16/21 8:22 AM
SOURCE: Website
NAME: Nancy Critchfield

COMMENT:

Please put the gondola in from the bottom of little cottonwood canyon to the top or to Alta. **(32.2.9D)**

COMMENT #: 5999
DATE: 8/16/21 8:30 AM
SOURCE: Website
NAME: Lisa Gabbert

COMMENT:

Hi there; I support the gondola option. I have just visited Telluride, which has a gondola for transportation between the town and resort and it works beautifully. As a skier, I strongly support that option. **(32.2.9D)** I also support running many more buses up the canyon and closing the canyon to cars entirely. Zion National Park has done this quite successfully. **(32.2.2B)**

COMMENT #: 6000
DATE: 8/16/21 8:37 AM
SOURCE: Website
NAME: Michael Mohr

COMMENT:

I live in Little Cottonwood Canyon and travel the canyon as a season pass holder at Alta. It appears that neither of the proposals will accommodate my transportation needs. **(32.1.2B and 32.7C)** How will canyon dwellers access the ski areas? **(32.29D)**

COMMENT #: 6001
DATE: 8/16/21 8:42 AM
SOURCE: Website
NAME: Elizabeth Blanchard

COMMENT:

I really think the gondola is a much better long term solution to the canyon's problems. we support the gondola. **(32.2.9D)**

COMMENT #: 6002
DATE: 8/16/21 8:53 AM
SOURCE: Website
NAME: Janet Tate

COMMENT:

I am in favor of a gondola system. **(32.2.9D)** Less crowded parking and easier access to resorts would be helpful. Are shuttle busses the only way to get from Snowbird to Alta? I am curious about that, too. **(32.2.6.5R)**

COMMENT #: 6003
DATE: 8/16/21 8:54 AM
SOURCE: Website
NAME: Sean Asao

COMMENT:

I moved to SLC to climb at LCC. Please do not destroy these boulder problems. **(32.4A and 32.4B)** It is hypocritical to destroy nature and outdoor recreational sites in the name of increasing access to the outdoors.

COMMENT #: 6004
DATE: 8/16/21 9:06 AM
SOURCE: Website
NAME: Alisha Matthews

COMMENT:

Vote no on the gondola! (32.2.9E)

COMMENT #: 6005
DATE: 8/16/21 9:29 AM
SOURCE: Website
NAME: Tom Michael

COMMENT:

I support pathways to reducing congestion and I support the Gondola. (32.2.9D)

COMMENT #: 6006
DATE: 8/16/21 10:07 AM
SOURCE: Email
NAME: Lauren Cwiklo

COMMENT:

Dear Utah Department of Transportation,

Give buses time, make a bigger effort for making buses a more attractive option.

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

Tolling to incentivize use of public transportation **(32.2.4A)**

- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
 - Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
 - Increased funding to support more buses **(32.2.9A and 32.2.9R)**
 - Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
 - Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
 - Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
 - Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
 - Traffic controls **(32.2.4A and 32.2.9R)**
 - Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints..

Sincerely,
Lauren Cwiklo
Salt Lake City, UT

COMMENT #: 6007
DATE: 8/16/21 10:57 AM
SOURCE: Website
NAME: Joe Pennington

COMMENT:

I support the Little Cottonwood Gondola for the following reasons: 1) It will provide a more reliable access to the two ski areas, 2) it will reduce the amount of pollution from vehicle exhaust, 3) it will reduce the traffic congestion, and 4) it will improve the skier and public experience while improving the environment. **(32.2.9D, 32.10A, and 32.7C)**

COMMENT #: 6008
DATE: 8/16/21 11:08 AM
SOURCE: Website
NAME: Lorin Lewis

COMMENT:

I'm in support of the gondola option. I think it is the best option, it better addresses the complications of road closures, avalanche issues, etc. I would suggest a toll to drive up the highway in a vehicle to encourage people to use the gondola. **(32.2.9D and 32.2.4A)** I miss the good old days of driving up the canyon, and easily finding parking spots, but I'm Looking forward to the future, Lorin Lewis

COMMENT #: 6009
DATE: 8/16/21 12:31 PM
SOURCE: Website
NAME: Coy North

COMMENT:

If the true goal is to minimize emissions and preserve the integrity and beauty of Little Cottonwood Canyon then, the only solution is the gondola. **(32.2.9D, 32.10A, and 32.17A)** I have been an Alta season pass holder since 2004. Making LCC a 4 lane "freeway" will not lower emissions, will not solve the inclement weather challenges and will not solve the road closures for avalanche mitigation. It will only encourage more cars in the canyon. **(32.2.6.3B, 32.10A, 32.10A, 32.7C, and 32.7A)**

I currently carpool up the canyon. As the current bus is really not designed for skiers with gear, riders are crammed in if there is an inch of space to be had and takes forever to get to Alta with all the Snowbird stops, it has never been a viable option for me. **(32.2.4A, 32.2.6.3M, and 32.2.6.3N)** I would definitely take the gondola as gear would be accommodated for and the number of riders in each gondola would be limited. Even though the trip up the canyon would be a little longer than if I drove, it would be worth it to avoid the traffic and all of the cars and poor drivers that should not be navigating winter road conditions in the canyon.

COMMENT #: 6010
DATE: 8/16/21 12:46 PM
SOURCE: Website
NAME: David McIntyre

COMMENT:

I have skied at Alta for many years, 63 to be exact. I am now 81 and intend to continue skiing. We also owned a house at Alta for 20 years and enjoyed Little Cottonwood Canyon in both the summer and winter. The increasing traffic has taken it's toll on the canyon and more busing is not the best answer. I favor the Gondola approach. **(32.2.9D)**

COMMENT #: 6011
DATE: 8/16/21 1:07 PM
SOURCE: Website
NAME: Josh Donegan

COMMENT:

Expanding infrastructure in the canyon should be the last alternative to be implemented. Transportation hubs should be built outside of the canyon with restricted private vehicle access on high-demand days. **(32.2.6.2.1C and 32.2.4A)** A parking garage/transit center with continuous bus service utilizing existing infrastructure should be prioritized at this time. **(32.2.9A)** It is a mistake to believe that these two proposed alternatives can be implemented without significantly impacting water quality for the valley and without sacrificing summer access to the canyons for the next decade so that the 2 ski resorts get priority transportation. There are more recreation opportunities in the canyon than simply resort skiing. **(32.12A, 32.12B, 32.1.2C, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 6012
DATE: 8/16/21 1:11 PM
SOURCE: Website
NAME: Kim Blair

COMMENT:

From my perspective, the canyon and resorts are already at or beyond the capacity to accommodate additional visitation. **(32.20C)** Thus, it is unwise to advance projects that will only exacerbate loading to an ecosystem already at or beyond capacity. **(32.20B)** To me, the solution is to dramatically reduce automobile traffic in the canyon through toll and parking charges and then pursue the enhanced bus transportation alternative from valley transit locations. **(32.2.4A and 32.2.2I)** Due to parking limitations at the valley transit stations, additional enhancements to connecting bus service will also be required. Economic incentives should be provided to encourage use of the bus service. **(32.2.4A)** To avoid the current chaotic conditions, a strict resort and back country reservation system with daily limits needs to be implemented with canyon travel restricted to those holding a reservation. **(32.2.2L, 32.2.4A, and 32.2.2K)**

COMMENT #: 6013
DATE: 8/16/21 1:57 PM
SOURCE: Website
NAME: Christophe Diezma

COMMENT:

I read with much alarm the proposals for little cottonwood canyon. We must must must severely limit the driving up that canyon with private cars . **(32.1.2B and 32.2.4A)** .. the main way to get up there should be by bus, which should run more often and free of charge. **(32.2.2B)** To make the road wider, let alone to building a gondola, should be off the table in the name of respecting that canyon. **(32.2.9C and 32.2.9E)**

COMMENT #: 6014
DATE: 8/16/21 2:20 PM
SOURCE: Website
NAME: Robbi Lucas

COMMENT:

what if the ski resorts rented parking lot space at the empty Shopko parking, lot smiths etc and THEN enhanced the busses? **(32.2.2FF and 32.2.6.2.1C)** If the ski resorts want more people-which they can not support anyway-then THEY can foot the bill NOT the taxpayers. **(32.1.2B and 32.2.7A)**

COMMENT #: 6015
DATE: 8/16/21 2:23 PM
SOURCE: Website
NAME: Skylar Casey

COMMENT:

I'm a Utah resident. I ski, climb, hunt, fish, and do everything outdoors and in Little Cottonwood Canyon. I do not support either of the current proposed alternatives. **(32.2.9C and 32.2.9D)** I think they are huge changes to the canyons and are huge public investments that mostly support private companies (ski resorts) operating in the canyon. I don't believe the Utah taxpayers should take on the burden of transportation to the ski resorts, without the private beneficiaries also contributing. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

I'm also concerned about the alternatives creating a bottleneck at the base of the canyon. **(32.7B)** Both alternatives also will destroy some of the rock climbing and bouldering in LCC. **(32.4A and 32.4B)**

I support a new alternative based on an expanded electric bus service coupled with tolling and other traffic mitigation strategies that includes dispersed recreation transit needs before any permanent changes are made to Little Cottonwood Canyon that will forever alter the landscape. **(32.2.9A and 32.2.4A)**

COMMENT #: 6016
DATE: 8/16/21 2:24 PM
SOURCE: Website
NAME: Robert Viveiros

COMMENT:

I did not see a proposal of where the Gondola was going to start. I have been there several times it is a good plan. **(32.2.9D)**

COMMENT #: 6017
DATE: 8/16/21 2:35 PM
SOURCE: Website
NAME: Maren Askins

COMMENT:

I am the General Manager of Alta Lodge and a resident of the Town of Alta. As I am lucky enough to live and work at the top of LCC, the transit problems do not impact me very often, other than having to strategically schedule my trips down canyon outside of peak transit times. Thus, my comments on the LCC EIS proposals are based on what I believe to be the best interest of Alta Lodge, our guests, and our employees.

To be honest, the traffic problems of LCC actually benefit our business. Our ski-in-ski-out access to Alta Ski Area is primarily the reason our guests stay at the Lodge. An overwhelming majority of our guests do not use private vehicles to get to and from the Lodge; almost all of them use Alta Shuttle to and from the airport and contribute very little to the traffic on the road. More than half of our staff live in the Lodge and are not contributing to the traffic on the road. Our commuting employees do not typically travel during peak periods and have reserved parking spots on our property, so they are not heavily impacting road traffic either. For these reasons, Alta Lodge effectively reduces canyon traffic, and the more people staying and working at our property and other lodging properties in LCC, the fewer cars there are on the canyon road during peak transit times. While I recognize the transit problem in LCC should be addressed, doing nothing, or pursuing less impactful, cheaper options, such as tolling only and incentives for carpooling, would be my preference over enhanced bus service or a gondola. **(32.2.2Y, 32.2.9C, and 32.2.9E)** We are trying to solve a mobility problem that happens maybe 20 times a year, so before we spend millions of taxpayer dollars on a permanent solution that only benefits a minority of stakeholders, we should consider cheaper, less impactful solutions first. It will be interesting to see how traffic patterns change after both ski areas in LCC implement paid parking reservation programs as well. **(32.1.2B, 32.1.2D, 32.1.4D, 32.2.7A, 32.7B, 32.7C, and 32.2.2K)**

Another reason why increased mobility could be a detriment to our business and the community is that increased mobility brings more people into the canyon in a shorter timeframe. The more people there are in the canyon and in the ski areas, the more we detract from the Alta experience our guests pay for and expect. Lift lines have already grown exponentially in recent years, without any improved road mobility. There have been many public comments about the lack of canyon capacity analysis in this process. I agree that there needs to be a data-backed assessment of how many people our little box canyon can sustainably support. **(32.20A, 32.20B, and 32.20C)** We live in a delicate ecosystem that not only provides world-class recreation, but also a vital and limited life resource to the ever-growing valley below us: water. If LCC is to sustain both the recreating desires of the Salt Lake valley, along with their water needs through the scope of this project and beyond, serious consideration needs to be made for its limited resources, both natural and economic. Bringing more and more people into our tiny town is going to decimate our resources and the Alta experience, and the only beneficiaries, economically, are Alta Ski Area and Snowbird-not the lodging properties, not the residents. Understanding a sustainable capacity and limiting access to that capacity may do better to improve mobility in the canyon, while also preserving it. **(32.12A, 32.12B, 32.4I, and 32.4O)**

Also, placing the monetary burden, presumably through tax increases, on Alta residents, our employees, our guests, and many other groups that don't benefit from either proposed traffic solution does not seem fair. **(32.2.7A)** I would endorse, with many others, that Alta Ski Area and Snowbird, the primary beneficiaries, bear a majority, if not all, of the monetary cost. **(32.2.7A)**

If we have to decide between enhanced bus service and a gondola, then I would endorse enhanced bus service with road widening, as it could potentially offer a small benefit to our lodging guests, if one

concession is considered. **(32.2.9B)** I would like to propose that Alta Shuttle, the primary transportation for our guests, be allowed to use the bus only lane. **(32.2.6.3B)**. Neither the enhanced bus service nor the gondola truly benefits our guests or our employees. Guests are not going to take a bus from the airport with all of their luggage, either to get on yet another bus to go up the canyon or to the gondola **(32.2.4.A)** . For our employees, many work late into the evening or have to come in very early, when busses are not operating. Unless the bus system or the gondola are going to run regularly from 3AM to midnight, the majority of our commuting employees will not be able to use it effectively. **(32.2.6.3N)**. The only small benefit I see to a subset of our stakeholders is if Alta Shuttle can use the bus lane to provide our guests faster access to the Lodge, and I ask that this request be considered, as we would not benefit otherwise and will probably end up paying for it in some capacity. **(32.2.6.3B)**

Thank you for putting time, effort, and money into this project and for considering the public's opinions. I realize that my situation and perspective are rare, but as a leader in a long-standing business in this canyon and the Alta community, I feel compelled to speak on behalf of the best interest of Alta Lodge and believe our interests should be considered.

Thanks again,
Maren Askins
General Manager
Alta Lodge

COMMENT #: 6018
DATE: 8/16/21 2:47 PM
SOURCE: Website
NAME: Marc Marrocco

COMMENT:

Gondola is the way to go. Buses in traffic hampered by snow and avalanche mitigation does not seem like a solution. Please go in the direction of the gondola. **(32.2.9D)**

COMMENT #: 6019
DATE: 8/16/21 3:16 PM
SOURCE: Email
NAME: Elizabeth Eve King

COMMENT:

here we are with our world burning, skies black with smoke, temperatures over 100 degrees, and still we argue.

Utah is making it impossible to go anywhere without a car. They build faster, nosier streets with never a thought to residents or wildlife. **(32.2.6.2.2A, 32.13D, and 32.11B)**

Even seagrass is harmed by noise.

<https://www.hakaimagazine.com/news/noise-pollution-affects-practically-everything-even-seagrass/>

And noise has been shown to increase risk of dementia.

has been shown to dementia. <https://www.medicalnewstoday.com/articles/neighborhood-noise-may-increase-dementia-risk>.

Plus, it's really unpleasant. **(32.11I)**

Many people have submitted letters and propositions to make our neighborhoods more liveable and our roads safer. I heard so many brilliant proposals at the meetings. All have been ignored by politicians and UDOT. **(32.2.6.2.2A)**

And what is my idea? What is my great plan?

First, slow down. I want 20 mph speed limit. That would deal with much of the noise, and much of the danger. **(32.2.6.2.2A)**. So what if it takes an extra 20 minutes to get to the ski lift, or an extra 15 minutes to get home? Slow down you move too fast. **(32.2.6.2.2A)**. Second, plant shrubs and trees around the street, the 20-mph street. Then, you can consider how to expand. **(32.2.6.2.2A)** It's stupid to build now for 2050. We will have much better technology then. If not, we are doomed. **(32.29L)**

It's not rocket science. If it were, billionaires would be investing in it.

We need an environmental lawyer. There's a lot of dirt, not topsoil, and a lot of pocket lining.

COMMENT #: 6020
DATE: 8/16/21 3:26 PM
SOURCE: Website
NAME: Heidi Kasemir

COMMENT:

Looking at this infrastructure plan, I think it's a little bit ridiculous to go to the point of recommending the gondola alternative, considering that simply enhancing the bus service without making any widening efforts to the road would provide better commute times. **(32.2.9E and 32.2.9A)** It would cost \$140 million less, and have a much lower impact on the natural resources used by climbers and hikers in the area. I say go with the cheapest, most effective option that has no impact on the existing natural resources: just provide better bus service without expanding the road. If the stated objective is to reduce commute times, it looks like that does enough. **(32.1.2B)** If you want the gondola because it would be cool, then don't pretend you want lower commute times, because that's obviously not what your goal is. "meet **(32.1.2B)**. the needs of the community while preserving the values of the Wasatch Mountains" - sounds like the simple bus strategy would accomplish this way faster and cheaper.

COMMENT #: 6021
DATE: 8/16/21 4:10 PM
SOURCE: Website
NAME: Tracy Woo

COMMENT:

Please do not destroy this local area that many climbers from around the world visit. It's an amazing natural place and destruction of this part of nature to serve a greater capitalism would be very tragic **(32.4A and 32.4B)**

COMMENT #: 6022
DATE: 8/16/21 4:18 PM
SOURCE: Website
NAME: Jim Colby

COMMENT:

I'm all for alternative solutions, like the gondola, for improving our canyons. The Little Cottonwood Gondola seems to be a viable, cost effective, and with less impact on our canyon alternative to a 4 lane highway up Little Cottonwood. **(32.2.9D and 32.2.6.3B)**

COMMENT #: 6023
DATE: 8/16/21 4:33 PM
SOURCE: Email
NAME: Elizabeth Eve King

COMMENT:

I personally have lived in Los Angeles, Korea, New York, San Francisco, and Mexico, and never have had so much traffic outside my door. UDOT has turned our quiet community into a noisy high-speed thoroughway that benefits only commuters and tourists. "Wasatch Blvd has severe traffic that needs to be solved." This is true, but it will not be corrected by catering to cars and traffic. **(32.2.6.2.2A)**

We need to redesign Wasatch Blvd, making it one lane in each direction with slow speeds of hopefully 20 but no more than 30mph. We need strict noise enforcement. All night and day, motorcycles without mufflers race by my house. This clearly is illegal, against the Cottonwood Heights City Council municipal code. In addition, UDOT has installed a yellow warning light that flashes into my living room all day and night. But does the city try to enforce the law? No, they get a lot of money from developers and have built a new city hall. **(32.2.6.2.2A)**

ARE CITIZENS HELPLESS? We must stop urban sprawl and new high-density developments that are not near a transit node. We demand redesigned roads and a regionalized transit plan for the Salt Lake Valley. **(32.2.2AA)** We are requesting the press support our efforts. Utah has a population of about 2.9 million, approximately 80% of whom live along the Wasatch Front. But have UDOT and local government worked with residents to redesign roads? No, cities are in debt to big developers like Giverny who pay for widening of roads and install lights so that the Council can build big new City buildings. Giverny would be more accurately rename Guernica, they have not created a garden but a nightmare.

And when the City took money from developers and agreed with UDOT to widen Wasatch, how did they protect the community? By installing sound walls, to protect our yards and homes? NO! In fact, they even refused to repair a wall on their property. **(32.11B and 32.4F)** Instead they said we would be held responsible and sued if anyone was injured. They installed blink yellow lights right outside our window. Would The members of city hall and UDOT like a freeway and blinking lights outside their homes?

Unlike the 2005 Cottonwood Heights City and 2017 Fort Union Boulevard master plans, which both included a long list of locals, the 2019 Wasatch Blvd Master Plan includes no locals (other than the City Council persons and their staff.). Can you guess the authors? Let me help: UDOT, Wasatch Front Regional Council and corporate consultants. An 830-person petition presented to the Cottonwood Heights City Council in June 2019, indicating preference for "maximum of 3-lanes, 35 mph maximum speed, improved egress/ingress to neighborhoods, and emphasizing paths and safety for pedestrians and bicyclists" was disregarded in favor of the plan city officials approved, which widens the road to five lanes and no specific slower speed limit. It's a dream come true for UDOT, WFRC and developers everywhere. **(32.2.6.2.2B)**. Buried within an extensive LCC, EIS, and unreported within the executive summary, are plans to widen and straighten SR 210's residential section of Wasatch Blvd into a fast-moving, multi-laned arterial. **(32.2.6.2.2A)**. Cycling, running, resident and environmental organizations have denounced a tax-funded organization like UDOT destroying and dividing our community by a fatal highway. **(32.4F)**. This expansion flies in the face of UDOT's "Zero Fatalities", a campaign to reduce annual transportation related deaths from 300 down to 150 by 2030. Utah is currently on track to exceed 300 deaths for 2021.

The 640 Salt Lake County residents who make up Save Not Pave, as well as several other citizen groups have been petitioning UDOT to represent their interest in safety first along this residential stretch since 2019. Despite UDOT's pledges in 2019

(<https://www.youtube.com/watch?v=RlpLUJkpZXQ&feature=youtu.be&t=1675> after hiring new project managers, UDOT's Blaine D. Leonard, Peter M. Jager, Charles P. Felice, Christopher F. Siavrakas, and Lisa Miller, (let their names be added to the list of infamy) UDOT announced there would be no slowing of speed within their Wasatch Blvd expansion plans. **(32.2.6.2.2A)**. This type of federally supported activity needs to change: "Among high-income countries, the United States has the highest rate of traffic fatalities, with approximately 40,000 deaths annually." NACTO Ellen Birrell of Cottonwood Heights said, "Why is this noisy, air-polluting, high-speed and dangerous roadway widening to be built at high taxpayer expense? When counting the shoulder on which UDOT plans to run Express Buses, the six to seven lane highway will fracture the community and introduce new danger for drivers, pedestrians, and cyclists, as well as discourage active transportation and transit, and degrade our air quality."**(32.2.6.2.2A)**)

Cottonwood Heights mayor and city councilwoman district 4 claimed at the May 22nd Save Not Pave Rally they "align with and support Save Not Pave." Let's seek the truth. They are aligned in this way:
- They allow Cottonwood Heights [Ordinance 14.12.090 Roadway design Section F](#) (page 14-9) that dictates that Wasatch Blvd, as an arterial, remain at 50mph. - They are "meeting with UDOT each month pushing for the [CH 2019 Wasatch Blvd Master Plan](#)."

THROW THE LIARS OUT

We must elect District 3, District 4 and mayoral seat with candidates who have demonstrated competence and dedication to a thriving community that protects residents. This would gain the majority vote within the council to overturn the direction in which the current majority is taking us.

The project is termed by resident Audrey Pines as 'The Highway to Nowhere.'

The incidence of citizen push-back against unnecessary paving or widening of residential roads is not just happening here. Examples are Murray's "SignTheVine.com" and "Dimple Dell Wild" with 1,010 signatures protesting their 50% asphalt expansion funded at 93% by the federal government. Public health and safety have been lost in the shuffle. Our city and my neighbors feel helpless. Cities should protect their people and their environment. Please help us by printing our demands and complaints. This is not just a neighborhood issue. This is about the state of our future, our children's future, our grandchildren's future, and the destiny of the planet.

E.E. King

COMMENT #: 6024
DATE: 8/16/21 5:17 PM
SOURCE: Website
NAME: Wendy Stein

COMMENT:

When the realization of the actual problem hits, the solution becomes obvious. Little Cottonwood does not need to have roads widened for buses nor have a gondola installed - neither solve the problem. **(32.2.9C, 32.2.9E, and 32.7C)** The problem is that Little Cottonwood is a finite space with limited capacity. **(32.20B)** Instead of trying to increase human capacity, the simplest, most cost effective and environmental friendly solution is to simply limit the number of users in the canyon at any one time. **(32.2.2L, 32.2.2K, and 32.2.4A)** This principle applies not only to Little Cottonwood, but to many other areas across the state that are seeing the impacts of overuse.

This opinion won't be popular with the ski resorts, but in the long run it is a win for everyone and generations to come.

COMMENT #: 6025
DATE: 8/16/21 5:23 PM
SOURCE: Website
NAME: Jana Nelsen

COMMENT:

Widening the road and adding more busses is the way to go. **(32.2.9B)**. There is NO reason tax dollars should be spent on private interest. **(32.1.2B, 32.1.2B, 32.2.7A, 32.7B, and 32.7C)** We frequent little cottonwood canyon I. The winter along with many others and do not visit the resorts there. My tax dollars should not go toward a tram which only serves the resorts!
No tram. **(32.2.9E)**

COMMENT #: 6026
DATE: 8/16/21 5:25 PM
SOURCE: Email
NAME: Patrick Morrissey

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

Tolling to incentivize use of public transportation **(32.2.4A)**

- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints..

Team Bus baby!!!

Sincerely,
Patrick Morrissey
Midvale, UT

COMMENT #: 6027
DATE: 8/16/21 5:31 PM
SOURCE: Website
NAME: Alex M

COMMENT:

Please build a gondola in Little Cottonwood Canyon that is free for Snowbird season passholders. I do not want more busses, traffic congestion, and pollution. **(32.2.9D, 32.7C, and 32.10A)**

COMMENT #: 6028
DATE: 8/16/21 5:32 PM
SOURCE: Website
NAME: Malkie Wall

COMMENT:

BOTH options provided are expensive to tax payers and disruptive to the environment. But, if forced to chose one, the expanded bus service appears to be the lesser of two evils. **(32.2.9B)** The gondola is effectively a subsidy for the ski resorts - a government handout at the public expense. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** At least expanded bus service would serve the public (the actual public - not just those going to the resorts). **(32.2.6.3C)**

COMMENT #: 6029
DATE: 8/16/21 5:37 PM
SOURCE: Email
NAME: Andre Hamm

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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. **(32.13B)** 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,
Andre Hamm
Salt Lake City, UT

COMMENT #: 6030
DATE: 8/16/21 5:38 PM
SOURCE: Website
NAME: Bryn Carey

COMMENT:

I support the Gondola option. Above surface lifts will provide the best solutions going forward, not only in Little Cottonwood Canyon but other canyons as well. **(32.2.9D and 32.1.1A)**

COMMENT #: 6031
DATE: 8/16/21 5:42 PM
SOURCE: Website
NAME: Alec Quick

COMMENT:

To whom it may concern, I am for adding mobility hubs to the base of the canyon and adding bus flow. **(32.2.9A)** Widening the road or implementing a gondola will ruin my experience in LCC. **(32.4I)** I have lived here my entire life and love the canyon dearly. The bouldering in LCC is amongst the best in the world and draws in a lot of tourism. Please do not ruin this for us. **(32.4A and 32.4B)**

COMMENT #: 6032
DATE: 8/16/21 5:43 PM
SOURCE: Email
NAME: Coleman Gerdes

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

Tolling to incentivize use of public transportation **(32.2.4A)**

- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints..

Sincerely,
Coleman Gerdes
South Jordan, UT

COMMENT #: 6033
DATE: 8/16/21 5:47 PM
SOURCE: Website
NAME: Scott Sorenson

COMMENT:

Hi,

Thanks for your efforts to improve transportation. Can you help me understand why we don't fix this issue in about 3 months time and without spending billions of dollars of taxpayer money? Put in a toll booth/smart pass option with flex pricing. Powder days, it's \$15 a car. That price declines as the day goes on, basic supply and demand. Use the funds to pay for additional bus services for those that don't want to pay the steep prices. Summer days the toll is \$0.50. This use tax puts the burden on the small percentage of Utahns (like me) who want to enjoy the canyon but doesn't require payment from people who will never use the gondola. (32.2.2Y)

Thanks,
Scott

COMMENT #: 6034
DATE: 8/16/21 5:47 PM
SOURCE: Website
NAME: Matthew Heimburger

COMMENT:

Hi. I am a long-time skier and Utah resident. I support the gondola option for Little Cottonwood Canyon. The nature of the canyon makes it especially prone to the effects of too much traffic and too much pollution. **(32.2.9D)** This would be an enlightened way to balance access with sustainability. Thanks!

COMMENT #: 6035
DATE: 8/16/21 5:49 PM
SOURCE: Website
NAME: Faithe Felt

COMMENT:

That road is very dangerous, widening the road may hurt the environment, but it could save some lives.
(32.2.6.3B, 32.12A, 32.13A, and 32.17A)

COMMENT #: 6036
DATE: 8/16/21 5:52 PM
SOURCE: Website
NAME: Allen Conners

COMMENT:

Please put it in the road is so dangerous in the winter and one car wreck backs it up for hours. **(32.29D)**

COMMENT #: 6037
DATE: 8/16/21 5:52 PM
SOURCE: Website
NAME: Jack Gross

COMMENT:

Hi - resident in [REDACTED] and very concerned about expanding any roads or adding the giant gondola for some reasons. **(32.2.9C and 32.2.9E)** To prioritize a small group of people (skiers) over the conservation of the beautiful canyon for current and future generations is utterly ridiculous... and the STATE would pay for it?? It then becomes a horrible joke that the city may force upon its residents. Please do better **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 6038
DATE: 8/16/21 6:01 PM
SOURCE: Website
NAME: Kristin Maier

COMMENT:

I understand the need to fix the overcrowding of LCC in the winter, but I think the recreation in the summer should be considered as well. **(32.1.2C)** I hope you all take more time to consider the benefits that the summer recreation can bring as well. Both options currently impact climbing areas that many enjoy and would be heartbroken to see taken away to be replaced with a wider road or a gondola. Please consider more options!**(32.4A, 32.4B, 32.4I and 32.2.2PP)**

COMMENT #: 6039
DATE: 8/16/21 6:04 PM
SOURCE: Website
NAME: Steele McGonegal

COMMENT:

I think there should be more options and a larger time frame for citizens to decide on better decisions. **(32.2.2PP)** If you are to choose one of these two I suggest you do the gondola. It is safer for the environment and helps mitigate damage to the natural beauty of the landscape. **(32.2.9D and 32.17A)**

COMMENT #: 6040
DATE: 8/16/21 6:04 PM
SOURCE: Website
NAME: Nico Hamberlin

COMMENT:

Neither option seems to consider the interests of the little man. While improving profits for the resorts it seems both the gondola and the wide road would benefit the tourists rather than the local population **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 6041
DATE: 8/16/21 6:10 PM
SOURCE: Website
NAME: Jared Holindrake

COMMENT:

I take back the previous comment. The gondola is for the resorts, not the public. And we need space and parking for those not paying for access to alta snowbird. They do now own the canyon. Widen the roads, add buses **(32.2.9E, 32.2.7A, and 32.2.9B)**

COMMENT #: 6042
DATE: 8/16/21 6:12 PM
SOURCE: Website
NAME: Trevor Tateyama

COMMENT:

There was a stand at momentum that showed me a gondola method, but they also told me that we're still not certain on how these alternatives will impact bouldering and climbing in the cottonwoods. So it would be nice to have someone who climbs on the board so we can be represented. If anything I would want the LEAST intrusive gondola option, IF there's not a better option. **(32.4A, 32.4.B, and 32.2.9D)**
Thank you

COMMENT #: 6043
DATE: 8/16/21 6:22 PM
SOURCE: Website
NAME: Nora Brunelle

COMMENT:

I am a Sandy resident who lives right off 9400 South, an attorney, and a frequent patron at Alta and lover of our beautiful mountain area. Each year I have many guests who visit from the east coast to ski and drive up Little Cottonwood Canyon, and if they have the good fortune to be here during a powder day, they sit in traffic for three hours.

The gondola option is ridiculous. Besides being twice as expensive, **(32.2.7C)** it will hardly improve mobility. **(32.7B and 32.7C)** Given that you still have to park in one place and then take a bus to another and then wait in line for the gondola, people are not going to want to do that. **(32.2.6.5J and 32.2.4A)** The simple, efficient, and most straight-forward and effective solution is enhanced bus service. The "mobility hubs" should also offer shelter and heat from the elements. **(32.2.9A and 32.2.6.2.1C)** If a strong disincentive and penalty was added to those driving up (such as required reserved parking and/or expensive parking tickets), that would vastly improve the process. **(32.2.4A)** Please do not tear up the canyon with noisy, annoying, and unsightly construction for a massive project building a gondola that no one is even going to want to use and which won't improve much for anyone. **(32.11D, 32.17A, 32.7C, and 32.2.4A)**

Thank you, Nora Brunelle

COMMENT #: 6044
DATE: 8/16/21 6:23 PM
SOURCE: Website
NAME: David Lowe

COMMENT:

Buses. **(32.2.9A)** No Gondola, no widening of the road. **(32.2.9E and 32.2.9C)** This serves all, not just the business's at the top. It allows climbers, bikers, skiers, boarders and all to equal access with out paying out their butts for nothing but a scar. **(32.1.2C and 32.2.6.3C)**

COMMENT #: 6045
DATE: 8/16/21 6:38 PM
SOURCE: Website
NAME: Connor Wiegand

COMMENT:

Neither of these options seem to effectively address root cause in an adequate amount of time without harmful environmental effects. **(32.7B and 32.7C)** Better solutions would be to actually staff an employee to prevent unequipped vehicles going into the canyon in inclement weather, limiting the amount of people daily, having a toll, or only allowing employees or season pass holders up the canyon while all others must use a park n ride with more buses that service a large base parking lot. **(32.2.2M, 32.2.2L, 32.2.2K, and 32.2.4A)** The gondola will take years and ruin the canyon's natural beauty and environment while also not being usable during windy, interlodge, or avalanche mitigation days. **(32.2.7C, 32.17A, 32.2.6.5H, and 32.2.6.5K)** That happens frequently in little cottonwood. It would also take too long to ride and lacks usability. The shoulder option also doesn't prevent cars going up the canyon that are not equipped to and causing massive traffic delays. **(32.2.4A and 32.2.6.3P)** Instead of commencing on a massive endeavor, try the KISS methodology and Keep It Simple to gather data more quickly and assess and iterate. **(32.29R)**

COMMENT #: 6046
DATE: 8/16/21 6:43 PM
SOURCE: Website
NAME: Alessandra Meecham

COMMENT:

As a resident of Cottonwood Heights who uses the canyon all year round I feel as though the money that UDOT is currently planning on investing on either the road widening or the Gondola could be better spent by investing in the bus system that is already in place. **(32.2.9A)** I use the ski bus throughout the season and I have found it to be very adequate. Whereas widening the road and building a gondola would restrict so much accessible outdoor recreational area for climbers, hikers, and anyone else looking to enjoy Utah's beautiful outdoor. **(32.4A, 32.4B, and 32.4P)**

COMMENT #: 6047
DATE: 8/16/21 6:45 PM
SOURCE: Website
NAME: A Hyde

COMMENT:

Great idea with the busses and their own lanes. **(32.2.9B)** Busses need to be built with crush proof framing and roofs and some like snow cats to get up and down canyon in storms. All those who work in the canyon need to have free or highly discounted bus passes for their employment times only and all patrons whether shopping, photographing, skiing, snowboarding, etc and dining need to be able to validate their parking down below for their bus use **(32.2.4A)**.

COMMENT #: 6048
DATE: 8/16/21 6:49 PM
SOURCE: Website
NAME: Wendy Jenkin

COMMENT:

After review of the data provided, and regarding community impact (those living along Wasatch boulevard), environmental impact (wildlife habitat, destruction of some trailheads and some climbing boulders), the fact that traffic up Little Cottonwood Canyon is only an issue for 3-4 months of the year (climate change will likely mean 3 months), and that this issue only affects one user group, my choice is for enhanced bus service without shoulder lane, road tolls to prevent single vehicle users, and snow sheds (which are very common in other countries and assist in preventing frequent road closures). **(32.2.2E, 32.2.9A, 32.2.4A, 32.2.9K)** This would be combined with parking hubs. I question the need to jump to the most expensive and “invasive” options without trying the lower cost, less destructive options first. **(32.29R)**

COMMENT #: 6049
DATE: 8/16/21 6:55 PM
SOURCE: Website
NAME: Nathaniel Hamlett

COMMENT:

Toll road, snow sheds and busses **(32.2.9A)**

COMMENT #: 6050
DATE: 8/16/21 6:57 PM
SOURCE: Website
NAME: Bronson Plumb

COMMENT:

This is a terrible idea. It prioritizes capitalistic convince over outdoor opportunities. This incentivizes more single car drivers, less carpooling, and will be detrimental to the climbing community. **(32.2.4A, 32.4A, 32.4B, and 32.2.7A)**

COMMENT #: 6051
DATE: 8/16/21 6:59 PM
SOURCE: Website
NAME: Andrew Leon

COMMENT:

Hey, as a homeowner and current resident of SLC, I'm pretty disappointed that we are consistently undervaluing outdoor recreations value to the local economy. Established bouldering locations are a luxury that tons of states would kill to have and we're about to destroy some world class spots for no good reason. **(32.1.2B, 32.4A, and 34.4B)** Imagine a world where Olympic athletes can be seen training on the boulders below while they ride the gondola. There is zero reason we can't accommodate better gondola placement. **(32.2.6.5DD)** Stop being so short sighted. Climbing just became an Olympic sport and is exploding in popularity. Please protect the entire canyon for everyone.

COMMENT #: 6052
DATE: 8/16/21 7:05 PM
SOURCE: Website
NAME: Frank Nederhand

COMMENT:

Don't destroy our Boulder and rock climbs **(32.4A and 32.4B)**

COMMENT #: 6053
DATE: 8/16/21 7:08 PM
SOURCE: Website
NAME: Jack Myhre

COMMENT:

Please reconsider these options as they destroy the canyon especially the bouldering and the natural parts of the canyon. **(32.4A, 32.4B, 32.13A, 32.13B, 32.17A, and 32.17B)** There has to be another option than these two. **(32.2.2PP)** But if you have to choose one, do the road widening, not the gondola **(32.2.9B)**.

COMMENT #: 6054
DATE: 8/16/21 7:10 PM
SOURCE: Website
NAME: Chris Gartner

COMMENT:

A great IDEA!!!! Get it done!!!! Traffic will only get worse and everyone's desire to ski Pow in LCW canyon will only get bigger and more people will drive up the canyon!!!! **(32.29D)**

COMMENT #: 6055
DATE: 8/16/21 7:13 PM
SOURCE: Website
NAME: Theodore Thueson

COMMENT:

Please review the other options available that will preserve our wonderful climbing ecosystem!
(32.2.2PP and 32.2.9A)

COMMENT #: 6056
DATE: 8/16/21 7:17 PM
SOURCE: Website
NAME: Heather Doran

COMMENT:

PLEASE use alternative measures to widening and gondola in LCC. This will destroy an important part of the salt lake community. We need to save the climbing. **(32.2.9A, 32.4A, and 32.4B)**

COMMENT #: 6057
DATE: 8/16/21 7:24 PM
SOURCE: Website
NAME: Kamen Meier

COMMENT:

Let's explore another option instead of destroying the boulders (32.2.2PP, 32.2.9A, 32.4A, and 32.4B)

COMMENT #: 6058
DATE: 8/16/21 7:28 PM
SOURCE: Website
NAME: Sophie Penner

COMMENT:

The gondola will only provide an excess of people to already crowded resorts as well as only be ready as of 2050. **(32.1.2B, 32.20C, and 32.2.7C)** An easier and quicker solution would be for a bus station to be developed at the lot at the bottom of BCC. The bus system does work, it just has to be given a chance. **(32.2.7C and 32.2.9A)**

COMMENT #: 6059
DATE: 8/16/21 7:31 PM
SOURCE: Website
NAME: Max O'Grady

COMMENT:

These boulders are a huge feature in Utah's climbing scene and need to be protected. The unique granite problems they have are known throughout the world. We can do better. **(32.4A and 32.4B)** Better buses, train, toll road. It's worth taking the time to come up with a way where these boulders can stay and we can reduce traffic and emissions in LCC **(32.2.9A, 32.2.4A, and 32.10A)**.

Positively,
Charles Max O'Grady

COMMENT #: 6060
DATE: 8/16/21 7:32 PM
SOURCE: Website
NAME: Markus Moezzi

COMMENT:

This is an totally ridiculous proposal and idea. LCC is a beautiful canyon and needs to remain that way, a gondola will ruin tons of bouldering access perminanely! A rich history of climbing will be lost as well **(32.2.9E, 32.17A, and 32.4B)**

COMMENT #: 6061
DATE: 8/16/21 7:32 PM
SOURCE: Website
NAME: Andrew Ferdon

COMMENT:

The proposal is outrageous. The benefit is negligible while the tax burden, environmental impact, and outdoor recreation impact will ruin this treasured canyon. (32.7B, 32.7B, 32.2.7A, 32.12A, 32.12B, 32.13A, 32.13B, 32.4A, 32.4B, 32.4I, and 32.4P)

COMMENT #: 6062
DATE: 8/16/21 7:37 PM
SOURCE: Website
NAME: Nikayla Cooper

COMMENT:

Both options will ultimately ruin multiple other outdoor activities within LCC and only serve the tourists ultimately ruining local activities **(32.4A, 32.4B, 32.4I, 32.4P, 32.1.2D, 32.7B, and 32.7C)**

COMMENT #: 6063
DATE: 8/16/21 7:37 PM
SOURCE: Website
NAME: Daysen Erickson

COMMENT:

Please don't take away the best bouldering in Utah. (32.4A and 32.4B)

COMMENT #: 6064
DATE: 8/16/21 7:40 PM
SOURCE: Website
NAME: Nicole Hegewald

COMMENT:

I do not approve of a gondola or an extension to the road. It will destroy climbing routes and natural features of the area. **(32.2.9E, 32.2.9C, 32.4A, and 32.4B)**

COMMENT #: 6065
DATE: 8/16/21 7:54 PM
SOURCE: Website
NAME: Mark Lentz

COMMENT:

The top two proposals are purely for snowbird and alphas profit at the expense of nature and nature lovers and Utah taxpayers. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** There are strong conservative and liberal reasons to choose another alternative. For those concerned with taxes, this is an outrageous levy on common Utahns to give corporate welfare to out of state resort owners. **(32.1.2B and 32.2.7A)** For the ecologically minded, this is massive destruction of nature on a large scale. **(32.12A, 32.12B, 32.13A, 32.13B, 32.17A, and 32.17B)** For anyone but resort skiers, this sacrifices bouldering terrain and back country access to prioritize (mostly out of state) tourists. **(32.4A, 32.4B and 32.4G)** Stand up for Utah. Say no to widening and gondolas. **(32.2.9C and 32.2.9E)** Say yes to tolls, vehicle enforcement, and carpooling incentives. **(32.2.2Y, 32.2.2M, and 32.2.4A)**

COMMENT #: 6066
DATE: 8/16/21 8:08 PM
SOURCE: Website
NAME: Olivia Marsh

COMMENT:

More busses is a practical solution. **(32.2.9A)** Busses allow people to hop off at various spots in the canyon while also relieving drivers of looking for parking and potentially parking illegally. **(32.1.2C and 32.2.6.3C)** Many popular mountain destinations have bus only hours where cars are limited to a few short hours in the morning and during low traffic times ie. Eastern Sierra Transit up in Mammoth. **(32.2.2B)**

COMMENT #: 6067
DATE: 8/16/21 8:17 PM
SOURCE: Website
NAME: Rebecca Larkin

COMMENT:

I support the Gondola for reduced emissions **(32.2.9D and 32.10A)**

COMMENT #: 6068
DATE: 8/16/21 8:36 PM
SOURCE: Website
NAME: Sarah Kravitz

COMMENT:

I am in favor of the Draft EIS, particularly in regards to reducing traffic and with regard to reducing environmental impact. **(32.1.4A and 32.29D)**

COMMENT #: 6069
DATE: 8/16/21 8:36 PM
SOURCE: Website
NAME: Katherine McLain

COMMENT:

I don't support either proposition because there are alternatives to widening the road or building a tram, but I am completely opposed to proposal to install a tram that will be for the sole benefit of the ski resorts. **(32.2.9C, 32.2.9E, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I would ask the powers-that-be to vote down the tram proposal

COMMENT #: 6070
DATE: 8/16/21 8:41 PM
SOURCE: Email
NAME: Sam Floyd

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

Tolling to incentivize use of public transportation **(32.2.4A)**

- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**

- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**

- Increased funding to support more buses **(32.2.9A and 32.2.9R)**

- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**

- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**

- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**

- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**

- Traffic controls **(32.2.4A and 32.2.9R)**

- Double stacking **(32.2.2EE)**

- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints..

Sincerely,
Sam Floyd
Sandy, UT

COMMENT #: 6071
DATE: 8/16/21 8:52 PM
SOURCE: Website
NAME: Colin Ferguson

COMMENT:

I am strongly opposed to the gondola. **(32.2.9E)** Aside from the obvious negative visual impact to the canyon, the ecological damage seems too great compared to possibly alleviating traffic problems for Alta and snowbird. **(32.17A, 32.17B, and 32.2.7A)** Increasing bus service will be a more flexible solution to the problem and will serve all canyon users not just resort customers. **(32.2.9A)**

COMMENT #: 6072
DATE: 8/16/21 9:16 PM
SOURCE: Website
NAME: Nicole Denison

COMMENT:

The environmental impact of the gondola or road widening would be too great a burden for our LCC. **(32.2.9C and 32.2.9E)** I feel that the options being considered favor the ski resorts bottom line and the visitor experience. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Local opinion should take precedent! I agree with much of what Save Our Canyons has to say about the issue, preferring an improved busing option with fuel efficient and canyon road worthy vehicles. **(32.2.2I, 32.2.9A, and 32.2.2M)** I also think a toll of some sorts would be a great idea, but should be waived for locals. **(32.2.4A)** The canyons shouldn't be just for the wealthy residents of our state and funneling more money into the ski resorts pockets will lead there. The most environmentally sustainable option should take equal precedent as local voices. Resources are being plundered left and right. The world is warming and we cannot afford to ignore the vulnerable ecosystems, the watersheds in our own backyards. **(32.12A, 32.12B, 32.13A, 32.13B, and 32.29G)** For goodness sakes, we don't let dogs in the canyons in the name of watershed protection, but we are going to blast and pave our way into allowing exponentially more humans into the canyons that cannot support that capacity from an environmental standpoint. **(32.20B and 32.20C)** The irony of destroying the very canyons that people move and travel here to be near is astonishing. Enough is enough. Be smart and responsible, not greedy.

COMMENT #: 6073
DATE: 8/16/21 9:28 PM
SOURCE: Website
NAME: Jessica Powell

COMMENT:

The two options being considered both fail to account for the recreation that happens in LCC the majority of the year. **(32.1.2B and 32.1.2C)** Furthermore, the gondola will not fix the traffic problems in the canyon in the winter. **(32.7B and 32.7C)** A robust bus system (without widening the road) in conjunction with winter tolls would encourage car pooling and public transportation, alleviate canyon traffic, and still maintain canyon resources in the pristine condition they are in today. **(32.2.9A and 32.2.4A)** Other options would better serve the members of this community than the gondola or widening the road. **(32.2.9C and 32.2.9E)** From a resident living in [REDACTED]

COMMENT #: 6074
DATE: 8/16/21 10:07 PM
SOURCE: Email
NAME: Robyn Christiansen

COMMENT:

My experience with Little Cottonwood Canyon extends from 1965 to the present and I have probably seen it all on that road.

I was an employee of Alta for 47 years, initially as a ski instructor and then for the last 26 years of my tenure developing and directing the Alf Engen Ski School children's instructional program.

I would like to make the following comments:

1. Ideally, both a gondola and improved bus service, as well as addressing safety concerns on the road would be the best long term options. However in reality, both may never be financially feasible, even in the future. **(32.2.2W)**

2. Anything that can be done immediately to improve the number of cars in the canyon would be an improvement. I have always felt that cars are a huge polluter in our precious water shed. **(32.2.29R and 32.2.2Y)**

3. A dedicated bus lane, perhaps also accessible to multiple occupancy vehicles, similar to HOV lanes on freeways would help. **(32.2.9B and 32.2.6.3B)**

At this time buses are not conducive to luring people out of their cars. **(32.2.4A)** Of course Covid is still a huge issue. Apart from that, the following reasons make bus travel undesirable.

a.) No direct bus to Alta. **(32.2.6.3N)**

b.) Not enough buses. More possibly smaller buses are needed. People frequently having to stand makes riding them unsafe. **(32.2.6.3N)**

c.) Buses need to be electric or some other non-polluting fuel source. **(32.2.6.3F)**

d.) There must be more storage facilities for equipment at the ski areas for locals to be induced to ride the buses. **(32.2.3A)**

4. I would like to see a year round fee for canyon access. It could be a small daily amount for the occasional visitor and with annual passes available for locals, much like Mill Creek Canyon has already instituted. Many toll highways exist throughout the world with vehicles fitted with electronic devices to gain access. They seem to be very efficient with no impediment to traffic flow. **(32.1.2C and 32.2.4A)**

5. If a gondola is feasible, it would be not only transportation for skiers, but a wonderful tourist attraction, so that visitors could enjoy the majesty of Little Cottonwood Canyon in all seasons. It seems to me that Utah would be better spending its dollars on tourist attractions than continuing to sink money into the extraction of fossil fuels. **(32.2.9D)**

6. Snow sheds in known avalanche paths were being considered at the time I first came to Alta in the mid-60s, they are still under consideration many years down the line, after many disasters and property damage **(32.2.9K)**

In closing, road access to Little Cottonwood Canyon will always be part of a solution to travel in the canyon, but when cars must be restricted, how marvelous it would be to have a gondola too.

Robyn Christiansen

COMMENT #: 6075
DATE: 8/16/21 10:10 PM
SOURCE: Website
NAME: Andrew Freeman

COMMENT:

To Whom It May Concern:

Thanks for all the information, consideration and extension to allow for public comment. I support neither the gondola nor the road widening bus routes. **(32.2.9C and 32.2.9E)** The essential and primary goal should be for long term preservation of the remaining nature (ecologic and geographic) and beauty of Little Cottonwood Canyon. Full stop. **(32.1.2B)** The priorities of the skiing, biking, hiking and recreation of visitors (both local and out of state) should always remain secondary to this. You cannot have both as the primary priority.

Better bus routines, a partial reservation system and a limit to # of private vehicles (and even toll/fee for PV) should be the culture we all support. **(32.2.2L, 32.2.2K, and 32.2.4A)** The other transportation "developments" are NOT sustainable. The goal of more people up the canyon is NOT sustainable. **(32.20B)**. I have lived, and worked in the SL Valley for 17 years, and being able to escape to the Wasatch is such a cherished privilege. But I have sadly watched how the increased # of canyon users has degraded the canyon already, having escalated significantly in the last 5 years. Moreover, one of the most essential privileges of getting to be in LCC is being able to get into nature and away from the masses. Proposals to mechanize or further degrade the canyon to put more people up there per day does not meet this essential goal. **(32.1.2B, 32.20A, and 32.20C)** I am willing to use the canyon a little less to share that experience with others. And we should all continue to be supportive of the crews that manage the road on heavy snow days. We can wait for the roads to be safely cleared... even if that means missing a snow day here or there. We will miss a lot more quality snow days with more and more people up there every other day.

The central value and beauty of the Wasatch Range accessed by Little Cottonwood Canyon are the natural resources and the ecological and geographic wonder that lays protected there. As a crucial portion of our watershed this is obvious. But in coming decades we will come to realize that the ecological, social and psychological value of wilderness and forest areas minimally touched by human manipulation will be more and more rare and priceless. The so called economic benefits of increased access to the canyons will be short lived if, like our national park systems, the goal is to get as many people up the canyons on a winter day as possible. **(32.1.2B)** This is not a decision for the ski resorts to get to make because their primary incentive is misguided. Preservation of natural resources and ecosystems should remain the priority. **(32.12A, 32.12B, 32.13A, and 32.13B)**

I grew up in CA and watched how time and again the degradative formula works: Areas of natural beauty --> push for more access --> call it sustainable --> more development with ecosystem degradation (transportation lodging, access) --> more people --> overuse and more degradation --> eternal loss of the original natural state that was so desired in the first place (unless deconstruction and restoration is undertaken at huge expense). We need a better long term vision (decades and longer) of how to preserve our natural wonders. LCC is one of them locally. The plan does not need more developed transportation methods, it needs better long term ecosystem preservation plans. Once it's gone, it never comes back. **(32.20B and 32.20F)**

Thank you.
Andrew Freeman

COMMENT #: 6076
DATE: 8/16/21 10:45 PM
SOURCE: Website
NAME: John Stanley

COMMENT:

Please add Bus Lanes up Little Cottonwood. **(32.2.9B)**. Free busses that get people up to the slopes more quickly than cars will quickly change behavior. **(32.2.4A)**. The Gondola is such a stupid idea. It won't operate in high winds, severe snowstorms, or during avalanche control periods. **(32.2.2K)** It will have long lines and will not alter driving behavior, as driving to the mtn will be faster than parking to bus to gondola to bus. **(32.2.6.5C and 32.2.4A)**

Who controls the land at the base of the Gondola? **(32.6C)**

Who will benefit from this option? **(32.6C)**

Which politician stands to gain financially from this.

Can you please name him - state senator?? **(32.29DD)**

Please put this grift out for all to see and know prior to allowing this Gondola money grab to be considered.

COMMENT #: 6077
DATE: 8/16/21 11:02 PM
SOURCE: Website
NAME: Lucette Barbier

COMMENT:

I support the Gondola option. **(32.2.9D)** It makes the most sense, last forever and eventually makes the mountain more accessible to anyone. If snow covered road, avalanche, and road closures are safety issues for cars, they are even more for busses sliding off the road full of people!**(32.2.6.3P)**. At that much money invested, the difference is minor, but the operation in the long run is a factor to not neglect. Obviously everyone has a point of view. I live off [REDACTED] close to Wasatch blvd and go up LCC summer and winter. While i see the 5 lanes being a tricky project to approve, i would like to be able to take my kids biking along this road more often without being concerned getting hit by a car. **(32.9A and 32.9B)**. In the winter, if the solution is not extenuating by shoveling gears from point A to B to C, with a regular, timely and reliable frequency, i would totally take the Gondola. Busses don't offer the same reliability and safety. Good luck with the continuation of the project.

COMMENT #: 6078
DATE: 8/16/21 11:12 PM
SOURCE: Website
NAME: Tyler Brawley

COMMENT:

Let's start with two simple things. Nov 1st - April 30th mandatory studded snow tires for canyon travel. **(32.2.2M)** Lobby the legislature to make this happen. This will take an incredible amount of cars out of the canyon and more butts in bus seats. Then just increase busses. **(32.2.9A)** Next add a toll and/or season pass such a Millcreek has. **(32.2.4A)** This can cover the wage for an individual at the bottom of the canyon checking tires. Let this play out for 2-3 years and then reassess if widening the road/dedicated bus lane is really needed. These two simple things with an expanded/increased bus service will drastically reduce canyon traffic from individual cars. Adding 20 more busses will do nothing when a car with improper tires spins out and blocks the road. **(32.2.6.3P)**

COMMENT #: 6079
DATE: 8/17/21 12:18 AM
SOURCE: Website
NAME: Dallen Garner

COMMENT:

I prefer gondola over widening the road. (32.2.9D)

COMMENT #: 6080
DATE: 8/17/21 1:09 AM
SOURCE: Website
NAME: Taylor Pellerin

COMMENT:

Hello. It is with a heavy heart that I am writing this note, that I shouldn't have to write in the first place. I'll keep it short and sweet.

In my opinion, the destruction of natural beauty to support a very limited use case wildly irresponsible. A gondola to appease a few weekends of heavy traffic is fiscally irresponsible, not to mention damaging to a place that so many people take a great joy in visiting. LCC should be protected, not ravaged by machinery to support the profits of the few. **(32.2.9E, 32.12A, 32.13A, 32.17A, 32.1.2D, 32.2.7A, 32.7C, and 32.7C)**

COMMENT #: 6081
DATE: 8/17/21 2:01 AM
SOURCE: Email
NAME: Lily Johnson

COMMENT:

Dear Utah Department of Transportation,

BUS!!!!!!!!!! NO ROAD WIDENING!! AND A GONDOLA IS ABSOLUTELY UNNECESSARY!!!!!!!!!!(32.2.9A, 32.2.9C, and 32.2.9E). DON'T WASTE MONEY THAT COULD BE SPENT ON MUCH MORE PERTINENT BUSINESS!!!!!!!!!!!!!!

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.2.9A, 32.2.9B, and 32.2.9C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.1.7A, 32.1.7B, 32.1.12A, 32.1.12B, 32.4I, 32.2.9A, 32.2.9B, and 32.2.9C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.2.9C)** I am against any future ski resort expansion outside of their current footprints..

Sincerely,
Lily Johnson
Salt Lake City, UT

COMMENT #: 6082
DATE: 8/17/21 5:16 AM
SOURCE: Email
NAME: Cory Arthur

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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. **(32.13B)** 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,
Cory Arthur
Sandy, UT

COMMENT #: 6083
DATE: 8/17/21 5:30 AM
SOURCE: Website
NAME: Mike Wisland

COMMENT:

After reviewing the materials, and careful consideration of the pluses and downside of both, I believe the Gondola option is by far the best alternative, being quiet, electric, and compatible with all weather conditions, including avalanche. It's a year-round solution. Also, I think it's way more appealing to take, so I would opt for this to driving or riding any day, so long as the cost isn't too excessive. **(32.2.9D)**

COMMENT #: 6084
DATE: 8/17/21 5:56 AM
SOURCE: Email
NAME: Susan Wilks

COMMENT:

Dear Utah Department of Transportation,

Please add a bus lane. **(32.2.9B)** Make the buses free or no one will use them. **(32.2.4A)** Ski resorts subsidize the busses. **(32.2.7A)** The state pays the rest. (They get the tax dollars from all the tourism,right?) and PLEASE MAKE THE BUSES ELECTRIC. **(32.2.6.3F)**

Sincerely,
Susan Wilks
New Canaan, CT

COMMENT #: 6085
DATE: 8/17/21 7:54 AM
SOURCE: Website
NAME: Timothy Henglein

COMMENT:

This is such an ideal project from all aspects; environmental and financial. Would not only provide a sightseeing attraction would also create a new hub of activity in town life near the base of the lift station. Would be similar to Telluride which established multiple hubs of activity around Gondola stops in the box canyon. From an NYC financier (yes I know!), this is the wisest decision to take. **(32.2.9D)**

COMMENT #: 6086
DATE: 8/17/21 8:31 AM
SOURCE: Website
NAME: Patrick Fowkes

COMMENT:

I think if changes are to be made we should go with busses because they will have the least amount of impact to our canyons. **(32.2.9A)** The gondola will disturb the ecosystem for the animals in the are more than teh busses will. **(32.13A and 32.13B)**

COMMENT #: 6087
DATE: 8/17/21 8:32 AM
SOURCE: Website
NAME: Shelton Reichardt

COMMENT:

I favor the gondola. **(32.2.9D)**

Thank you.

Shelton Reichardt

COMMENT #: 6088
DATE: 8/17/21 8:39 AM
SOURCE: Website
NAME: Lauren Cook

COMMENT:

I don't like either proposed options. **(32.2.9C and 32.2.9E)** I love the winter and the summer season in the canyon and both of these options only care about the ski resorts. **(32.1.2B, 32.2.7A, 32.7C, and 32.7C)** What about all the hiking and picnic spots and backcountry areas? **(32.4A, 32.4B, 32.4G, and 32.4P)** I think both of these options only serve the ski resorts at the expense of the quality of the rest of the canyon. I urge you to go back to the drawing board and consider more simple options like increasing bus routes that start outside the mouth of the canyon where we can have more parking and ease of getting to the bus. **(32.2.2I and 32.2.9A)** Also, better data available for people wanting to use the canyons. Please don't destroy the canyon just to feed people to already overwhelmed chair lifts. This is not a better experience.

COMMENT #: 6089
DATE: 8/17/21 8:40 AM
SOURCE: Website
NAME: Cydney Reeve

COMMENT:

I'm in favor of the gondola. **(32.2.9D)**

COMMENT #: 6090
DATE: 8/17/21 8:43 AM
SOURCE: Website
NAME: Max Keller

COMMENT:

One of the gems of living in Salt Lake City is being able to easily access high quality climbing close to the road in the summer. Some of the solutions to the winter traffic problem will destroy this forever. **(32.4A and 32.4B)** Expanded electric bus service coupled with tolling and other traffic mitigation strategies must be tried that include dispersed recreation transit needs before permanent landscape changes are made. **(32.2.9A, 32.2.6.3F, 32.2.4A, 32.1.2C, and 32.2.6.3C)**

COMMENT #: 6091
DATE: 8/17/21 8:45 AM
SOURCE: Website
NAME: Jeffery Barlow

COMMENT:

NO gondola. use the existing road and increase bus choices as is. **(32.2.9E and 32.2.9A)**

COMMENT #: 6092
DATE: 8/17/21 8:46 AM
SOURCE: Website
NAME: Jacob Jewkes

COMMENT:

I stand with the Salt Lake Climbers Alliance as they say, "Transportation infrastructure that physically and permanently alter the canyon should only be considered after less impactful options have been implemented and shown not to be effective. **(32.2.2PP and 32.2.9A)**. Expanded electric bus service coupled with tolling and other traffic mitigation strategies must be tried that include dispersed recreation transit needs before permanent landscape changes are made." **(32.2.6.3F, 32.2.9A, 32.2.4A, and 32.2.6.3C)**

A drastic change to the landscape will have a massive effect on the climbing in Little Cottonwood Canyon. **(32.4A and 32.4B)** Less impactful methods should be tested before such a drastic change is made.

COMMENT #: 6093
DATE: 8/17/21 8:48 AM
SOURCE: Website
NAME: Brandon Budge

COMMENT:

Unless there is a very clear plan for reducing traffic to the base of the gondola, I don't see it working. **(32.2.6.5E)** Living on [REDACTED] Wasatch Blvd, I don't want to see traffic at my house, backed up to I-15, I-215, and all the way down wasatch blvd. This gondola is a plan to create more problems in the benches of Sandy, and Cottonwood Heights. Let's help the locals for once. **(32.7B)**

Buses and avalanche bridges are the way to go. **(32.2.9A and 32.2.9K)** Build/use parking lots away from the mouth of lcc in areas that can handle the traffic. (Like the 9400 s park and ride) **(32.2.6.2.1C)**

COMMENT #: 6094
DATE: 8/17/21 8:49 AM
SOURCE: Website
NAME: Chelsea Reimer

COMMENT:

Please, PLEASE consider the effects that a gondola or widened road would have on local residents. **(32.4F and 32.4I)** Either of those options would be a travesty to those who live in the surrounding neighborhoods. Both of those options would only worsen the problem at hand, they are not solutions. **(32.1.2B, 32.7B, and 32.7C)** The only people who would benefit from them are the developers, who clearly don't care about our ecosystem and environment, and tourists. **(32.6C)** It is not fair to those who live here all year long, and enjoy other outdoor aspects of the canyons, to prioritize the ski industry. **(32.1.2B, 32.2.7A, 32.7B, and 32.7C)** We need to encourage public transit infrastructure all around the valley to give people options to get to the resorts, and carpooling. **(32.2.2I and 32.2.4A)** Even if the road is expanded, then what? There will still be a massive bottleneck of traffic at the entrances to the resorts, so it would really just be expanding the problem. **(32.7C and 32.2.4A)** I believe the gondola and expanded road options would be a terrible detriment to the environment, ecosystem and surrounding local residents. **(32.2.9C, 32.2.9E, 32.12A, 32.12B, 32.13A, 32.13B, 32.4F, and 32.4I)** Please consider that and do not prioritize the big developers with cash in their pockets when making this decision. **(32.2.9N)** I also STRONGLY believe that all comments need to have a zip code tied to them. Why is it fair for tourists who live out of town to have a say in what we do to our neighborhoods and environment? My zip code is [REDACTED]. **(32.29P)** Please do the right thing for our environment and local residents.

COMMENT #: 6095
DATE: 8/17/21 8:51 AM
SOURCE: Website
NAME: Alisa Tank

COMMENT:

As a Salt Lake County resident who recreates in Little Cottonwood Canyon regularly, I do not agree with the proposed options for traffic mitigation. **(32.2.9C and 32.2.9E)** Both options will irrevocably alter the canyon's landscape - impacting both popular climbing and bouldering areas - and make access more difficult for those looking to recreate outside of the ski areas. **(32.17A, 32.17B, 32.4A, 32.4B, 32.4G, and 32.4P)** This seems like a narrow solution to one specific problem (ski traffic in the winter) that does not take into account other issues, such as access during other times of the year and access and recreation for those who do not use the ski resorts. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** There are other, less costly, options still on the table that should be tried - additional buses, tolling, etc. Please consider these first. **(32.2.9A and 32.2.4A)**

COMMENT #: 6096
DATE: 8/17/21 8:52 AM
SOURCE: Website
NAME: Brandon Budge

COMMENT:

Implement tolls today! That's a VERY easy fix to a lot of problems. (32.2.2Y)

COMMENT #: 6097
DATE: 8/17/21 8:54 AM
SOURCE: Website
NAME: Dennice Marin

COMMENT:

The fact that big money beat out the environment and classic bouldering areas is ridiculous. **(32.4A, 32.4B, and 32.4.7A)** Both of these options are terrible and greasing the palms of UDOT is disgusting! I know there is no way around this now but the road would be a better option of the two. But why not add a toll? **(32.2.4A and 32.2.2Y)** Or reduces the number of ski passes sold? **(32.2.2K)** Hm? Thanks

COMMENT #: 6098
DATE: 8/17/21 8:55 AM
SOURCE: Website
NAME: Rosemary Sepulveda

COMMENT:

The fact that big money beat out the environment and classic bouldering areas is ridiculous. **(32.4A, 32.4B, and 32.2.7A)** Both of these options are terrible and greasing the palms of UDOT is disgusting! I know there is no way around this now but the road would be a better option of the two. But why not add a toll? **(32.2.4A and 32.2.2Y)** Or reduces the number of ski passes sold? **(32.2.2K)**

COMMENT #: 6099
DATE: 8/17/21 8:56 AM
SOURCE: Website
NAME: Charlie Marin

COMMENT:

The fact that big money beat out the environment and classic bouldering areas is ridiculous. **(32.4A, 32.4B, and 32.2.7A)** Both of these options are terrible and greasing the palms of UDOT is disgusting! I know there is no way around this now but the road would be a better option of the two. But why not add a toll? **(32.2.4A and 32.2.2Y)** Or reduces the number of ski passes sold? **(32.2.2K)** Thanks

COMMENT #: 6100
DATE: 8/17/21 8:56 AM
SOURCE: Website
NAME: Brian Marin

COMMENT:

The fact that big money beat out the environment and classic bouldering areas is ridiculous. **(32.4A, 32.4B, and 32.2.7A)** Both of these options are terrible and greasing the palms of UDOT is disgusting! I know there is no way around this now but the road would be a better option of the two. But why not add a toll? **(32.2.4A and 32.2.2Y)** Or reduces the number of ski passes sold? **(32.2.2K)**

COMMENT #: 6101
DATE: 8/17/21 8:57 AM
SOURCE: Website
NAME: Leslie Ochoa

COMMENT:

The fact that big money beat out the environment and classic bouldering areas is ridiculous. **(32.4A, 32.4B, and 32.2.7A)** Both of these options are terrible and greasing the palms of UDOT is disgusting! I know there is no way around this now but the road would be a better option of the two. But why not add a toll? **(32.2.4A and 32.2.2Y)** Or reduces the number of ski passes sold? **(32.2.2K)**

COMMENT #: 6102
DATE: 8/17/21 8:59 AM
SOURCE: Website
NAME: Brandon Hobush

COMMENT:

Please just add more busses and make people pay to go up the canyon (**32.2.9A and 32.2.4A**)

COMMENT #: 6103
DATE: 8/17/21 9:00 AM
SOURCE: Website
NAME: Blake Zimmerman

COMMENT:

I am opposed to the Gondola proposal. **(32.2.9E)** While the current impact between the road widening and the Gondola may be similar, the future expansion options are vastly different. The Gondola only serves the resorts and to have serve any other part of the canyon would require another large investment. The road widening has the potential to serve ANY part of the canyon with very little modification. **(32.2.6.3C)** The road widening is clearly the less impactful solution for the canyon as a whole. **(32.12A, 32.12B, 32.13A, 32.13B, 32.17A, and 32.17B)**

COMMENT #: 6104
DATE: 8/17/21 9:02 AM
SOURCE: Website
NAME: Paige Bolingbroke

COMMENT:

Transportation infrastructure that physically and permanently alter the canyon should only be considered after less impactful options have been implemented and shown not to be effective. Expanded electric bus service coupled with tolling and other traffic mitigation strategies must be tried that include dispersed recreation transit needs before permanent landscape changes are made. **(32.2.9A, 32.2.4A, 32.2.6.3F, and 32.2.2PP)**

COMMENT #: 6105
DATE: 8/17/21 9:03 AM
SOURCE: Website
NAME: Leanna West

COMMENT:

Hello! I am an avid climber and skier in the Wasatch; I love these mountains in all seasons. I have been subject to long winter traffic lines and annoying closures on multiple occasions. I am a strong believer that if we want to enjoy recreating, and let's remember that the whole purpose of this draft proposal is to allow more people to recreate faster (play, have fun, enjoy nature, etc), **(32.1.2B)** we should also hold protection of these canyons with the same weight. **(32.29G)** More over, why are we prioritizing the ski resorts recreating over climbers and hikers who want to recreate? Because they make more money...right? **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I encourage you, no I beg of you to take a step back and think of other alternatives that do not destroy an incredible natural environment including species, rock formations and places I love and find so much connection with out of a desire to ease the ski community's impatience. **(32.2.9A)** I beg you to look at other alternatives like tolls, increased bus with specific bus only travel times, and other non-rock formation damaging alternatives put forth by the SLCA. **(32.2.9A, 32.2.4A, and 32.2.2PP)** We all care about the Wasatch deeply, and I beg you to not move forward with this draft proposal. You may feel like you are solving the ski resorts problem, but you are so deeply hurting the climbers and hikers who loves these canyons as they are. **(32.1.2D, 32.2.7A, 32.4A, 32.4B, 32.4I, and 32.4P)** I am a firm believer that we could also use a little more patience in our lives. Thank you for your time and hard work on this and I look forward to seeing alternative solutions to the current proposals in the future.

COMMENT #: 6106
DATE: 8/17/21 9:06 AM
SOURCE: Website
NAME: Jennifer LaFountain

COMMENT:

Why isn't tolling of LCC considered in any of the proposals? **(32.2.4A)** Why aren't the resorts footing the bill of the gondola, since it serves ONLY the resorts? **(32.1.2B and 32.2.7A)** I am in support of tax dollars for public transit, but only when the public transit serves the diverse needs of the community- ie. the climbers who want to access bouldering areas in the summer, families who want to hike at the trailheads in spring and fall, backcountry skiers who access many points along LCC in the spring, AS WELL AS the resort skiers. The proposal for the gondola is abhorrent. **(32.1.2C and 32.2.9E))**

COMMENT #: 6107
DATE: 8/17/21 9:07 AM
SOURCE: Website
NAME: Joshua Turner

COMMENT:

Hello, I wanted to reach out to state i oppose this change. Transportation infrastructure that physically and permanently alter the canyon should only be considered after less impactful options have been implemented and shown not to be effective. **(32.2.9A, 32.2.4A, and 32.2.2PP)** There are plenty of options that have not yet been attempted for this canyon. I am an avid climber and cannot watch these beautiful boulders and nature be destroyed without even attempting other options. **(32.4A and 32.4B)** Please listen to the community and reconsider.

COMMENT #: 6108
DATE: 8/17/21 9:09 AM
SOURCE: Website
NAME: Giselle Doyle

COMMENT:

I am in full support of the gondola system. Having had Snowbird season passes for years, sometimes parking is so difficult and it seems like the canyons are getting more and more crowded. This would help the congestion so much and honestly would be so good for our city and mountains. **(32.2.9D)**

COMMENT #: 6109
DATE: 8/17/21 9:10 AM
SOURCE: Website
NAME: George Chapin

COMMENT:

Transportation infrastructure that physically and permanently alter the canyon should only be considered after less impactful options have been implemented and shown not to be effective. Expanded electric bus service coupled with tolling and other traffic mitigation strategies must be tried that include dispersed recreation transit needs before permanent landscape changes are made. **(32.2.9A, 32.2.6.3F, 32.2.4A, and 32.2.2PP)**

COMMENT #: 6110
DATE: 8/17/21 9:17 AM
SOURCE: Website
NAME: Ross Downard

COMMENT:

There are a lot of more immediate answer to start heading down the path of making our canyons less crowded. The gondola I don't feel is the correct way. **(32.2.9E)** It doesn't serve the canyon, it serves the resorts. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. and in doing so takes away from the canyons entirety as a place of nature and true solitude. **(32.4I)**

COMMENT #: 6111
DATE: 8/17/21 9:32 AM
SOURCE: Website
NAME: Ben Thorn

COMMENT:

Before a permanent limited solution is put in place that may create greater traffic please consider the following: Limit canyon traffic to cars that are winter road worthy with more of your pilot program, **(32.2.2M)** Start doing safety inspection on all cars in Utah again - there are too many who have brakes and tires that are not appropriate for normal roads yet alone snowy canyon roads --winter driving certifications could be done at Safety inspections. **(32.2.2M)** No one likes to consider the impact of a bus lane in the canyon but it would be far less problematic and sustainable than a gondola. Gondolas will break down and fail, they are not immune to weather - what happens when they break with resorts full of people with no way to get down the canyon. **(32.2.2K)** The gondola would become its own tourist attraction bringing more people to the canyon. **(32.20A and 32.20C)** Diverting traffic from going up the canyon to the base of the canyon is not going to be a long term solution that will work, the areas in and around the mouth of BCC and LCC are going to be more heavily congested with traffic. **(32.7B and 32.2.6.5E)** Those that want to use the canyons can pay an daily or annual fee, they can make certain their vehicles are snow and canyon worthy or they can stay home. **(32.2.4A and 32.2.2M)** Increasing access to the canyons and increasing crowds is not good business. **(32.1.2B)** The ski resorts can only hold so many people, we don't need to create VAIL in Utah. **(32.20C)** We do not need to create and pay for a business opportunity for the resorts to put more people on the mountain up the canyon etc.. there should be limits to the number of skiers that are allowed. **(32.2.2K and 32.2.4A)** Positive progress does not always mean growth, it does not always mean increase of revenue through growth, it does not mean EVERYONE goes to the party, it is not all inclusive, those that want to ski can pay more for ski passes if the resorts need/want to make more money, they can pay for a canyon access pass, they can pay to have their cars appropriately outfitted for snowy weather and that does not mean simply having a 4x4 or AWD, tires must be snow rated and in good condition. Those that do not have appropriately equipped vehicles can ride the bus **(32.2.2M)**.

COMMENT #: 6112
DATE: 8/17/21 9:47 AM
SOURCE: Website
NAME: Jordann Bredecke

COMMENT:

I think there needs to be a solution that doesn't involve a gondola or alter popular climbing spots within LCC. (32.2.9E and 32.4B)

COMMENT #: 6113
DATE: 8/17/21 9:52 AM
SOURCE: Website
NAME: Emily Woolsey

COMMENT:

Transportation infrastructure that physically and permanently alter the canyon should only be considered after less impactful options have been implemented and shown not to be effective. Expanded electric bus service coupled with tolling and other traffic mitigation strategies must be tried that include dispersed recreation transit needs before permanent landscape changes are made. **(32.2.6.3F, 32.2.4A, 32.2.9A, and 32.2.2PP)**

COMMENT #: 6114
DATE: 8/17/21 9:53 AM
SOURCE: Website
NAME: Lauren Callaway

COMMENT:

Please, please, please explore non-invasive options (such as a toll, for example) for LCC for at least 2 years before you tear apart the landscape for a tram or additional bus lane. **(32.2.2Y)** The tram will destroy the natural beauty of the canyon...for what? **(32.17A)** Ski resorts business? **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** This is not a citizen concern and it is not one I'm wanting to pay for with my tax money.

COMMENT #: 6115
DATE: 8/17/21 9:55 AM
SOURCE: Email
NAME: Jack Stauss

COMMENT:

Hello,

I am extremely troubled by the preferred alternatives you have identified in the DEIS for LCC. Currently, the only acceptable plan is "No Action" and that saddens me greatly. **(32.2.9G)** Please see my public comment below on how I believe the two alternatives miss the mark and some suggestions for how we can do better.

Little Cottonwood Canyon has been subject to exploitation since Euro-American settlement in the Salt Lake Valley. The settlers drilled and dug deep into its limestone and granite walls, looking for minerals. When the few minerals they discovered were all gone, they cut down all of the trees, degrading the habitat and watershed. Since then, the ski resorts have driven the big business up canyon - lifts, lodges, and condos fill the upper reaches of LCC. They now operate on much of the best high elevation terrain and landscape. This debacle is not simply on the ski resorts though. It is a legacy of poor planning and our legislature bending to the whims of developers. There is big money to be made, and there's no way that our policy makers will get in the way of that. At some point though there will be a reckoning. We must understand that this place has a carrying capacity. **(32.20B)**. We can only load up the canyon with so many people and so much infrastructure. One day we'll wake up and there will simply be nowhere else to go. We want to keep planning for "mobility and reliability"? **(32.1.2B)** No. We must plan for something else. We must plan for the mountains, for the watershed, and for a hotter, drier future in the Mountain West. **(32.12A, 32.12B, and 32.2.2E)**. We have to plan around the fact that winter mountain recreation and wilderness experience is innately based in scarcity, and that each year it is changing dramatically. This reality is not in the current DEIS. Neither a gondola nor road expansion will solve these problems. **(32.1.2B)** They will only further exacerbate the problems we already see - traffic jams, long lines, grumpy tourists, and people literally fighting for the last scraps of fresh snow. **(32.7B and 32.7C)** They play into the developers hand. They are marketable ways to push a money making agenda, to get MORE people up canyon, faster. **(32.1.2B)** The current plans only allow for winter recreation at the two ski areas. **(32.1.2D)** They will both demolish the canyon bottom, and worse still with the gondola, the viewshed itself. This is unacceptable. **(32.4A, 32.4B, 32.17A, and 32.17B)**.. Let's take a step back. What do we want to do? We want to help people better experience Little Cottonwood Canyon. All people, in all seasons, for all purposes. We want to maintain an environmentally sound canyon and to help restore regions that are degraded. We can accomplish this without massive development in the canyon, indeed we must. Pieces of the current DEIS are good. Let's build a large parking structure at the gravel pit. Let's run clean-burning busses up BOTH Big and Little Cottonwood from there and 9400 Highland. While many will be direct lines straight to the ski resorts, some should be flexible backcountry busses, running 12 months a year. **(32.1.2C and 32.2.6.3C)** Let's have variable lanes that only allow busses and HOVs during peak hours **(32.2.2P)**. Let's limit the amount of cars that go up the canyons on specific days. **(32.2.2L, 32.2.2K, and 32.2.4A)** Let's work with the USFS and counties to make a large-scale Wasatch plan. **(32.1.1C)** And let us all realize that there are some days we simply will not make it up LCC to go skiing! Mother nature and living in an urban metropolis should make that easy enough to understand. Let's start with that. We don't need to break ground when we really haven't even made an earnest effort at a more holistic and less invasive solution. This sounds like a crazy torch to carry these days, but I just want to know that in the future, if LCC is lost to industrial development, I did my part to help future generations see and experience what I have in this amazing Little piece of the world. I owe it too much not to."

Thank you for your time,

Jack

COMMENT #: 6116
DATE: 8/17/21 9:56 AM
SOURCE: Website
NAME: Alyssa Neidhart

COMMENT:

Transportation infrastructure that physically and permanently alter the canyon should only be considered after less impactful options have been implemented and shown not to be effective. Expanded electric bus service coupled with tolling and other traffic mitigation strategies must be tried that include dispersed recreation transit needs before permanent landscape changes are made. **(32.2.9A, 32.2.4A, 32.2.6.3F, and 32.2.2PP)**

COMMENT #: 6117
DATE: 8/17/21 9:58 AM
SOURCE: Website
NAME: Cindy Bruce

COMMENT:

I prefer the bus option. **(32.2.9A)** Feel the cost of the gondola is passed on to the taxpayers that do not ski or board. **(32.2.7A)** Also with global warming, snow may not be as heavy as past negating need for gondola **(32.2.2E)**

COMMENT #: 6118
DATE: 8/17/21 9:59 AM
SOURCE: Website
NAME: Dylan Bueche

COMMENT:

No to the Gondola! public dollars to help private ski resorts and ruin the whole canyon cannot be made a reality. **(32.2.9E)** Buses are not just the past but the future of efficiency and there is research to support increased bussing infrastructure and routes is better than any other method you can dream up. don't ruin the canyon and make some other [REDACTED] rich. **(32.2.9A and 32.1.2B)**

COMMENT #: 6119
DATE: 8/17/21 9:59 AM
SOURCE: Website
NAME: Nina West

COMMENT:

Transportation infrastructure that physically and permanently alter the canyon should only be considered after less impactful options have been implemented and shown not to be effective. Expanded electric bus service coupled with tolling and other traffic mitigation strategies must be tried that include dispersed recreation transit needs before permanent landscape changes are made. **(32.2.9A, 32.2.4A, 32.2.6.3F, and 32.2.2PP)**

COMMENT #: 6120
DATE: 8/17/21 10:09 AM
SOURCE: Website
NAME: Samantha Gold

COMMENT:

Neither of the preferred options are good for this location unless we are purely here to ensure the ski resorts make even more money and don't actually care for our canyon. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Why aren't we immediately starting to build booths to toll the road, require a minimum of dual occupancy in all winter entry vehicles, enforce 4WD/chains/capable vehicle entry only in snow season with an officer at the toll booths, increase bus times, limit canyon entry to bus-only certain times of the day, and still build the snow sheds over the roadway to prevent snow blockages in key areas? **(32.2.2Y, 32.2.4A, 32.2.2M, 32.2.6.5N, 32.2.2B, and 32.2.9K)** There is no reason to wreck this stunning canyon with an overpriced headline attention grabbing ridiculous gondola. **(32.2.9E and 32.17A)**

COMMENT #: 6121
DATE: 8/17/21 10:20 AM
SOURCE: Website
NAME: Robert Tennant

COMMENT:

Of the options presented, the bus option is more appealing to me. **(32.2.9A)** It offers more flexibility as needs change. I urge the team to consider using this option to improve access to trailheads along the canyon, year-round. **(32.1.2C and 32.2.6.3C)** My main concern with this entire project is the focus on transportation to the ski areas and not improving options and experience for all canyon users. **(32.1.2B, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 6122
DATE: 8/17/21 10:33 AM
SOURCE: Website
NAME: Andrew Lam

COMMENT:

The idea of a “public” gondola going from one private businesses parking lot to another is not beneficial to providing equitable access to the public and those recreating outside of the resorts. **(32.1.2B, 32.2.7A, 32.7B, and 32.7C)** I believe that the use of more busses and, more importantly, the incentives to use them would be the least destructive and provide flexibility throughout the seasons. **(32.2.9A, 32.2.4A, 32.1.2C, and 32.2.6.3C)**

COMMENT #: 6123
DATE: 8/17/21 10:40 AM
SOURCE: Website
NAME: Natalie Loots

COMMENT:

Transportation infrastructure that physically and permanently alter the canyon should only be considered after less impactful options have been implemented and shown not to be effective. Expanded electric bus service coupled with tolling and other traffic mitigation strategies must be tried that include dispersed recreation transit needs before permanent landscape changes are made. **(32.2.9A, 32.2.4A, 32.2.6.3F, and 32.2.2PP)**

COMMENT #: 6124
DATE: 8/17/21 10:41 AM
SOURCE: Website
NAME: Frederick Jones

COMMENT:

Having reviewed the two EIS options I strongly prefer the Gondola option. (32.2.9D) Many thanks!

COMMENT #: 6125
DATE: 8/17/21 10:46 AM
SOURCE: Website
NAME: Philip Bartz

COMMENT:

UDOT, due to the incredible nature of the Little Cottonwood Canyon climbing at risk from your proposed transportation solutions, I must implore you to consider alternate methods of mitigating vehicular congestion **(32.4A, 32.4B, 32.2.9A, 32.2.4A, and 32.2.2PP)** . Instead of a gondola and additional lanes, perhaps an advanced electric bus system coupled with tolls on the canyon road could prove both effective and less impactful? **(32.2.9A, 32.2.4A, and 32.2.6.3F)** I'm 16 years old and climbing is the focus of my life. Having Little Cottonwood to recreate in so close by is a wonderful blessing; please don't scar it for me and my fellow climbers.

COMMENT #: 6126
DATE: 8/17/21 11:16 AM
SOURCE: Website
NAME: Tim Beardmore

COMMENT:

" I am an avid user of little cottonwood canyon on a year-round basis. I use the canyon for rock climbing, bouldering, mountain biking, hiking, trail running, backcountry skiing, and also buy a season pass every year to Alta ski resort. Of all these activities, there is only one that would benefit from the gondola alternative, skiing at Alta or Snowbird. **(32.1.2B, 32.2.7A, 32.7B, and 32.7C)**

The canyon has greatly benefited in recent years from the trail system built from the park and ride to the new parking lot across from wasatch resort. In past years, I would have parked on the road as close as possible to any given use area and go from there. Now, I park at the park and ride and walk to the destinations. I've changed my behavior because the new trail system works better for accessing the recreation resources than the old way did.

Similarly, I could see changing my behavior to access resort and backcountry skiing if the new system works better than the current one does. Driving to a park and ride, taking a bus to the gondola, waiting for the gondola, and then switching gondolas again at Snowbird seems like a royal pain. **(32.2.6.5J and 32.2.6.5R)** I do not support the gondola alternative for the following reasons:

1. There are too many transportation transfers and hauling ski gear through each transfer seems overly burdensome **(32.2.6.5J)**
2. I typically carpool with at least 4 people and would forgo the gondola junk show and just drive up canyon like I currently do **(32.2.4A)**
3. The gondola provides zero access to backcountry skiing **(32.2.6.5G)**
4. The gondola is not proposed to run in the summer time use, the majority of summer use in little cottonwood is for upper canyon hiking or resort activities. **(32.2.6.5F)**
5. The gondola would forever change the aesthetic of the canyon making it look like a big commercial tourist attraction. **(32.17A)**
6. The gondola construction would impact climbing and bouldering natural resources which I frequent every spring/summer and fall. **(32.4B)**
7. Using tax money to build and maintain a gondola only serves the interest of the ski resorts. It does not benefit all of the user groups for the canyon year round. **(32.1.2B, 32.2.7A, 32.7B, and 32.7C)**

Similarly, I reject the proposed for road widening. **(32.2.9C)** UDOT has failed to implement intermediate measures such as stronger vehicle restrictions and penalties, tolling, snow sheds, avalanche control improvements, widening wasatch blvd, and building mobility hubs to make riding the bus an easier option. **(32.2.2M, 32.2.4A, 32.2.2K, 32.2.6.2.2A, 32.2.2VV, and 32.2.6.2.1C)** If the resorts ticketed every 2-wheel drive car without snow tires and chains, the offenders would quickly stop repeating their behavior, and this measure could similarly be implemented in big cottonwood. **(32.2.2M)** I would gladly purchase an access pass to the canyon or pay a toll for road use, assuming that mobility is not a problem. **(32.2.4A)** I would also ride the bus when skiing solo if I knew parking would be available at a mobility hub. **(32.2.6.2.1C)** Widening the road will permanently destroy many bouldering resources unnecessarily. **(32.4A)** UDOT should implement intermediate measure first, and then measure the strengths and weaknesses of the measures taken before committing to a full blown 1/2-billion-dollar project that primarily benefits commercial entities. **(32.2.9R)**

COMMENT #: 6127
DATE: 8/17/21 11:26 AM
SOURCE: Email
NAME: Gregory Rakozy

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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. **(32.13B)** 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,
Gregory Rakozy
Salt Lake city, UT

COMMENT #: 6128
DATE: 8/17/21 11:31 AM
SOURCE: Website
NAME: Andreas Wiecks

COMMENT:

I wanted to write in favor of the bus lane as I think this is the best way to reduce congestion in the canyon. **(32.2.9B)** Widening the road significantly will only move the problem up the canyon as the resort entrances can only handle so much, especially with snowbird checking for parking now. **(32.2.2P)** The gondola is going to be a huge eye sore, let alone have a big impact on the wildlife and ecosystem. **(32.13A and 32.17A)** It will also only service the ski resorts and won't provide any access to the other parts of the canyon. **(32.1.2B, 32.2.6.5G, 32.2.7A, 32.7B, and 32.7C)** I don't agree with tax payer money being used to only transport people to the resorts. Additionally, I've heard that comments are being collected from anyone and not just residents that live in the area. I don't think it's fair to consider any comments outside of those living in and around the area being impacted. **(32.2.9N)**

COMMENT #: 6129
DATE: 8/17/21 11:34 AM
SOURCE: Email
NAME: Brooke Treece

COMMENT:

Hello,

I would like to submit my comments about the two proposals for little cottonwood. As an avid climber, hiker, and runner that visits LCC multiple times a week, I believe UDOT should wait to permanently alter the LCC landscape until other options have been tried and proven inadequate **(32.29R)**:

UDOT's gondola and additional lane (s) proposals would have an unacceptable impact on the climbing experience as well as year-round dispersed recreation access throughout all of Little Cottonwood Canyon. **(32.4A, 32.4B, and 32.4G)**

UDOT must find a new alternative based on an expanded electric bus service coupled with tolling and other traffic mitigation strategies that includes dispersed recreation transit needs before any permanent changes are made to Little Cottonwood Canyon that will forever alter the landscape, **(32.2.6.3F, 32.2.9A, and 32.2.4A)**

Both UDOT proposals threaten iconic climbing throughout Little Cottonwood and at least 64 boulders and 273 boulder problems. **(32.4A and 32.4B)**

UDOT's proposed parking lot "improvements" would severely limit access to the most popular climbing in the canyon by dramatically reducing the already limited parking currently available at the Gate Buttress, Grit Mill, and at the lower Little Cottonwood Park and Ride. **(32.4N and 32.4P)**

COMMENT #: 6130
DATE: 8/17/21 11:57 AM
SOURCE: Email
NAME: Briant Kimball

COMMENT:

Dear Utah Department of Transportation (UDOT),

I have been captive to the beauty and the incredible skiing of Little Cottonwood Canyon since 1962, when I learned to ski at Alta at the age of 10. I have hiked the canyon through the years. After becoming a geologist, I studied the impacts of mining on water quality in the canyon, I have literally walked the stream in waders and seen the beauty from a rare perspective. I truthfully cannot think of a time driving down that canyon, when the vista opens around one turn, when I did not consciously appreciate the amazing work of the glaciers, carving that "U" and creating the water cascades from the hanging valleys. It doesn't get much better than Little Cottonwood Canyon. It has become so apparent over the past 5 years how badly we need a solution to the traffic. For a solution, I am not thrilled with the expansion of the road, but when compared to the unnatural visual scar of a gondola, expansion is much, much preferable. **(32.17A)** A road serves the whole canyon, not just the two resort destinations, and will leave the beauty of Little Cottonwood Canyon as close to its present state as possible. **(32.2.6.3C)** I say no to an unsightly, gondola-and-tower-stain on one of Utah's gems. It would tarnish what we leave behind for generations to come. **(32.2.9E)**

I did not write the comments below, but I agree with what has been written as a member of Save Our Canyons:

- 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. **(32.13B)** 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,
Briant Kimball
Salt Lake City, UT

COMMENT #: 6131
DATE: 8/17/21 12:08 PM
SOURCE: Email
NAME: Tyler Slater

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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. **(32.13B)** 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,
Tyler Slater
COTTONWOOD HEIGHTS, UT

COMMENT #: 6132
DATE: 8/17/21 12:08 PM
SOURCE: Email
NAME: Igor Baveda

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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. **(32.13B)** 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)**.

I, of course, stand behind Save our Canyons and the Salt Lake Climber's Alliance statements. I'd like to add my own ideas as well. What does the UDOT do? I imagine it fixes roads, builds roads, manages traffic, and tries to come up with ideas "on how to better traffic flow to a specific area, by building more, since it's the only thing UDOT knows how to do. **(32.1.2B)**. I strongly believe UDOT shouldn't even be allowed to conduct this study. After all the proposals, UDOT comes up with the 2 least desirable ideas for LCC. Completely ignoring the public's input and siding with the 2, for-profit companies in the canyon. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. If UDOT and its decision-making employees really believe that an out-of-state, visiting family of 4 with 2 young kids will, after paying a hefty sum to rent a Suburban at the airport, bother to transfer twice just to make it to the resort, you are wrong. They will not use the gondola system or buses for that matter. **(32.2.4A)**. The canyon is for all users, therefore, any solution should include all users in consideration. **(32.7C)** I believe the first step that should be taken here would be a solution that does NOT alter the environment, such as: Limit the sales of tickets in each resort. **(32.2.2K and 32.2.4A)**

Sincerely,
Igor Baveda
Salt Lake City, UT

COMMENT #: 6133
DATE: 8/17/21 12:13 PM
SOURCE: Email
NAME: Austin Thompson

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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. **(32.13B)** 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,
Austin Thompson
SLC, UT

COMMENT #: 6134
DATE: 8/17/21 12:22 PM
SOURCE: Website
NAME: Celeste Miner

COMMENT:

No! This will negatively impact the huge climbing culture that we have in Utah. It will negatively impact the LCC experience for Utahns and visitors!(**32.4A, 32.4B, and 32.4I**)

COMMENT #: 6135
DATE: 8/17/21 12:45 PM
SOURCE: Website
NAME: Peter kaplin

COMMENT:

Great idea, seems like a no brainer **(32.29D)**

COMMENT #: 6136
DATE: 8/17/21 12:45 PM
SOURCE: Website
NAME: Robert Sorensen

COMMENT:

Transportation infrastructure that physically and permanently alter the canyon should only be considered after less impactful options have been implemented and shown not to be effective. Expanded electric bus service coupled with tolling and other traffic mitigation strategies must be tried that include dispersed recreation transit needs before permanent landscape changes are made **(32.2.9A, 32.2.4A, 32.2.6.3F, and 32.2.2PP)**

COMMENT #: 6137
DATE: 8/17/21 1:12 PM
SOURCE: Website
NAME: A W

COMMENT:

Transportation infrastructure that physically and permanently alter the canyon should only be considered after less impactful options have been implemented and shown not to be effective. Expanded electric bus service coupled with tolling and other traffic mitigation strategies must be tried that include dispersed recreation transit needs before permanent landscape changes are made. **(32.2.9A, 32.2.4A, 32.2.6.3F, and 32.2.2PP)**

COMMENT #: 6138
DATE: 8/17/21 1:20 PM
SOURCE: Website
NAME: Cameron Griffiths

COMMENT:

No to gondola, no to widening the road ! **(32.2.9E and 32.2.9C)** The rock climbing up little cottonwood canyon is just as world class as the skiing! Why permanently ruing the climbing experience for one month out of the year? **(32.4A, 32.4B, and 32.1.2B)** Doesn't seem fair to me . There is only one little cottonwood canyon! Can we please choose to protect this beautiful recreation area over resorts that want to make money! **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 6139
DATE: 8/17/21 1:40 PM
SOURCE: Website
NAME: Courtney Schatz

COMMENT:

Please don't ruin the climbs in Little Cottonwood Canyon. **(32.4A and 32.4B)** There are people that are more educated than I am that have proposed alternative solutions and I would encourage whoever is reading this to please take time to consider their proposals. **(32.2.2PP)** Climbing means a lot to a lot of people. Please help preserve that. Thank you.

COMMENT #: 6140
DATE: 8/17/21 1:45 PM
SOURCE: Website
NAME: Susan Lamphier

COMMENT:

Get rid of the EPIC pass. (32.2.2K)

COMMENT #: 6141
DATE: 8/17/21 2:04 PM
SOURCE: Website
NAME: Spencer Gubdersen

COMMENT:

Do NOT alter the landscape of the canyon just to suit the needs of 1 *seasonal* industry [snow sports]. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** There are other options!!**(32.2.2PP)** Hundreds of thousands of people come to our state to enjoy the incredible climbing experiences that those boulders offer. Those executives may have money to fund your re-election campaign but we won't forget this.

COMMENT #: 6142
DATE: 8/17/21 2:07 PM
SOURCE: Website
NAME: Chris Way

COMMENT:

Please find a solution to your issues that do not damage or degrade the climbing resources in that amazing canyon. **(32.2.9A, 32.4A, and 32.4B)**

COMMENT #: 6143
DATE: 8/17/21 2:14 PM
SOURCE: Website
NAME: Hailey Meyer

COMMENT:

I support the implementation of less invasive solutions (ie-expanded bus services without additional lanes, tolling, etc) to evaluate their efficacy before landscape changing solutions are begun. **(32.2.9A and 32.29R)** The KISS (Keep-It-Simple-Sweetie) is always a prudent place to start when solving problems, especially before we make changes to our canyons that can't be reversed.

COMMENT #: 6144
DATE: 8/17/21 2:44 PM
SOURCE: Website
NAME: Samuel Bloom

COMMENT:

Transportation infrastructure that physically and permanently alter the canyon should only be considered after less impactful options have been implemented (there are MANY MANY IDEAS AND OPTIONS. Metering, bus service, mandatory bus service i.e. Zion, etc.) and shown to not be effective **(32.2.9A, 32.2.2B, 32.2.4A, and 32.2.9R)** . Expanded bus service should be added. I know you never take the bus (yes you, whoever is reading this, and those who are financially supporting this HORRIBLE PLAN i.e. snowbird, alta, lacaille)**(32.2.9E)** but ME, the person you are supposed to help as a government worker, takes the bus. From personal experience the bus service is inadequate. So many people are always stuck in line waiting and the bus is packed to the maximum capacity. Simply increasing bus service will help this issue. **(32.2.9A and 32.2.6.3N)** How could any of the terrible solutions be implemented in big cottonwood? **(32.1.1A)** I have been stuck in traffic in that canyon as many times as little cottonwood. The solutions proposed are one dimensional and cannot be implemented where the other half of the traffic exists (BCC). I know that you have a different opinion and that snowbird and alta and lacaille are exclusively looking out for their own best interest, **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** but monetary persuasion to expand use of the canyon from these corrupt leaders will lead to a huge misuse of tax payer dollars to PERMANENTLY RUIN THIS BEAUTIFUL PLACE. PLEASE CONSIDER TAKING ACTION AND NOT RUINING THIS PERMANENT PLACE. PROTECT THIS FOR OUR FUTURE. **(32.2.9A)** I love this place and you will make it worse for the rest of human history by implementing these terrible ideas. Both preferred alternatives are terrible. **(32.2.9C and 32.2.9E)** Make small changes first, like any logical person would do. PLEASE!!! To state the obvious, fires are a huge problem in the west. Has UDOT ever considered how a gondola will be effected by a fire in little cottonwood canyon? To pretend this will never happen is simply ignorant. At some point the gondola will interact with fire. Will \$580 million be wasted due to one wildfire? **(32.2.2K)** Widening the road is also a terrible idea. As you know, science and studies on traffic has demonstrated that wider roads lead to more traffic. **(32.2.0E)** YOU KNOW THIS! Listen to what the leaders in these places want. People in Sandy, Cottonwood Heights, and all of the affected neighborhoods will forever HATE YOUR GUTS if you ruin this place. Please please please please do not ruin this amazing place! I am PLEADING WITH YOU.

COMMENT #: 6145
DATE: 8/17/21 3:08 PM
SOURCE: Email
NAME: Tamara Lazarev

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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. **(32.13B)** 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,
Tamara Lazarev
Sandy, UT

COMMENT #: 6146
DATE: 8/17/21 3:12 PM
SOURCE: Website
NAME: Calvin Freeman

COMMENT:

I understand you have a job to do. I understand you may not be a rock climber. You may not know the impact that this canyon left in its natural state has on the community, and people. **(32.4A and 32.4B)** Where will be once we have developed our last wildernesses? While this expansion plan may not seem to be much. I implore you to keep it as it is. **(32.29G)** To minimize human contamination of something so incomprehensibly beautiful. That is all I ask. Thank you

COMMENT #: 6147
DATE: 8/17/21 3:14 PM
SOURCE: Website
NAME: Cutler Jensen

COMMENT:

I understand there is a real problem with the winter traffic. **(32.1.2B)** But it's just not fair to destroy a bunch of boulders that climbers use because skiers don't want to wait in line. **(32.4A, 32.4B, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** You guys are trying to find a solution to this problem but instead of trying to get as many people up there as possible. You should be limiting the amount of people going up there. **(32.2.2L, 32.2.4A, and 32.20B)** It's not all about the people that are making money. There are other people that use that canyon besides skiers and they have a right to it as much as anyone else!!!

COMMENT #: 6148
DATE: 8/17/21 3:15 PM
SOURCE: Website
NAME: Rebecca Zheng

COMMENT:

LCC is home to many Climbers local to the salt lake area and who travel just to Boulder here. Please do not destroy our natural and love climbing spots.

UDOT's gondola and additional lane (s) proposals would have an unacceptable impact on the climbing experience as well as year-round dispersed recreation access throughout all of Little Cottonwood Canyon. **(32.4A, 32.4B, and 32.4G)**

UDOT must find a new alternative based on an expanded electric bus service coupled with tolling and other traffic mitigation strategies that includes dispersed recreation transit needs before any permanent changes are made to Little Cottonwood Canyon that will forever alter the landscape, **(32.2.6.3F, 32.2.9A, and 32.2.4A)**

Both UDOT proposals threaten iconic climbing throughout Little Cottonwood and at least 64 boulders and 273 boulder problems. **(32.4A and 32.4B)**

UDOT's proposed parking lot "improvements" would severely limit access to the most popular climbing in the canyon by dramatically reducing the already limited parking currently available at the Gate Butte, Grit Mill, and at the lower Little Cottonwood Park and Ride. **(32.4N and 32.4P)**

COMMENT #: 6149
DATE: 8/17/21 3:16 PM
SOURCE: Website
NAME: Alex Kindred

COMMENT:

UDOT must find a new alternative based on an expanded bus service coupled with tolling and other traffic mitigation strategies that includes dispersed recreation transit needs before any permanent changes are made to Little Cottonwood Canyon that will forever alter the landscape. **(32.2.9A, 32.2.4A, 32.2.6.3F, and 32.2.2PP)**

COMMENT #: 6150
DATE: 8/17/21 3:17 PM
SOURCE: Website
NAME: Joy Jackman

COMMENT:

Transportation infrastructure that physically and permanently alter the canyon SHOULD ONLY BE CONSIDERED after less impactful options have been implemented and shown not to be effective. Expanded bus service coupled with tolling and other traffic mitigation strategies must be tried that include dispersed recreation transit needs before permanent landscape changes are made! **(32.2.9A, 32.2.4A, 32.2.6.3F, and 32.2.2PP)**

COMMENT #: 6151
DATE: 8/17/21 3:20 PM
SOURCE: Website
NAME: Arnold Bloom

COMMENT:

As a professor who studies the changing climate, the short sidedness of this proposal is apparent!! Climate change may very well end skiing at these resorts in the time frame proposed to fix this issue. **(32.2.2E)** Transportation infrastructure that physically and permanently alter the canyon **SHOULD ONLY BE CONSIDERED** after less impactful options have been implemented and shown not to be effective. Expanded bus service coupled with tolling and other traffic mitigation strategies must be tried that include dispersed recreation transit needs before permanent landscape changes are made! **(32.2.9A, 32.2.4A, 32.2.6.3C, and 32.2.2PP)**

COMMENT #: 6152
DATE: 8/17/21 3:41 PM
SOURCE: Email
NAME: Laura McNeer

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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)**.

Sincerely,
Laura McNeer
Bountiful, UT

COMMENT #: 6153
DATE: 8/17/21 3:59 PM
SOURCE: Website
NAME: Katherine Marek

COMMENT:

I am a project manager of 9 years and manage large cross-functional and multi-year logistics projects. One of the keys to a successful project is thorough stakeholder assessment. After reviewing the proposals, it strikes me that the climbing community was not included as a stakeholder of this project. **(32.4A and 32.4B)**

I would like to ask which stakeholders you are trying to serve with these proposals? Is a portion of the skiing community the only group the proposed options serve? **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

I agree with the SLCA's statement that "Transportation infrastructure that physically and permanently alter the canyon should only be considered after less impactful options have been implemented and shown not to be effective." **(32.2.9A, 32.2.4A, and 32.2.2PP)** Destructive solutions that may solve a problem that occurs ~5% of days each year (I have heard an estimate of 20 days per year, 20/365 is 5%) should not be considered at this time. **(32.1.4D)**

The climbing history associated with the bouldering in Little Cottonwood Canyon should be preserved. If we truly cared about our canyons, we would work to improve our environmental impact and not exacerbate existing impacts.

My zip code is [REDACTED]

COMMENT #: 6154
DATE: 8/17/21 4:03 PM
SOURCE: Website
NAME: Tamara Lazarev

COMMENT:

It's absolutely shameful to know that UDOT, our elected officials and local government seem more than willing to spend millions of dollars of our local tax payers money to build a gondola that will only benefit those from out of town, ski resort owners and big developers. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** We live at the mouth of Little Cottonwood Canyon so know first hand how many days are a real traffic problem - it's about 10 days a year. **(32.1.4D)** The gondola will not prevent traffic through the canyon. **(32.2.4A)** The real investment should be made in enhancing the road all the way to Snowbird and Alta to include show sheds, tunnels and effective bus lanes to guarantee proper access year round and benefit locals as well as those from out of town. **(32.2.9B)** Other ideas would be a toll system or creating a connecting ski lift from the Park City area (where thousands of people travel from every year!!) to ski at Alta and Snowbird. **(32.2.4A and 32.2.2N)** In addition, I don't know one local resident who is willing to pay 20+ dollars per person and spend twice the amount of time to get to their local ski resorts from a gondola. **(32.2.4A)** Please be considerate of the amount of taxes we pay to live where we do and find a solution that everyone can benefit from. Thank you.

COMMENT #: 6155
DATE: 8/17/21 4:09 PM
SOURCE: Website
NAME: Allison Peterson

COMMENT:

Please add my voice to those against building a gondola to try to fix the traffic concerns in Little Cottonwood Canyon. **(32.2.9E)** It seems much more cost-effective and flexible to have designated bus lanes. **(32.2.9B)** My family uses Little Cottonwood for more than just skiing. A designated bus lane (s) would also benefit hikers, climbers, back-country skiers and others **(32.1.2C and 32.2.6.3C)** . Though we love skiing, please consider alternatives that would serve all the activities available up our beautiful canyons. Finally, a gondola would mar, in my opinion, the beauty of the canyon. **(32.17A)**
Thank you for the opportunity to voice my opinion. I hope it will be seriously considered.

COMMENT #: 6156
DATE: 8/17/21 4:12 PM
SOURCE: Website
NAME: Tom Burdett

COMMENT:

Cog Railway Preferred **(32.2.9F)** My support is with the cog rail line. It should be a stronger alternative for the DEIS. Perhaps the cost can be reduced by placing one termination point between Alta and Snowbird. Someplace perhaps north of the cliff lodge, between the heliport and the fire station. There could be shuttle bus service to all hotels and destinations at the resorts via the main road or the by-pass road. Think of it as an expanded snowbird shuttle. Then, encourage a more pedestrian centric design to both villages, similar to Whistler and Blackcomb in British Columbia. **(32.2.2CCC)**

It's important for two legendary world class resorts, tucked into a sensitive eco-system, to minimize expansion of parking foot-prints in the canyon. Just because the Salt Lake region is developed with car a centric planning model, it doesn't mean the resorts have to use the same model. Future demand for parking needs to be balanced with access demand to Little Cottonwood. A policy should be developed for parking outside the canyon with connections to transit. **(32.2.6.2.1C and 32.2.2I)** One that places a greater emphasis (by percentage) outside Little Cottonwood Canyon than inside. It is paramount to get this balance right! Railway stops could easily then be included for the rock-climbing areas or other seasonal warmer-weather destinations in the canyon. **(32.2.6.6A)**

Considering these points, the cog railway option will foster the least, and most mitigatable, environmental impact. A long-term strategy will be better for the environment and economic development than a short-term strategy. Incremental road/parking expansion is the policy method that has led to the existing transportation/environmental challenges. We cannot pave our way out of this trending predicament. Please adjust the concept design to allow the cog rail line to be a competitive preferred alternative. **(32.2.2CCC, 32.2.6.6B, 32.2.7E, and 32.9F)**

There has been a cog railway on Pikes Peak for 130 years, starting in 1891. The newest cog railway on Pikes Peak (\$100 mil) just opened in July. I've hiked, driven, skied and ridden the rails on Pikes Peak. Except for recreational skiing, the best travel experience is the cog railway.

We should all remember Daniel Burnham's words: "Make no little plans; they have no magic to stir men's blood and probably themselves will not be realized. Make big plans; aim high in hope and work, remembering that a noble, logical diagram once recorded will never die, but long after we are gone be a living thing, asserting itself with ever-growing insistency."

I'm offering to guide a trip to the Pikes Peak Cog Railway to interested parties (supporters and skeptics). It can be accomplished in a one (long) day or two-day trip. I'm reasonably confident (with my history there) speakers can be scheduled for a mobile workshop. It could include representatives from the U.S. Forest Service, Colorado Parks and Wildlife, Colorado Springs and the El Pomar Foundation (Broadmoor Hotel) to answer questions regarding their decision to rebuild the line on Pikes Peak.

COMMENT #: 6157
DATE: 8/17/21 4:17 PM
SOURCE: Website
NAME: Shigeo Kawamura

COMMENT:

Buses. **(32.2.9A)** Do not ruin the canyon views with a gondola splitting the center of the canyon.
(32.2.9E and 32.17A)

This gondola is padding the pockets of the partners of la caille. **(32.6C)**

COMMENT #: 6158
DATE: 8/17/21 4:49 PM
SOURCE: Website
NAME: Kelsey Selin

COMMENT:

This proposal is targeted toward one industry...skiing. **(32.1.2B)** There is no need for expanded roads or gondolas during any other months than winter. **(32.1.2B)** Why should tax payers be paying for the profitability of Snowbird and Alta. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

These proposals also don't account for the impact to the climbing community. Little cottonwood has world class granite climbing and bouldering along the entire length of the canyon. The proposed solutions would wipe out a lot of climbing boulders that many people have been projecting for years. **(32.4A and 32.4B)**

I feel disappointed that UDOT would tailor to one industry without evaluating less impactful solutions to others.

COMMENT #: 6159
DATE: 8/17/21 5:12 PM
SOURCE: Website
NAME: Kurt Frehner

COMMENT:

The Little Cottonwood Gondola solution is the BEST! As a skier, I can't think of a better way to start and finish the day than enjoying the canyon vistas rather than stressing about the "red snake" and potential avalanches. And, it makes the most economic and environmental sense, as well. Please adopt this - the sooner the better!(32.2.9D)

COMMENT #: 6160
DATE: 8/17/21 5:27 PM
SOURCE: Website
NAME: Sundev Lohr

COMMENT:

Hi,

This whole thing seems ridiculous. No one is going to use the gondola or the bus unless you incentivize them. **(32.2.4A)** So, why not try incentivizing the current bus and see how it goes. **(32.2.2Y)** And, I'm talking serious incentives: free bus fair and discounted tickets. See how that works out with the current system and go from there. **(32.2.4A and 32.29R)**

In addition, you'll be erasing one user groups recreation terrain. **(32.4G)** From what I've seen a number of boulders will be destroyed. **(32.4A and 32.4B)** These boulders have climbs on them with a rich history. Thousands of climbers from all over the world have been working on these climbs for years. They are lifelong goals for these folks. You'll wipe them out in a season just to get another user group that "might" use your new transportation for a total of what, like 6 days. **(32.1.4D)**

I implore you to at least try a better incentive system prior to destroying so much of this terrain. I've spent a few decades climbing the boulders beside the road, and I hope to spend at least a few more completing these projects that I haven't quite succeeded at.

Thanks for your time.

COMMENT #: 6161
DATE: 8/17/21 5:42 PM
SOURCE: Website
NAME: Jason Summers

COMMENT:

UDOT refuses to hear the locals on this issue. We do not want induced traffic from a shiny Gondola. **(32.2.6.5E)** We don't want roadways wider - PERIOD. **(32.2.9E and 32.2.9C)** Your death toll on Wasatch Blvd should be an indication of poor road management, ineffective buffers to slow cars down and inappropriate speed limits. **(32.2.6.2.2A)** When will you look at options other than wider lanes with zero buffer between opposing lanes of traffic.

1. Require 4+ in cars going up the canyon **(32.2.2Y)**
2. Improve Bus NODES/Micro Hubs **(32.2.2I)**

Look at alternatives before you spend \$600 building a conveyer belt of money for Alta and Snowbird. You are not listening to the Locals!**(32.2.2PP)**

COMMENT #: 6162
DATE: 8/17/21 5:43 PM
SOURCE: Website
NAME: Cole Schreiber

COMMENT:

Charge a toll for road use. (Use that money to improve public transit. **(32.2.4A)** More people use this Canyon than resort skiers. It's public land. That means it's for everyone. Not just the most profitable demographic. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 6163
DATE: 8/17/21 5:54 PM
SOURCE: Email
NAME: Jason Summers

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Jason Summers
Sandy, UT

COMMENT #: 6164
DATE: 8/17/21 6:04 PM
SOURCE: Website
NAME: Lauren Macklin

COMMENT:

As one who came to love climbing and bouldering through my experiences in Little Cottonwood Canyon, it is heartbreaking to me that the proposals would threaten the access to the climbing, as well as the experience. **(32.4A, 32.4B, and 32.4I)** I think that we face woes that are felt in many cities, but that increased busses (not bus lanes) a real mandate against cars without chains or 4WD, as well as a toll per car for driving up canyon are better solutions. **(32.2.9A, 32.2.4A, and 32.2.2M)**

COMMENT #: 6165
DATE: 8/17/21 6:43 PM
SOURCE: Website
NAME: David Church

COMMENT:

Don't do this. It is completely unnecessary and will ruin the climbing experience of many. (32.4A and 32.4B)

COMMENT #: 6166
DATE: 8/17/21 6:46 PM
SOURCE: Email
NAME: Conrad Tallackson

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

Tolling to incentivize use of public transportation **(32.2.4A)**

- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**

- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**

- Increased funding to support more buses **(32.2.9A and 32.2.29R)**

- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**

- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**

- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**

- Optimized ski resort navigation to reduce resort congestion **(32.2.29R)**

- Traffic controls **(32.2.4A and 32.2.29R)**

- Double stacking **(32.2.2EE)**

- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints..

Sincerely,
Conrad Tallackson
Millcreek, UT

COMMENT #: 6167
DATE: 8/17/21 6:47 PM
SOURCE: Email
NAME: Ryan Wedemeyer

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

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- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**

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- Double stacking **(32.2.2EE)**

- Managed- and reversible-lane alternatives **(32.2.2D)**

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Sincerely,
Ryan Wedemeyer
Salt Lake City, UT

COMMENT #: 6168
DATE: 8/17/21 6:49 PM
SOURCE: Email
NAME: Emily Clark

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

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Sincerely,
Emily Clark
Salt Lake City, UT

COMMENT #: 6169
DATE: 8/17/21 6:50 PM
SOURCE: Email
NAME: Russ Knezic

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

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Sincerely,
Russ Knezic
Salt Lake City, UT

COMMENT #: 6170
DATE: 8/17/21 6:51 PM
SOURCE: Email
NAME: Todd Langston

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

Tolling to incentivize use of public transportation **(32.2.4A)**

- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**

- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**

- Increased funding to support more buses **(32.2.9A and 32.2.9R)**

- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**

- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**

- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**

- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**

- Traffic controls **(32.2.4A and 32.2.9R)**

- Double stacking **(32.2.2EE)**

- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints..

Sincerely,
Todd Langston
West Jordan, UT

COMMENT #: 6171
DATE: 8/17/21 6:53 PM
SOURCE: Email
NAME: Joseph Hobby

COMMENT:

Dear Utah Department of Transportation,

Recent transplants, the uneducated and those with financial self-interest will be all for the gondola especially with the recent addition of ad targeting on social media. What they don't realize is that by being the only outdoor space in the lower 48 with an attraction like this, we will exponentially GROW tourism after installing it to the point we'll have another population/transportation crisis in a couple years to alleviate. **(32.20C and 32.20E)**

Colorado was 1 of 4 states to be the FIRST to legalize marijuana. I witnessed firsthand how this state imploded overnight with new residents. Politics took a beautiful state that was already growing from the many attractions including the beautiful landscape and stressed out the populations around the state. Leaders believed they had to be the FIRST to adopt new marijuana laws instead of leaving for a state like New Mexico that needed an economic boost.

At present, we are in a different situation but with the potential for a very similar outcome. Be careful what you wish for within the tourism industry and being 'unique'. As a home owner at the mouth of the Cottonwood Canyons, I beg you to consider the alternatives below before changing the landscape of the canyons, SLC and Utah forever.

Tolling to incentivize use of public transportation **(32.2.4A)**

- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.29R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.29R)**
- Traffic controls **(32.2.4A and 32.2.29R)**
- Double stacking **(32.2.2EE)**

Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Joseph Hobby
Cottonwood Heights, UT

COMMENT #: 6172
DATE: 8/17/21 7:04 PM
SOURCE: Website
NAME: Lindsay Gilbert

COMMENT:

Please reconsider funding a gondola in Little Cottonwood Canyon. **(32.2.9E)** This “solution” does not consider the long-term and only considers the private ski resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** It would also have severely negative environmental effects. Climbers and hikers do not want their views obstructed by the world’s longest gondola. **(32.13A and 32.17A)** Taxpayers should not have to pay for a gondola which solely exists for private ski resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Ski resorts are already close to their realistic max for patrons, sending more people up is not the solution. **(32.1.2B and 32.20C)** There are much less detrimental options, like an increased bus system, that I believe would be more effective overall. **(32.2.9A)**

COMMENT #: 6173
DATE: 8/17/21 7:18 PM
SOURCE: Website
NAME: Devin Vernick

COMMENT:

I have gratefully lived in, and loved Salt Lake City Utah since 2016. Personally, I find the rapid growth of our wonderful city and state rather alarming and threatening to the natural beauty that exists here. I am writing on behalf of many other citizens and outdoor enthusiasts who are deeply concerned about the plan changes to our natural habitat that so many cherish. Please see my points below:

UDOT's gondola and additional lane (s) proposals would have an unacceptable impact on the climbing experience as well as year-round dispersed recreation access throughout all of Little Cottonwood Canyon. **(32.4A, 32.4B, and 32.4G)**

UDOT must find a new alternative based on an expanded electric bus service coupled with tolling and other traffic mitigation strategies that includes dispersed recreation transit needs before any permanent changes are made to Little Cottonwood Canyon that will forever alter the landscape, **(32.2.6.3F, 32.2.9A, and 32.2.4A)**

Both UDOT proposals threaten iconic climbing throughout Little Cottonwood and at least 64 boulders and 273 boulder problems. **(32.4A and 32.4B)**

UDOT's proposed parking lot "improvements" would severely limit access to the most popular climbing in the canyon by dramatically reducing the already limited parking currently available at the Gate Buttress, Grit Mill, and at the lower Little Cottonwood Park and Ride. **(32.4N and 32.4P)**

Thank you for your consideration, and please do right by your integrity and your conviction to be a good steward of this beautiful state.

COMMENT #: 6174
DATE: 8/17/21 7:22 PM
SOURCE: Email
NAME: Trey Torgerson

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

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- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
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- Double stacking **(32.2.2EE)**
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Sincerely,
Trey Torgerson
Sandy, UT

COMMENT #: 6175
DATE: 8/17/21 7:36 PM
SOURCE: Website
NAME: Eric Gale

COMMENT:

I support the gondola in little cottonwood canyon **(32.2.9D)**

COMMENT #: 6176
DATE: 8/17/21 7:39 PM
SOURCE: Email
NAME: Christopher Bond

COMMENT:

Dear Utah Department of Transportation,

This is my second message. After further thought, I believe the road should stay AS IS. What is the point of more road capacity when the resorts will be just as crowded? **(32.1.2B)** I also am vehemently against removing the boulder and stick about a third of the way up the canyon. **(32.4A and 32.4B)** If you can promise to keep that particular spot intact (using my fill and NO cut) I would continue to support the expanded road with enhanced bus service. **(32.4A)**

Thank you

Sincerely,
Christopher Bond
Salt Lake City, UT

COMMENT #: 6177
DATE: 8/17/21 7:42 PM
SOURCE: Email
NAME: J Brett Nelsen

COMMENT:

Dear Utah Department of Transportation,

Tolling to incentivize use of public transportation **(32.2.4A)**

- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
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Sincerely,
J Brett Nelsen
West Jordan, UT

COMMENT #: 6178
DATE: 8/17/21 7:43 PM
SOURCE: Email
NAME: Jana Nelsen

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

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Sincerely,
Jana Nelsen
West Jordan, UT

COMMENT #: 6179
DATE: 8/17/21 7:50 PM
SOURCE: Email
NAME: Edward Harrold

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

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Sincerely,
Edward Harrold
Draper, UT

COMMENT #: 6180
DATE: 8/17/21 8:02 PM
SOURCE: Website
NAME: Susan Tuori

COMMENT:

As global warming continues and eventually snow falls decrease there will still likely be snow in LCC and therefore even more people skiing there. **(32.2.2E)** Do some forward thinking and put in an oversized gondola to anticipate future heavy usage. **(32.2.6.5N)** That canyon road is just not sustainable. **(32.29D)**

COMMENT #: 6181
DATE: 8/17/21 8:20 PM
SOURCE: Website
NAME: Joshua Foulger

COMMENT:

I do not support this plan, and would like to see a less impactful and permanent solution. (32.2.9G and 32.2.2PP)

COMMENT #: 6182
DATE: 8/17/21 8:30 PM
SOURCE: Website
NAME: Tera Schirf

COMMENT:

I do Not support the additional lanes or gondola proposed. **(32.2.9C and 32.2.9E)** We should use public buses that are already in place and make it mandatory to take these buses to the resort. **(32.2.2B)**

COMMENT #: 6183
DATE: 8/17/21 9:58 PM
SOURCE: Website
NAME: Lily Johnson

COMMENT:

No gondola!! No road expansion!! **(32.2.9E and 32.2.9C)** Keep the country country!! That money could be put towards saving human lives, not destroying nature. Also, the tax payers don't want to pay for that. They can't afford a ski pass, let alone to fund the gondola or road expansion they'll never use. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Please, please listen to the public on this one!!!! Not the resorts and their self-interest!

COMMENT #: 6184
DATE: 8/17/21 10:51 PM
SOURCE: Email
NAME: Daniel Leifson

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

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- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints..

Sincerely,
Daniel Leifson
West Bountiful, UT

COMMENT #: 6185
DATE: 8/18/21 6:34 AM
SOURCE: Website
NAME: Luis Serrano Bellido

COMMENT:

Hello,

My name is Luis Serrano. I am from Spain. I have been a rock climber for over 24 years. I moved first to EEUU in 2012. When I saw what Utah offers for rock climbers I wanted to make my home here. This happened this year in 2021 after trying to move here for almost 8 years. I have been climbing over Europe and EEUU and Utah just got my heart from day 1. Little Cottonwood Canyon is my favorite area so far, and one of the reasons I moved to Utah. It would be devastating for this amazing climbing community to loose one of the best areas this territory has to offer. **(32.4A and 32.4B)** Please, make an effort to not remove one of the best things this land has for everybody.

Thank you for your time,
Luis Serrano

COMMENT #: 6186
DATE: 8/18/21 7:48 AM
SOURCE: Website
NAME: Samantha Miller

COMMENT:

Give the buses a better chance. Provide more parking and pick up times. **(32.2.9A and 32.2.6.3N)** The gondola will ruin many things people move to SLC for including bouldering. **(32.4B)**

COMMENT #: 6187
DATE: 8/18/21 8:01 AM
SOURCE: Website
NAME: Brock Johnson

COMMENT:

I don't think a gondola would be appropriate for this **(32.2.9E)**

COMMENT #: 6188
DATE: 8/18/21 8:22 AM
SOURCE: Website
NAME: Michael Pirozzi

COMMENT:

My family boulders in Little Cottonwood multiple times per week in all seasons except winter. This involves climbing on the boulders which are slated for destruction under the current transportation solution plan. **(32.4A and 32.4B)** The transportation plan must not permanently alter the boulders of Little Cottonwood until less impactful options have been tried and shown to be ineffective. Additional bus service and tolls should be attempted prior to road widening or gondola installation. **(32.2.9A, 32.2.4A, and 32.29R)**

COMMENT #: 6189
DATE: 8/18/21 8:22 AM
SOURCE: Website
NAME: John Krieg

COMMENT:

I ski and hike the areas in LCC and live in the SLC area. I suggest the bus alternative. **(32.2.9A)** The gondola approach is too intrusive to the area and would turn LCC into Disneyland. **(32.2.9E)**

COMMENT #: 6190
DATE: 8/18/21 8:28 AM
SOURCE: Website
NAME: Pat Normal

COMMENT:

No gondola please. (32.2.9E) The area is used for recreation. Gondola will not help (32.7B and 32.7C)

COMMENT #: 6191
DATE: 8/18/21 8:41 AM
SOURCE: Website
NAME: John Lindstrom

COMMENT:

I oppose the Gondola alternative and support enhanced bus service during peak periods. (32.2.9E and 32.2.9A)

COMMENT #: 6192
DATE: 8/18/21 8:54 AM
SOURCE: Email
NAME: Micki Harris

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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. **(32.13B)** 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,
Micki Harris
Cottonwood Heights, UT

COMMENT #: 6193
DATE: 8/18/21 9:04 AM
SOURCE: Website
NAME: Jeff Duchesneau

COMMENT:

Gondola's are the transportation of the future. Utah should lead the way and inspire the world. Projects around the world are studying this case closely **(32.2.9D)**.

COMMENT #: 6194
DATE: 8/18/21 9:31 AM
SOURCE: Website
NAME: Norbert Kornyei

COMMENT:

The proposed gondola is not a viable option for many families either living in the Salt Lake City area or for visitors. For example: When my daughter and her family come to visit us for skiing we have four adults and three children that occupy one vehicle that gets us all to Alta in 45 minutes (except for powder weekends). If we were to use the gondola, we would have to drive to the bus parking area, unload the car (imagine a family with toddlers and young children) carry all gear and skis to the bus. Wait in line for the bus to the gondola, disembark the bus, carry gear and children to gondola line, wait for gondola, embark, carrying ski gear, backpacks, lunch, ski boots etc etc. then ride for thirty minutes. 30 minutes to bus parking area/structure, 10 minutes to bus, min 10 minutes to gondola (how long would the lines be?) 30 minutes ride on gondola. So a 45 minute drive becomes easily an hour and a half to two hours. Ridiculous!(**32.2.6.5J and 32.2.6.5O**)

COMMENT #: 6195
DATE: 8/18/21 9:38 AM
SOURCE: Website
NAME: Amy Braig-Lindstom

COMMENT:

I oppose the gondola alternate!(32.2.9E)

COMMENT #: 6196
DATE: 8/18/21 10:10 AM
SOURCE: Website
NAME: Denise Keenan

COMMENT:

I moved to Utah in 1987 BECAUSE of the mountains, valleys, desert, ski resorts, cycling, camping, hiking trails and all outdoor recreation. I still live here full-time. I still recreate. Utah and the Salt Lake valley have grown exponentially in the past 34 years and this has absolutely impacted the recreation - participation has increased in every aspect. That is the way of growth and advancement. It does not have to completely ruin the recreational experiences. A VISION and a master plan for 10-25 years will maintain this quality. NOT a sector by sector of special interest protecting their "own" recreation and profit (I am referencing ski Alta and Snowbird ski resorts in LCC).

Regarding LCC transportation, access, vehicle reduction specifically: for those of us who enjoy alpine skiing, backcountry skiing, snowshoeing, and hiking - I urge the Committee to STOP with any defined "Development Project". This is THE TIME to STOP supporting development if it means more human impact on the frail and gorgeous ecosystems. **(32.2.9G)**

A PHASED APPROACH to "managing" LCC transportation access vehicle reduction is the BEST approach. This is no less than a 10-year process. It can begin this year! Apply a change then Assess its impact. Add more changes and Assess the impact. It is not a single "Project" to solve "the problem" as the growth will continue for years to come **(32.2.29R)**.

My recommendations/ ideas (thank you for inviting feedback):

1. Fund and build snow bridges - stop. Assess the effect of keeping traffic moving on high avalanche risk days and keeping the road open in spite of the risk - by minimizing the damage/risk of avalanches. **(32.2.29R and 32.2.9K)**
2. Charge for parking onsite at each resort - \$25/car (irregardless of how many occupants) - stop. **(32.2.2K and 32.2.4A)** Charge for every car, all winter days, if in spot > 2 hours. Voucher provided by restaurants for those only in the canyon for dining. Hotel guests pay as well. Large cities consistently charge for parking for hotel guests.
3. Increase Bus service and Bus Parking lots - stop. **(32.2.9A and 32.2.29R)**
Build/ or negotiate daily winter usage (weekend only) at a downtown location (hotel guests and residents access these), at La Caille site, along Ft Union Blvd, near I-15 in Midvale area, near I-15 in Lehi area.... multiple areas - with NONSTOP LCC/ ski resort transportation from each parking area. Bus frequency is based on # parking spots and riders at each location and may be different based on usage. Less frequent buses provided for stops at trailheads/ backcountry areas. Bus is free for Season Ski Pass holders (Alta, Snowbird, Ikon, etc). Bus is free for LCC Annual Pass holders (backcountry skiers, snowshoers, hikers, cross country skiers, photographers etc) and all others pay a round-trip fee - perhaps \$5.00. **(32.2.2I and 32.2.4A)**
Buses run in off-ski season at a less frequent basis but continue to run daily. **(32.1.2C and 32.2.6.3C)**
4. Develop an Annual LCC Pass for folks to purchase - stop. \$50/year per pass. Bus is free for LCC Annual Pass holders (backcountry skiers, snowshoers, hikers, cross country skiers, photographers etc) and all others pay a round-trip fee - perhaps \$5.00. **(32.2.4A)**

If each of these were put into effect with pauses to determine efficacy of the stated goal - reduce private vehicular traffic in LCC on winter days by 30% - the goal would hypothetically be achieved. One cannot

argue that it will not be achieved. None of us know, we can only surmise, human behavior. Yes, it is seems to collectively be impatient, convenient, inexpensive, individualized, comfortable, quick - but the wilderness and the earth don't follow ANY of these behaviors. **(32.29R)**

Stop damaging our greatest economic value to the Salt Lake Valley - LCC brings tourism dollars and keeps tax paying residents here. Do not forget why many of us are here. And please consider that those residents who do not recreate in LCC will most likely NOT PASS a TAX HIKE to pay for the outrageously expensive Projects that are being considered. **(32.2.7A and 32.29Z)** Those who use the canyon (s) need to contribute to the costs of preserving them. Further development (destruction, actually) is not the answer.

COMMENT #: 6197
DATE: 8/18/21 10:11 AM
SOURCE: Email
NAME: Erika Kazi

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

Tolling to incentivize use of public transportation **(32.2.4A)**

- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**

- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**

- Increased funding to support more buses **(32.2.9A and 32.2.29R)**

- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**

- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**

- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**

- Optimized ski resort navigation to reduce resort congestion **(32.2.29R)**

- Traffic controls **(32.2.4A and 32.2.29R)**

- Double stacking **(32.2.2EE)**

- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints..

WE MUST ENCOURAGE BEHAVIORAL CHANGE BEFORE WE EXPECT PEOPLE TO TAKE A GONDOLA!!!

Sincerely,
Erika Kazi
Salt Lake City, UT

COMMENT #: 6198
DATE: 8/18/21 10:12 AM
SOURCE: Email
NAME: Sara Wetzel

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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. **(32.13B)** 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,
Sara Wetzel
Chicago, IL

COMMENT #: 6199
DATE: 8/18/21 10:15 AM
SOURCE: Website
NAME: John Williamson

COMMENT:

As a frequent visitor to little cottonwood canyon for the past 30+ years. I believe that the volumn of traffic is beyond capacity. It is bumper to bumper from the mouth of the canyon to alta/snowbird on the weekends that I was there skiing. I think with current climate conditions the gondola would be the best alternative for everybody. We don't need more buses even if they are electric powered. Less vehicles on the access road would be better for the water supply to SLC too. **(32.2.2E and 32.2.9D)**

COMMENT #: 6200
DATE: 8/18/21 10:22 AM
SOURCE: Email
NAME: Jeffrey Johnson

COMMENT:

Dear Utah Department of Transportation,

Instead of spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening and destroying part of this beautiful canyon, I recommend that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

Tolling to incentivize use of public transportation **(32.2.4A)**

- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**

- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**

- Increased funding to support more buses **(32.2.9A and 32.2.29R)**

- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**

- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**

- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**

- Optimized ski resort navigation to reduce resort congestion **(32.2.29R)**

- Traffic controls **(32.2.4A and 32.2.29R)**

- Double stacking **(32.2.2EE)**

- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints..

Sincerely,
Jeffrey Johnson
Provo, UT

COMMENT #: 6201
DATE: 8/18/21 10:36 AM
SOURCE: Email
NAME: Bill Arthur

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

Tolling to incentivize use of public transportation **(32.2.4A)**

- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**

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- Increased funding to support more buses **(32.2.9A and 32.2.9R)**

- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**

- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**

- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**

- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**

- Traffic controls **(32.2.4A and 32.2.9R)**

- Double stacking **(32.2.2EE)**

- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints..

Sincerely,
Bill Arthur
Salt Lake City, UT

COMMENT #: 6202
DATE: 8/18/21 10:36 AM
SOURCE: Email
NAME: Adam Clark

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

Tolling to incentivize use of public transportation **(32.2.4A)**

- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints..

Sincerely,
Adam Clark
Salt Lake City, UT

COMMENT #: 6203
DATE: 8/18/21 10:40 AM
SOURCE: Email
NAME: James Roh

COMMENT:

Dear Utah Department of Transportation,

I really implore everyone to truly ask who the gondola serves and what, if any, problems does it solve. **(32.1.2B)** The answer is that it ONLY benefits the resorts. It does nothing for the increasing backcountry traffic at trailheads. Those will only become more and more congested as Utah's population swells. A bus service that stops at trailheads can and will alleviate that traffic. **(32.1.2D, 32.2.7A, 32.7B, 32.7C, and 32.2.6.3C)**

And let's think long term - how many more seasons of winter do we have before climate change limits the amount and quality of snow? A decade? Maybe two? **(32.2.2E)** Considering how long it will take to construct the gondola, I imagine there will only be 5-15 years of it running before it's obsolete. Let's put that hefty bill to better use!**(32.2.7C)**

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

Tolling to incentivize use of public transportation **(32.2.4A)**

- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints..

Sincerely,
James Roh
Salt Lake City, UT

COMMENT #: 6204
DATE: 8/18/21 10:45 AM
SOURCE: Email
NAME: James Godin

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

Tolling to incentivize use of public transportation **(32.2.4A)**

- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**

- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**

- Increased funding to support more buses **(32.2.9A and 32.2.29R)**

- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**

- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**

- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**

- Optimized ski resort navigation to reduce resort congestion **(32.2.29R)**

- Traffic controls **(32.2.4A and 32.2.29R)**

- Double stacking **(32.2.2EE)**

- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
James Godin
Salt Lake City, UT

COMMENT #: 6205
DATE: 8/18/21 10:45 AM
SOURCE: Email
NAME: Stephen W. Lewis

COMMENT:

Dear Utah Department of Transportation,

To whom it may concern.

I was involved with the Forest Service in the Tri Canyon area, & the BLM statewide, re numerous EIS's & EA's dealing with ski resorts & then public lands in the state.

i have specific long term background in dealing with the four Tri Canyon Resort areas, & have been involved in all of their EIS expansion.

Traditionally the Forest Service & the resort use a contracted entity to organize and write the EIS; never before have i seen a state agency offer an EIS for the Tri Canyon area & be so profoundly out of touch & detached with what is going on in the winter and summer canyons. **(32.1.2B)**

The Ski Resorts in their Forest Service Permits, have carrying capacity limits. 30 years ago, 20 years ago, 10 years ago, analysis showed that carrying capacity, particularly at Snowbird and Alta was past proper limits. **(32.20B and 32.20C)** And now, with a gondola, the resorts plan to push an additional 3K people an hour up to the resorts; & this is in addition to the vehicles that travel & park in the canyon. **(32.20C and 32.2.6.5N)** The proposal is a boondoggle & makes no sense as it foments a mass disregard for the intended carrying capacity concept. **(32.20B)** User crowds at the bottom of the resort are going to be unmanageable, unruly and upset. **(32.20C)**

And where is the parking or bus carrying shuttles to get 3K visitors at the bottom of the gondola ride. **(32.2.6.5J and 32.2.6.2.1C)** Are new football fields of parking going to be created out of "nowhere" or just how are citizens suppose to get from to the bottom of the tram?

The prime winter concerns in the canyon are inadequate parking at the resorts, and then vehicles going up & then down the canyon with inadequate tires & vehicle. With the abandonment of the safety inspection by the state, many drivers drive with bald tires. The drive up in the morning may be dry or semi-dry & in the afternoon snow falls on the roadway, and those bald tires slip off the road and create mayhem. **(32.2.2M)**

An alternative, not addressed (which should have been).
A toll road at the bottom of the two canyons. **(32.2.4A)**

In winter, only vehicles with 4WD or AWD. And all vehicles need to carry and show they have chains before they allowed up the canyon. **(32.2.2M)**

Those with passenger vehicles that don't fit the above will have to go with others, take a shuttle or bus or not go up the canyon. The use patterns of citizens need to dramatically change, with safety & efficiency emphasized. **(32.2.2.M)** Managed reversible lanes should be looked at. **(32.2.2D)**

The two alternative option the UDOT proposes is not artful, nuanced or fully contextual. With long winter drought, none of us know the future of snowpack & ski resorts in the Wasatch. To make believe that bounteous snow will exist for the next 30 years is a myth;**(32.2.2E)** & to guess that citizens will

have hundreds of dollars/per day just to use resorts is beyond belief. The footprints of each of the resorts should not be expanded, no parking expanded & if need be limits placed on users in the canyon to protect the watershed & the landscape **(32.2.2F, 32.30B, 32.20F, and 32.2.2K)** To industrialize the canyon with a Gondola or extra lane is showing a complete disaffection toward nature, other canyon users & the environment.

Other alternatives that legally should be included.

Reduced or no cost winter busses into the canyons. **(32.2.4A)**

Reduced cost non-winter busses in the canyons. **(32.1.2C and 32.2.6.3C)**

Various express busses from a variety of points in the valley, so traffic is not bunched at the bottom of LCC & BCC Canyons. **(32.2.2I)**

Shuttle vans that can take skiers to a handful of trailheads. **(32.2.6.3C)**

Summer traffic in upper LCC Canyon already requires a toll fee, and it practically limits & manages users in the upper canyon & at parking areas. **(32.1.2C and 32.2.4A)**

A changed mindset, & new alternatives need to follow, particularly for the winter season. Traffic use patterns have to change. With a toll, 4WD or AWD & required chains, & shuttles & more efficient and low cost busses, traffic can efficiently get up and down **(32.2.9A, 32.2.4A, 32.2.2M)**. the canyon, and the use numbers are limited. **(32.20B)**

I am willing to meet with UDOT, Forest Service & Resort officials, speak to them & listen.

Sincerely,

Stephen W. Lewis

South Salt Lake City, UT

COMMENT #: 6206
DATE: 8/18/21 10:49 AM
SOURCE: Email
NAME: Hugh Ferguson

COMMENT:

Dear Utah Department of Transportation,

Seems like the two proposals for solutions have skipped a lot of options. The Gondola option as portrayed by the promotional video seems very misleading. So many unanswered questions here. Bottom line is it would increase usage of ski areas. So increase revenue to ski areas. **(32.20A, 32.20C, and 32.6A)** As for canyon traffic and congestion I think it would not do a thing to decrease it. **(32.2.4A and 32.7C)** Time is still a huge commodity and the tram is more of a gimmick than a solution. Still huge incentive to drive with the tram. If the lift ride is best case scenario 37 minutes to Alta with a loading line at both ends and a parking situation at the bottom the transportation time would be a minimum of an hour on both ends with any sort of canyon volume. **(32.2.6.5C)** That is 2 hours of the day for just the 8 miles of the canyon. Still a lot more time to get to the actual base of the gondola via private or public transport. I think some lane widening and snow sheds in the upper canyon that incentivizes buses by making their use quicker and less expensive than personal vehicle use would be a much better solution **(32.2.9B)**.

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like the gondola, I am advocating that we work on snow sheds and some choke areas of road widening first, along with adequately funding programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

Tolling to incentivize use of public transportation **(32.2.4A)**

- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**

- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**

- Increased funding to support more buses **(32.2.9A and 32.2.9R)**

- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**

- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**

- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**

- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**

- Traffic controls **(32.2.4A and 32.2.9R)**

- Double stacking **(32.2.2EE)**

- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the

recreational user experience. (32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C) Increased capacity will also inevitably lead to increased ski resort expansion pressures. (32.20C) I am against any future ski resort expansion outside of their current footprints..

We have seen what too much capacity has done to our big 5 national parks. It is inevitable that more people will come to use our canyons, but at some point there is a breaking point of how much the canyon can handle. I feel like we are very close to that point now. (32.20B)

Sincerely,
Hugh Ferguson
Salt Lake City, UT

COMMENT #: 6207
DATE: 8/18/21 11:01 AM
SOURCE: Email
NAME: Dan Mitrovich

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

Tolling to incentivize use of public transportation **(32.2.4A)**

- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints..

Sincerely,
Dan Mitrovich
Park City, UT

COMMENT #: 6208
DATE: 8/18/21 11:02 AM
SOURCE: Website
NAME: Nancy Hogarty Baker

COMMENT:

I am writing in favor of the enhanced bus service with dedicated lanes **(32.2.9B)**.

I am 72 years old and a LCC skier since I was 7 years old. Population growth matters and is a fact of life. Growth impacts our experiences both on the ski slope and in life. At some point, there is just so much growth the environment can absorb. I favor a more flexible, less permanent, less expensive alternative because I know growth will not stop. **(32.2.6.3D)** In another generation or less, there will be a need for additional measures to address the current crowding issue all over again. I believe it is magical thinking to believe that ANY of the alternatives will eliminate the impact of population growth significantly. We will always feel this impact and we will adapt (as I have adapted to the benefits of improved high-speed six-packs and the detriment of crowded slopes, day lodges and the inability to choose to "go skiing" at whatever time of day I wish.)

The gondola option is costly and of major environmental impact and will address, but not solve, today's transportation issues. **(32.7C, 32.12A, 32.13A, and 32.17A)** The bus/lane enhancement option will address, but not solve, today's transportation issues. **(32.7C)** We are on the cusp of a major societal change in thinking about individual automobile travel. The more flexible alternatives will not "lock in" a solution for the long term. Twenty, thirty or forty years sounds like long time to some but to folks who have the gift of years, the cycle is obvious. It is enough time to create major societal change as well as undo thinking and solutions that are so cutting edge today. The gondola may become a tourist attraction but not a solution to traffic congestion. **(32.2.6.5E, 32.7B, and 32.7C)**.

At some point, there will be a limit to the number of people who can fit on the mountain at one time. **(32.20A, 32.20B, and 32.20C)** There will be a limit to the amount of profits the resorts can make. And there may well be the reduction of ski days, if not the demise, of snow-based recreation in the Wasatch front canyons. **(32.2.2E)** The more permanent solutions do not address these possibilities over time. They also do not address how growth will impact summer activity that is nature-based rather than resort-based. **(32.1.2C)** We can easily imagine bumper to bumper cars in July as outdoor enthusiasts seek time in nature along with the all the new families who will be driving to their timeshare condos loaded with groceries, bikes, and baby strollers.

Neither group will be riding a gondola. **(32.2.4A)**

Solutions that address the quality of experience in LCC, beyond getting more bodies in the canyon as quickly as possible, should also be considered. How about metering the number of vehicles in the canyon to a sustainable number? How about requiring a reservation to ski on a particular day and time? (Deer Valley seems to have marketed that concept nicely.) How about limiting the number of human beings in the canyon at a time? **(32.2.4A, 32.2.2L, and 32.2.2K)** and How about adding safe bike and pedestrian lanes that are real lanes? **(32.9A)** How about we face the fact that there are limits to how many and how fast can we get people into Little Cottonwood Canyon? **(32.20B)** No one likes to stand in line, wait their turn or have to make a reservation to do an activity. But these things are required to keep the growing population somewhat functional. To do otherwise is the magical thinking that we can keep growing without noticing a change in how we live.

Thanks you for the extensive efforts you have taken to allow for public input.
Please do not choose the gondola option. **(32.2.9E)**.

Sincerely,

Nancy Hogarty Baker

COMMENT #: 6209
DATE: 8/18/21 11:09 AM
SOURCE: Website
NAME: Stephen Allen

COMMENT:

Do not build the gondola if it threatens local rock climbing access! Rock climbers are a growing and influential user group who offer economic stability to local areas because of their tourism. **(32.4A, 32.4B, and 32.6D)**

COMMENT #: 6210
DATE: 8/18/21 11:15 AM
SOURCE: Email
NAME: Brian Lewis

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

Tolling to incentivize use of public transportation **(32.2.4A)**

- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**

- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**

- Increased funding to support more buses **(32.2.9A and 32.2.29R)**

- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**

- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**

- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**

- Optimized ski resort navigation to reduce resort congestion **(32.2.29R)**

- Traffic controls **(32.2.4A and 32.2.29R)**

- Double stacking **(32.2.2EE)**

- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints..

Sincerely,
Brian Lewis
Sandy, UT

COMMENT #: 6211
DATE: 8/18/21 11:17 AM
SOURCE: Website
NAME: Tucker Castle

COMMENT:

Please no gondola, please no lane widening. **(32.2.9E and 32.2.9C)** Please do not take away the 100's of climbing options that LCC offers. **(32.4A and 32.4B)** We will pay a toll, we'll wait in lines to ride a bus, whatever you want, just don't take the boulders away **(32.2.9A and 32.2.4A)**

COMMENT #: 6212
DATE: 8/18/21 11:19 AM
SOURCE: Email
NAME: Ken Yonemura

COMMENT:

Dear Utah Department of Transportation,

The current road usage is untenable for the long term. I support the gondola and conversion of the roadway to a toll road. The current roadway would need avalanche protection and the number of potential avalanche sites makes the use of deflection tunnels equally or more expensive. **(32.2.9D, 32.2.4A, and 32.2.9K)**

If we could have a railway system like Wengen in the alps I would also support the process and that would also include the elimination of cars. **(32.2.9F and 32.2.2B)** The downside would be the more limited access to some backcountry sites.

Sincerely,
Ken Yonemura
Salt Lake City, UT

COMMENT #: 6213
DATE: 8/18/21 11:30 AM
SOURCE: Email
NAME: John Porcher

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

Tolling to incentivize use of public transportation **(32.2.4A)**

- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**

- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**

- Increased funding to support more buses **(32.2.9A and 32.2.9R)**

- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**

- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**

- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**

- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**

- Traffic controls **(32.2.4A and 32.2.9R)**

- Double stacking **(32.2.2EE)**

- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints..

Sincerely,
John Porcher
Salt Lake City, UT

COMMENT #: 6214
DATE: 8/18/21 11:32 AM
SOURCE: Email
NAME: Ed Shaul

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

Tolling to incentivize use of public transportation **(32.2.4A)**

- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**

- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**

- Increased funding to support more buses **(32.2.9A and 32.2.9R)**

- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**

- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**

- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**

- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**

- Traffic controls **(32.2.4A and 32.2.9R)**

- Double stacking **(32.2.2EE)**

- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints..

Sincerely,
Ed Shaul
Heber City, UT

COMMENT #: 6215
DATE: 8/18/21 11:42 AM
SOURCE: Email
NAME: Nathan Siegal

COMMENT:

Dear Utah Department of Transportation,

As a frequent user of little cottonwood canyon over the last 30 yrs, I am very much against the thinly veiled idea of a gondola solving our current traffic and usage problems **(32.2.9E)** . That there are private individuals, worse, politicians, in a position to make enormous profits through the construction of this project should be enough for most critical thinking individuals to hit the pause button. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Aside from the obvious conflict of interest of those pushing the construction of a gondola, a larger problem still exists. The gondola does not address the issues with the very times the road experiences the worst congestion - during snow storms. The gondola of course will not run during interlodge, which happens frequently during winter. Why this is not brought up more is beyond me. **(32.2.6.5H and 32.2.6.5K)** Of course we can not safely transport people up the canyon when you are not allowed to be outside at the top of the canyon. All this will accomplish is that on the handful of weekend powder days each year, we will move the major congestion from the canyon road over to a privately owned parking center at la caille. **(32.2.6.5E)**

A bus solution will be less damaging to the end user experience, and will not create irreversible damage to the canyons aesthetic. **(32.2.9A)**

A good starting point to improve traffic issues in the canyon would be simple. Snow tires (3pmsf) for ALL vehicles in the canyon from November to May. This would dramatically cut down on incidents of vehicles sliding off the road and keep cars not up to the task of driving the canyon out of the way of the rest of us. **(32.2.2M)** The fact that our police force cannot enforce a simple rule like this is a very basic problem that could be easily solved. But they need to be educated - the unified police force cars do not even use snow tires! Are you kidding? The police SUVs use Goodyear wrangler AT tires, not snow tires. A quick google of this will show tirerack tests showing that no allseason tires even comes close to the performance of an actual winter tire. No wonder they can't enforce the rules!

Some simple, common sense enforcement will go a long way towards alleviating the problems we see on snow days, and trying these with a legitimate effort should be done long before spending millions on the construction of a gondola or widening the road. **(32.2.2M)**

Sincerely,
Nathan Siegal
Salt Lake City, UT

COMMENT #: 6216
DATE: 8/18/21 11:43 AM
SOURCE: Website
NAME: Anthony Waldron

COMMENT:

I have been skiing regularly at Alta and occasionally at Snowbird, for 25 years or more. I think that the Gondola plan to address the Little Cottonwood Canyon traffic issue will be more appropriate and more environmentally friendly. **(32.2.9D)**

COMMENT #: 6217
DATE: 8/18/21 11:50 AM
SOURCE: Email
NAME: Taylor Dziejzina

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

Tolling to incentivize use of public transportation **(32.2.4A)**

- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.2.0A, 32.2.0B, and 32.2.0C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.1.7A, 32.1.7B, 32.1.2A, 32.1.2B, 32.4I, 32.2.0A, 32.2.0B, and 32.2.0C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.2.0C)** I am against any future ski resort expansion outside of their current footprints..

Sincerely,
Taylor Dziejzina
Sandy, UT

COMMENT #: 6218
DATE: 8/18/21 11:50 AM
SOURCE: Email
NAME: Matthew Davis

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I want you to be fiscally and environmentally responsible conducting a capacity assessment of LCC. **(32.20B)** With a finite area, there is a finite number of people who can and should be able to recreate in the canyon at any one time. **ONLY** after deciding on what the sustainable capacity limit is should a solution be chosen.

Sincerely,
Matthew Davis
Salt Lake City, UT

COMMENT #: 6219
DATE: 8/18/21 11:56 AM
SOURCE: Email
NAME: Steve Hunt

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

Tolling to incentivize use of public transportation **(32.2.4A)**

- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**

- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**

- Increased funding to support more buses **(32.2.9A and 32.2.9R)**

- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**

- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**

- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**

- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**

- Traffic controls **(32.2.4A and 32.2.9R)**

- Double stacking **(32.2.2EE)**

- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints..

Sincerely,
Steve Hunt
Sandy, UT

COMMENT #: 6220
DATE: 8/18/21 12:01 PM
SOURCE: Website
NAME: Jiang Qian

COMMENT:

I personally think Gondola is the best option from environment protection perspective and public safety side. It will bring more tourists and benefit the economy of Utah. **(32.2.9D)**

COMMENT #: 6221
DATE: 8/18/21 12:04 PM
SOURCE: Email
NAME: Joseph Vargyas

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

Tolling to incentivize use of public transportation **(32.2.4A)**

- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**

- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**

- Increased funding to support more buses **(32.2.9A and 32.2.9R)**

- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**

- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**

- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**

- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**

- Traffic controls **(32.2.4A and 32.2.9R)**

- Double stacking **(32.2.2EE)**

- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints..

Sincerely,
Joseph Vargyas
Salt Lake City, UT

COMMENT #: 6222
DATE: 8/18/21 12:10 PM
SOURCE: Email
NAME: Steve Gourley

COMMENT:

Dear Utah Department of Transportation,

Please do not build a gondola up little cottonwood canyon. **(32.2.9E)** It does not address my needs as an outdoor enthusiast and it will make irreversible damage to the canyon. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, 32.7C, 32.12A, 32.13A, and 32.17A)**) There is already too much happening in the canyon that adding more people will only make the problem worse. **(32.20C)** The gondola seems like a marketing stunt for the state and the ski resorts. I do not want the ski resorts to get bigger or dictate the planning for little cottonwood canyon.

Please consider making bus transportation a more viable and better option. Consider updating traffic patterns to make the buses more efficient. Tolling to decrease single passenger cars. **(32.2.9A and 32.2.4A)**

Sincerely,
Steve Gourley
Salt Lake City, UT

COMMENT #: 6223
DATE: 8/18/21 12:20 PM
SOURCE: Email
NAME: Patrick Kilbourn

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

Tolling to incentivize use of public transportation **(32.2.4A)**

- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**

- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**

- Increased funding to support more buses **(32.2.9A and 32.2.29R)**

- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**

- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**

- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**

- Optimized ski resort navigation to reduce resort congestion **(32.2.29R)**

- Traffic controls **(32.2.4A and 32.2.29R)**

- Double stacking **(32.2.2EE)**

- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints..

Sincerely,
Patrick Kilbourn
Salt Lake City, UT

COMMENT #: 6224
DATE: 8/18/21 12:20 PM
SOURCE: Website
NAME: Olivia Shan

COMMENT:

A gondola only adds to the problems we are already having. We have pristine climbing and natural ecosystems that would be direct affected in a negative way. **(32.4B and 32.13A)** Don't take away the local stomping grounds that are much appreciated by adding easy transportation so the area has even more pollution/ environmental destruction. **(32.2.9E)** Thanks.

COMMENT #: 6225
DATE: 8/18/21 12:34 PM
SOURCE: Website
NAME: Mark Jensen

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

Tolling to incentivize use of public transportation **(32.2.4A)**

- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.2.0A, 32.2.0B, and 32.2.0C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.1.7A, 32.1.7B, 32.1.2A, 32.1.2B, 32.4I, 32.2.0A, 32.2.0B, and 32.2.0C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.2.0C)** I am against any future ski resort expansion outside of their current footprints..

Sincerely,
Mark Jensen
Alpharetta, GA

COMMENT #: 6226
DATE: 8/18/21 12:37 PM
SOURCE: Website
NAME: Eliza Van Wetter

COMMENT:

I am disheartened by the lack of small, less expensive solutions that could help in the short term. **(32.2.2PP and 32.29R)** I believe that there should be a huge emphasis on increasing parking capacity at the base of the canyon. **(32.2.6.2.1C)** I think that it would be wise to combine a larger parking lot with an increase number of buses without expanding the road to see if this helps the problem before investing in a larger, more expensive alternative. **(32.2.9A)** If the road does need to be widened, I think the best option would be to add only one bus lane for buses going up the canyon in the morning and buses going down the canyon in the afternoon. **(32.2.2D)**. I am very opposed to the idea of a gondola. **(32.2.9E)** I think it would be an unfair use of tax payer money given that it would only benefit a tiny fraction of Utah taxpayers. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**
I hope you consider all comments and please do not build a gondola.

COMMENT #: 6227
DATE: 8/18/21 12:41 PM
SOURCE: Website
NAME: Bill Arthur

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

Tolling to incentivize use of public transportation **(32.2.4A)**

- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**

- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**

- Increased funding to support more buses **(32.2.9A and 32.2.9R)**

- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**

- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**

- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**

- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**

- Traffic controls **(32.2.4A and 32.2.9R)**

- Double stacking **(32.2.2EE)**

- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints..

Sincerely,
Bill Arthur
Salt Lake City, UT

COMMENT #: 6228
DATE: 8/18/21 9:44 PM
SOURCE: Email
NAME: Chad Van Ginkel

COMMENT:

Dear Utah Department of Transportation,

I urge UDOT to consider alternatives to the gondola and widening of SR 210 before we go down a path from which there is no return. Permanent alteration of one of the most unique and beautiful outdoor recreational locations in the country is not an acceptable solution. The below listed alternatives must be tried before we spend billions of taxpayer dollars to benefit the ski resorts:

Tolling to incentivize use of public transportation **(32.2.4A)**

- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
 - Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
 - Increased funding to support more buses **(32.2.9A and 32.2.9R)**
 - Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
 - Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
 - Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
 - Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
 - Traffic controls **(32.2.4A and 32.2.9R)**
 - Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Also, any change to transportation within the canyon needs to address the needs of recreationalists beyond the patrons of the ski resorts.

Sincerely,
Chad Van Ginkel
Salt Lake City, UT

COMMENT #: 6229
DATE: 8/16/21 5:43 PM
SOURCE: Email
NAME: Richard Anthony

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Richard Anthony
Sandy, UT

Dear Utah Department of Transportation (UDOT),

Don't widen the roads. Don't build a gondola. **(32.2.9C and 32.2.9E)** Consider the people who aren't going to the resorts. **(32.1.2D)** Create a bus system that serves everyone year round, not just skiers. Stop stealing our land. **(32.2.9A, 32.1.2C, and 32.2.6.3C)**

COMMENT #: 6230
DATE: 8/18/21 1:27 PM
SOURCE: Email
NAME: Matthew parsons

COMMENT:

We love skiing at Snowbird and Alta on weekend and powder days. I also love driving up to the uncrowned resort on most weekday with no congestion. But my family also loves snowshoeing, hiking, back country skiing, camping and picnicking in BCC and LCC and the gondola solution serves none of these recreation opportunities. **(32.1.2D, 32.2.7A, 32.7C, and 32.7B)** Bringing the crowds into our neighborhoods, creating an eyesore, spending millions on a project the benefits 2 resorts while fueling encouraging insatiable ski area expansion does not serve the Wasatch or our community. **(32.2.6.2.2A, 32.7B, 32.7C, and 32.17A)** Please consider other immediate attainable transportation options above as you try to create the best option for the Wasatch.**(32.29R)**

Thanks,

Matt Parsons
Cottonwood Heights, UT

COMMENT #: 6231
DATE: 8/18/21 1:33 PM
SOURCE: Email
NAME: Derek Gustafson

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Derek Gustafson
Salt Lake City, UT

COMMENT #: 6232
DATE: 8/18/21 2:08 PM
SOURCE: Email
NAME: Parker Densmore

COMMENT:

Dear Utah Department of Transportation,

I love LCC because it allows me to truly feel like I am out in the wilderness, away from people and stress, all within an hour of my apartment. I love the hikes, the ski tours, and the simple beauty of the drive itself. While I understand that the traffic is a problem, I believe there must be more thought put toward finding a solution that encompasses the environmental impacts and the many uses of the canyon. **(32.29G)** Is the solution really getting more people into the canyon? **(32.1.2B)** Should the ski resorts be the only people benefitting from taxpayer money and the destruction of more ecosystems? **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** In a world where corporations are assaulting both the natural world and individuals, more time and effort must be incorporated to maintaining habitat and the support of outdoor recreationalists.

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
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- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
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- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Parker Densmore
Park City, UT

COMMENT #: 6233
DATE: 8/18/21 2:29 PM
SOURCE: Email
NAME: C Clark

COMMENT:

Dear Utah Department of Transportation,

Don't start building gondolas or expanding roads. **(32.2.9E and 32.2.9C)** These are not beneficial options. Any options that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)**

There isn't enough merit in either of the two options you've chosen for Little Cottonwood Cyn transportation. More research needs to be done. Carrying capacity of the canyons needs to be agreed upon. **(32.20B)** Also, be sure you are listening to voices from all sides, not just the ski resorts. The two options you are offering seem to have been chosen non-transparently, ignoring much of the work done by several citizens groups. A viable solution must consider the needs of all Utahns, not just resort skiiers. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Do not install gondolas.**(32.2.9E)** Gondolas are not likely to be useful in times of high winds or heavy snow, or yes, even during heat waves (during a recent heat wave, streetcar cables melted in Portland). **(32.2.6.5K)** Gondolas are unsightly and interfere with great rock climbing places (to say nothing of avalanche terrain.) **(32.17A and 32.4B)** Gondolas don't do enough to alleviate traffic congestion: Cars will still be needed by those who have cabins in the canyon, or those who would like to recreate in the backcountry using dispersed trailheads. **(32.2.4A, 32.2.6.5E, 32.7C, and 32.2.6.5G)**

Busses are preferable to cars or gondolas. Bus stops can be located throughout the valley, providing direct transportation to the canyons. **(32.2.2I)** That would help alleviate congestion in the valley as well as in the canyons. But please don't widen the road until other solutions have been explored. **(32.2.9C)** If you do widen the road, start bit by bit, so you can watch the impacts carefully.

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Without a plan in place to manage canyon capacity, LCC will become even more crowded. **(32.20B)** This would be detrimental to our precious watershed, wildlife, riparian ecosystems, and just plain tranquility for users who appreciate the wildness and awesome beauty of nature. **(32.12A, 32.12B, 32.13A, 32.123B, and 32.4I)** Exceeding carrying capacity will negatively impact the beauty of the

canyon as well as the recreational user experience. Increased capacity will also inevitably lead to increased ski resort expansion pressures **(32.20A and 32.20C)**.

Do not allow any future ski resort expansion outside of their current footprints.

Sincerely,
C Clark
Salt Lake City, UT

COMMENT #: 6234
DATE: 8/18/21 2:40 PM
SOURCE: Email
NAME: Tara Elmore

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

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- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
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- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Tara Elmore
Salt Lake City, UT

COMMENT #: 6235
DATE: 8/18/21 2:50 PM
SOURCE: Email
NAME: Jordan Diamond

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
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- Optimized ski resort navigation to reduce resort congestion **(32.2.29R)**
- Traffic controls **(32.2.4A and 32.2.29R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

It is quite obvious that there are already too many people using LCC on busy winter ski days. Instead of trying to promote "easier" access utilizing alternative transportation concepts (tram, road widening), I think there should be a limit to the number of people allowed up in one day. **(32.2.2L, 32.2.2K, 32.2.4A, and 32.2.0B)** Once this limit is reached, the canyon should then be "closed"- and just like in any busy parking lot, once folks leave, then more should be allowed to go up- NEVER exceeding the predetermined limit. **(32.2.2K)** The Wasatch is a finite resource, and with the increase in non lift served skier numbers, it is crazy to suggest that ski areas should be allowed to expand into what is now 'backcountry' terrain. Unless I am mistaken, this is forest service land which is leased to ski areas- meaning that it belongs to EVERYONE, and should be give no preferential treatment to these businesses in which the sole purpose is to maximize profits.

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.2.0A, 32.2.0B, and 32.2.0C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.1.7A, 32.1.7B, 32.1.2A, 32.1.2B, 32.4I, 32.2.0A, 32.2.0B, and 32.2.0C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.2.0C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
jordan Diamond
Salt Lake City, UT

COMMENT #: 6236
DATE: 8/18/21 3:07 PM
SOURCE: Email
NAME: Douglas Brockmeyer

COMMENT:

Dear Utah Department of Transportation,

My typical reasons for visiting LCC in the past: Beauty. Solitude. Recreation.

Now, due to overcrowding, I factor these in as well: Traffic, Frustration, Lack of Parking, Degradation of user experience, Parking fees, Unsafe vehicles, etc...

For that reason I haven't visited LCC in the winter for two years. It's just not worth it. I'm sure many other share my sentiments. I'd love to go back. I love LCC. But the vast majority of the time it's just not worth it.

Imagine the impact during the multi-year project of building the gondola: Traffic delays due to heavy equipment, habitat destruction, skyline view degradation, no real "solution" to the problem during the period of construction leading to even more frustration, not to mention cost overruns and the ultimate inequitable entitlement to privileged skiers. **(32.2.7C, 32.4C, and 32.2.7A)**

An augmented bus system with appropriate tolling, with even possibly a Zion-like shuttle system, is the easiest, most cost effective and equitable solution to this issue. A permit system should also be strongly considered, although it pains me to say it **(32.2.2B, 32.2.4A, and 32.2.2K)**.

Sincerely,
Douglas Brockmeyer
Salt Lake City, UT

COMMENT #: 6237
DATE: 8/18/21 3:50 PM
SOURCE: Email
NAME: Garrett Kemper

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Garrett Kemper
Salt Lake City, UT

COMMENT #: 6238
DATE: 8/18/21 3:53 PM
SOURCE: Email
NAME: John Woeste

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
John Woeste
Salt Lake City, UT

COMMENT #: 6239
DATE: 8/18/21 4:17 PM
SOURCE: Email
NAME: John Allison

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
John Allison
Salt Lake City, UT

COMMENT #: 6240
DATE: 8/18/21 5:18 PM
SOURCE: Email
NAME: Barbara Dahl

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.2.0A, 32.2.0B, and 32.2.0C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.1.7A, 32.1.7B, 32.1.2A, 32.1.2B, 32.4I, 32.2.0A, 32.2.0B, and 32.2.0C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.2.0C)** I am against any future ski resort expansion outside of their current footprints.

PLEASE DO NOT FUND A GONDOLA OR RAIL OPTION. THESE OPTIONS DO NOT MAKE PRACTICAL SENSE IN LIGHT OF MORE COST-EFFICIENT OPTIONS. **(32.2.9E and 32.2.9M)**

Sincerely,

Barbara Dahl, MD

Sincerely,
Barbara Dahl
Salt Lake City, UT

COMMENT #: 6241
DATE: 8/18/21 5:40 PM
SOURCE: Email
NAME: Mark Gardiner

COMMENT:

Dear Utah Department of Transportation,

Particularly in light of more frequent heavy down pours resulting from a more energetic atmosphere and the possibility of mudslides and debris flows I do not think unnecessary construction should be undertaken in the canyon. All solutions should be weighed against the effects of the climate crisis. **(32.2.2E)**

I support the use of electric buses on existing roads in combination with tools like tolling, paid parking, express buses, shuttles for dispersed users and more. **(32.2.6.3F, 32.2.9A, and 32.2.4A)**

The choke point for the Cottonwood Canyons is at the resorts, at the trail heads, and in roadside parking. Any solution that puts more people in the canyons will degrade the watershed, the beauty of the natural setting, and the potential for enjoyment. **(32.1.2B, 32.7C, 32.12A, 32.12B, 32.17A, and 32.17B)**

Sincerely,
Mark Gardiner
Salt Lake City, UT

COMMENT #: 6242
DATE: 8/18/21 6:07 PM
SOURCE: Email
NAME: Nolan Ingersoll

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.29R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.29R)**
- Traffic controls **(32.2.4A and 32.2.29R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Nolan Ingersoll
Salt Lake City, UT

COMMENT #: 6243
DATE: 8/18/21 6:39 PM
SOURCE: Email
NAME: Will Peterson

COMMENT:

Dear Utah Department of Transportation,

This is a very important item to me...the beauty of Utah brought me to move here...its key to protect them for future generations. as a result, before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Will Peterson
Salt Lake City, UT

COMMENT #: 6244
DATE: 8/18/21 7:08 PM
SOURCE: Email
NAME: Stephanie Mills

COMMENT:

Dear Utah Department of Transportation,

I am advocating that we adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems, rather than the stupidly expensive, environmentally irresponsible, and unproven road widening or gondola options. Some of these proven systems and programs include:

- Bus only access on weekends during peak periods (excepting residents and a capped number of employees) **(32.2.2B)**
- Tolling to incentivize use of public transportation outside of peak times and manage canyon capacity **(32.2.4A)**
- Increased funding to support more express ski buses and the transition to electric buses **(32.2.9A and 32.2.6.3F)**
- Increased funding to create/operate express ski bus routes from locations all across the Wasatch Front - instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd. **(32.2.2I)**
- Ski shuttle to transport dispersed recreation users to trailheads **(32.2.6.3C)**
- Funding for free high density parking (multi story) at key bus pick up points **(32.2.6.2.1.C)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints

Sincerely,
Stephanie Mills
Salt Lake City, UT

COMMENT #: 6245
DATE: 8/18/21 7:42 PM
SOURCE: Email
NAME: Anna Keeling

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

Tolling to incentivize use of public transportation **(32.2.4A)**

- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**

Expanded bus services:

- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front - instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd. **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**

Traffic management options:

- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**

Managed- and reversible-lane alternatives **(32.2.2D)**

I contest that any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Anna Keeling
Salt Lake City, UT

COMMENT #: 6246
DATE: 8/18/21 10:14 PM
SOURCE: Website
NAME: Bree Rounds

COMMENT:

I am a resident of Sandy, and the future of the canyons is very important to me. I am asking the committee to research options that will create THE LEAST damage to our world class boulders. I use these boulders regularly, and regularly talk to people who come JUST to climb in LCC & on these boulders. **(32.4A and 32.4B)** There are more than 2 options (widening road or gondola) and these should be researched for the good of our climbing areas. **(32.2.9A and 32.2.2PP)**

COMMENT #: 6247
DATE: 8/18/21 10:34 PM
SOURCE: Website
NAME: Molly Barth

COMMENT:

There is one and only one actual solution to the traffic problem in Little Cottonwood Canyon: reduce and limit the number of people who access the for-profit ski resorts on a daily basis while strongly discouraging personal vehicle use via hefty fees alongside improving public transportation up the canyon via more frequent bus service. Limiting people could be achieved by implementing a reservation system for non-season pass holders and charging expensive (\$50+) per private vehicle that is parked up canyon and used to access the for-profit ski areas. **(32.2.4A, 32.2.2K, and 32.2.2L)**

A gondola would absolutely fundamentally change the canyon for the worse. LCC is a precious place and to have an atrocity such as the horrific gondola built in the canyon would be utterly devastating to hundreds of thousands of people. It would leave a long-lasting scar of shame on a canyon that offers so much to the people and wildlife of the Wasatch. **(32.17A and 32.2.9E)**

Please consider limiting the number of people who travel up canyon in the first place as well as increasing bus service before significantly changing the canyon forever. **(32.2.4A and 32.2.9A)**

COMMENT #: 6248
DATE: 8/19/21 7:33 AM
SOURCE: Email
NAME: Jeff Hanna

COMMENT:

Dear Utah Department of Transportation,

Like many before me and many after me, I came to the Salt Lake Valley to ride the resorts. While building a relationship with the mountains I quickly came to love the other opportunities that Wasatch mountains provide, including backcountry split boarding, mountain biking and hiking. While the resorts are still an important part of my relationship, human powered accents are becoming a more viable option as my family beings to grow and time/money are being diverted away from the mountains. Please consider my user type as needing access to park/carpool for access public lands and trailheads to pursue early morning and after work adventures that the resorts currently to not support. **(32.1.2B and 32.2.2PP)**

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Jeff Hanna
Sandy, UT

COMMENT #: 6249
DATE: 8/19/21 7:34 AM
SOURCE: Website
NAME: Jeremy Spooner

COMMENT:

Please reconsider the Gondola option for other less destructive options are employed first. **(32.2.9E)** Expanded bus services and traffic mitigation strategies should be the first measure before a more drastic and costly implementation such as the Gondola option. **(32.2.9A and 32.2.4A)** Additionally, a life cycle cost analysis is required to justify a Gondola that will only be required for a fraction of the year at peak times. **(32.2.9E and 32.2.7E)** Most of the year the Gondola will not be required or will be operational over a clear roadway.**(32.2.6.5F)**

COMMENT #: 6250
DATE: 8/19/21 8:06 AM
SOURCE: Website
NAME: Meagan Gallagher

COMMENT:

UDOT's gondola and road widening are both unacceptable options that create inequalities in dispersed-year round recreation access. **(32.2.9E, 32.2.9C, and 32.1.2D)** Both of these proposals will demolish some of the most iconic climbing in the canyon, eliminating at least 64 boulders or 273 problems. SLC is regarded as one of the largest meccas for climbing in the country because of the variety of climbing and proximity to the city that areas such as Little Cottonwood Canyon offer. **(32.4A and 32.4B)**

DOT's proposed parking lot "improvements" would limit access to climbing in the canyon by reducing parking currently available at the Gate Buttriss, Grit Mill, and at the lower Little Cottonwood Park and Ride. **(32.4A, 32.4B, 32.4N, and 32.4P)** The gondola would only serve the private entities of the ski resorts, not stopping throughout the canyon for user groups wanting to backcountry ski, climb, bike, or hike. **(32.1.2B, 32.1.2C, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Please consider new alternatives such as electric bus services coupled with tolling before permanent changes are made that will forever alter Little Cottonwood Canyon **(32.2.6.3F, 32.2.9A and 32.2.4A)**.

COMMENT #: 6251
DATE: 8/19/21 8:07 AM
SOURCE: Website
NAME: Brendan Carpenter

COMMENT:

UDOT's gondola and additional lane (s) proposals would have an unacceptable impact on the climbing experience as well as year-round dispersed recreation access throughout all of Little Cottonwood Canyon. **(32.4A, 32.4B, and 32.4G)**

UDOT must find a new alternative based on an expanded electric bus service coupled with tolling and other traffic mitigation strategies that includes dispersed recreation transit needs before any permanent changes are made to Little Cottonwood Canyon that will forever alter the landscape. **(32.2.9A, 32.2.6.3F, 32.2.4A, and 32.2.2PP)**. Both UDOT proposals threaten iconic climbing throughout Little Cottonwood and at least 64 boulders and 273 boulder problems. **(32.4A and 32.4B)**

UDOT's proposed parking lot "improvements" would severely limit access to the most popular climbing in the canyon by dramatically reducing the already limited parking currently available at the Gate Buttress, Grit Mill, and at the lower Little Cottonwood Park and Ride **(32.4A, 32.4B, 32.4N and 32.4P)**

COMMENT #: 6252
DATE: 8/19/21 8:27 AM
SOURCE: Website
NAME: Leonardo Manon

COMMENT:

Please don't ruin this beautiful area;(32.17A and 32.17B)

COMMENT #: 6253
DATE: 8/19/21 8:35 AM
SOURCE: Website
NAME: Todd Hammond

COMMENT:

Please do everything you can to avoid the destruction of the rock climbing boulders. The routes on those boulders have been established for decades, and some of them are world renowned among rock climbers. I and my friends and family have been regularly climbing those boulder problems since I was in high school over 20 years ago. We would be heartbroken to see any of them destroyed. **(32.4A and 32.4B)**

Also I would ask why the EIS doesn't take much consideration of accessing the canyon from the south. 90th South from I-15 gets extremely congested. Highland Dr has an existing right of way corridor that extends all the way south to I-15 except with gaps through the Dimple Dell canyon and Hidden Valley country club. The completion of Highland Drive would be worth some attention in the analysis as an alternative route from I-15 coming from the south as well as residents from Draper and southern Sandy who currently use 1300 East and Wasatch Blvd. **(32.2.2CC)**

COMMENT #: 6254
DATE: 8/19/21 9:12 AM
SOURCE: Website
NAME: Clay Watson

COMMENT:

I've been recreating in Little Cottonwood Canyon for many years and consider it a vital part of living in Salt Lake. I love LCC enough that I've been volunteering for graffiti removal, trash cleanup, trail building and maintenance for many years. I truly love that canyon and recreating there is a huge part of the mental and physical health of my family.

Turning the corner on the LCCanyon Road and seeing that striking glacial profile is one of the more dramatic scenes in all of Utah. I can't stop thinking of how a tramway for winter activities will dramatically alter the character of the canyon for ALL OTHER ACTIVITIES. I shudder to think of the visual impact of a tramway on the canyon. **(32.17A)**

As a climber, I also think about how much the proposed roadway changes will a) potentially remove or change the roadside boulders and b) vastly alter our ability to access remote parts of the canyon. **(32.4A and 32.4B)**

The proposal to eliminate roadside parking would dramatically worsen this problem because climbers, trail runners, hikers, back country skiers and mountain bikers would have far, far fewer options for accessing trails and remote portions of the canyon. **(32.4P)**

For example, the current trailheads at Albion Basin, Lisa Falls, White Pine/RedPine, the Quarry Trail and the Grist Mill are already overcrowded. People hoping to recreate are forced to choose one of these choke points, which all have limited parking and access. THIS IS PARTICULARLY DANGEROUS WHEN ROADSIDE PARKING IS CONCENTRATED AT TRAILHEAD CHOKE POINTS. **(32.4P)**

Dispersed roadside parking allows people to spread out and discover isolated parts of the canyon that would otherwise become inaccessible. **(32.4P)**

I feel strongly that transportation infrastructure that physically and permanently alters the canyon should only be considered after less impactful options have been implemented and shown not to be effective. **(32.2.9A, 32.2.4A, and 32.2.2PP)**

I also feel that expanded electric bus service coupled with tolling and other traffic mitigation strategies must be tried that include dispersed recreation transit needs before permanent landscape changes are made. **(32.2.6.3F, 32.2.4A, and 32.2.9A)**

What do we have to lose by trying the least costly alternative before spending hundreds of millions and potentially billions?

COMMENT #: 6255
DATE: 8/19/21 9:13 AM
SOURCE: Website
NAME: Cassady Bindrup

COMMENT:

I have climbed in little cottonwood for years since I moved to slc in 2014 and the perfect granitic boulders there have become important to me and my community. These boulders truly represent our connection to the earth and to ourselves for so many of us working to climb them through patience and perseverance. They are no longer just rocks but milestones in our lives which have taught us valuable lessons about ourselves; our strengths, our weaknesses, and our optimism that the impossible boulder doesn't exist. So much time and effort has gone into not only climbing these boulders but mapping the terrain. So many of us are intimately familiar with the rise and fall of each hill and the cascading rock of each scree field. This canyon is more a home to me than any other canyon in the Wasatch and I cannot stand by and see it irreparably changed. **(32.4A and 32.4B)** The visual gauge-mark down this canyon will mirror a deeper mark in my mind and memory if construction is allowed. **(32.17A and 32.17B)** My community and I will fight tooth and nail to preserve these great granite monoliths which are already scarred and broken from industrial abuse of the past. Many of the threatened blocks will not survive another massive event involving the destruction of terrain which climbers have responsibly taken stewardship over for years. This is the land many generations have connected with, the riverbottoms, but it is most recently land which the youngest generation of boulderers have gravitated to in an era when connection to land is becoming less and less essential to young folks. Don't rip this from young people who need to understand the value of the earth now more than ever.

COMMENT #: 6256
DATE: 8/19/21 10:10 AM
SOURCE: Email
NAME: Abigail St.Vaughan

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Abigail St.Vaughan
Salt Lake City, UT

COMMENT #: 6257
DATE: 8/19/21 10:11 AM
SOURCE: Website
NAME: Del Draper

COMMENT:

https://1drv.ms/w/s!AjK6ufykWCr_geFkdVpRZzS9g8piBQ?e=Og26m0

below is the text version of this link:

Del Draper
Alta, Utah
August 16, 2020

Utah Department of Transportation, Et. Al.
Re: Little Cottonwood Canyon EIS
Comments on the Two Preferred Alternatives
Identity of Commenter

I am 70 years old and have had a family cabin at Alta since 1961. Over the decades I have driven up and down the canyon literally thousands of times and I am very familiar with traffic patterns in the Canyon. I am an avid skier and ski all Utah resorts. I both use the bus and drive my own car when I go skiing.

General Comments:

- 1) Neither of the two preferred options is acceptable **(32.2.9C and 32.2.9E)** . They both involve a massive investment in a single solution, and it is possible that UDOT will miss the mark if it selects one of these two preferred options. UDOT should instead move incrementally. What is the impact on Canyon traffic if tolling is introduced? **(32.2.2Y and 32.2.29R)** Try it and see before selecting either of the two preferred options. What is the impact if Wasatch Blvd. is upgraded so that busses can pass cars stuck in a traffic jam? **(32.2.6.2.2A)** Try it and see before selecting either of the two preferred options. What is the impact of a Buses First program that restricts cars until after 10:00 AM on weekends and on powder days? Try it and see, and only after that knowledge is gained spend the money on the Gondola or widening the road in the Canyon. **(32.2.29R)**
- 2) UDOT has defined the scope of the EIS too narrowly. **(32.1.1C and 32.1.2B)** The question is not just how to provide better mobility and reliability. The question must also include examining the impact of the increased mobility on the fragile Canyon environment. **(32.2.29G)**

Comments on the Enhanced Bus Alternative:

- 1) The existing road in Little Cottonwood Canyon is adequate about 99% of the time. The traffic problem is limited to a few winter days - probably about 20 or 30 days a year. **(32.1.4D)**. Some of these are weather related and some are too many cars all trying to get up the canyon at the same time. The rest of the year traffic flows just "fine". **(32.1.2C)**
- 2) Even on the very worst days when there is fresh powder at the resorts and it may take over an hour to get from the mouth of Big Cottonwood to the mouth of Little Cottonwood, once you are in the Canyon the traffic flows. It usually picks up speed about one mile up the canyon and approaches the 40-mph speed limit as it passes White Pine. **(32.7C)**
- 3) There is no need to add a dedicated bus lane in the canyon since the traffic flows in the canyon on the existing road on all days except when there is a weather event.
- 4) The same cannot be said of Wasatch Blvd. It is of critical importance to improve Wasatch Blvd and North Little Cottonwood Canyon Road so that busses can get by, around and ahead of any car traffic jams. **(32.2.6.2.2A)**

- 5) The proposed improvements on Wasatch Blvd do not do this. "Signal Priority" for busses is not adequate. If not a dedicated lane, then some system is needed with traffic controls that closes one lane to all cars and dedicates it to busses on these critical days. **(32.2.6.2.2A)**
- 6) Without adequate improvements on Wasatch Blvd the estimated travel times from the Gravel Pit Hub to the resorts in the EIS are meaningless. Busses will be caught in traffic. **(32.7C)**
- 7) Conversely, travel time in the Canyon for busses without a dedicated lane only adds a few minutes to travel time over the alternative of having a dedicated bus lane.
- 8) People will ride the bus if it is efficient and reliable and cost effective compared to the other choices. The bus is only efficient and reliable if it can pass the traffic jams on Wasatch. **(32.2.6.2.2A)**
- 9) Tolling in the canyon and charging for parking can make the bus cost effective compared to driving. **(32.2.4A)**
- 10) A personal anecdote: I ride the bus frequently to Solitude. Not only do I avoid Wasatch Blvd traffic jams, I love how it delivers me right to the lift, I don't have to pay to park, nor do I have to walk a mile from the road if the parking lot is full. These same advantages that make the bus appealing can be made to apply to Little Cottonwood Canyon.

Comparing the Enhanced Bus Service ("EBS") to the Gondola Alternative:

- 1) Enhanced Bus Service is far less expensive. Since a dedicated bus lane is not needed in the Canyon, the cost of Enhanced Bus Service is not just \$51 million less than the Gondola, it is \$206 million less. (Substitute the \$355 capital cost for EBS without a dedicated lane in the Canyon for the \$510 capital cost for EBS with the dedicated lane, and add the savings to the \$51 million saving of EBS compared to the Gondola). **(32.2.7C)**
- 2) Comparing EBS with a dedicated lane to the gondola is not only a false equivalency with respect to cost, but also a false equivalency with respect to environmental impact. The impact of the Gondola does not look so bad compared to the impact of EBS when the road needs to be widened. When it is acknowledged that EBS can work without a dedicated lane, the true additional adverse impacts of the Gondola are easier to recognize. **(32.29G)**
- 3) Busses are scalable and flexible. **(32.2.6.3D)** As the dynamics of the ski business change, or if it dries up, changes can be made in bus schedules, or they can be put to other uses. Not so the Gondola. Rather than focusing on a solution that only addresses the present, UDOT should pursue flexible solutions that can adapt to changes in future demands and uses. By nature of its design the tram alternative will bring less flexibility in its use than an enhanced bus service. **(32.2.6.5A)** As the alignment will be more rigid, it will not provide easy opportunities to scale up or down and will have very exclusive infrastructure that can't be easily relocated to other areas with shifting demand. An improved bus system will allow for greater flexibility along the corridor, with express service, easy changes in service frequency and easy adaptation to other corridors when needed.
- 4) If it is necessary to take the bus to access the Gondola, why not save time and stay on the bus and ride it up the canyon. **(32.2.6.5J)**
- 5) While the Gondola adds a small amount of reliability on a few winter days, this additional reliability is simply not worth the cost. **(32.2.9E)**

Respectfully Submitted,

Del Draper

COMMENT #: 6258
DATE: 8/19/21 10:15 AM
SOURCE: Email
NAME: Micah Jensen

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Micah Jensen
Salt Lake City, UT

COMMENT #: 6259
DATE: 8/19/21 10:15 AM
SOURCE: Email
NAME: Matt Murphy

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Matt Murphy
SALT LAKE CITY, UT

COMMENT #: 6260
DATE: 8/19/21 10:37 AM
SOURCE: Email
NAME: Karli Maynes

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Karli Maynes
Murray, UT

COMMENT #: 6261
DATE: 8/19/21 10:38 AM
SOURCE: Email
NAME: Bridgette Meinhold

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

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Sincerely,
Bridgette Meinhold
Park City, UT

COMMENT #: 6262
DATE: 8/19/21 10:41 AM
SOURCE: Website
NAME: Jason Funk

COMMENT:

I am a resident of Cottonwood Heights as well as a climber and outdoor professional. I am fortunate to have the opportunity to be so close to the climbing resources including boulders, cliffs and trails in little cottonwood canyon and have these resources be part of my daily life and livelihood. These resources are something that can not be replaced. Considering that ski resort access and safety improvement is only needed for a small window (2-3 months per year) and benefits certain user groups unequally (ski resorts and users) the consequences of the proposed alternatives are not worth the irreversible damage to Little Cottonwood Canyon. **(32.1.4D, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Where I stand on UDOTs LCC EIS is with the Salt Lake Climbers Alliance-UDOT's gondola and additional lane (s) proposals would have an unacceptable impact on the climbing experience as well as year-round dispersed recreation access throughout all of Little Cottonwood Canyon. **(32.4A, 32.4B, and 32.4C)** With that said, UDOT must find a new alternative based on an expanded electric bus service coupled with tolling and other traffic mitigation strategies that includes dispersed recreation transit needs before any permanent changes are made to Little Cottonwood Canyon that will forever alter the landscape. **(32.2.6.3F, 32.2.9A, 32.2.4A, and 32.2.2PP)**

Thank you for your work on these issues

COMMENT #: 6263
DATE: 8/19/21 10:42 AM
SOURCE: Email
NAME: Michael Forsyth

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

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Sincerely,
Michael Forsyth
Salt lake city, UT

COMMENT #: 6264
DATE: 8/19/21 10:48 AM
SOURCE: Website
NAME: Katie Ovrom

COMMENT:

As a hiker and climber I am concerned the gondola will not serve the diverse needs of different groups who want to utilize the canyon. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** It prioritizes skiers/snowboarders only and disrupts views. **(32.17A)** I also think that some sort of cap on vehicles should be added on high traffic days/times. At a certain point we just need fewer cars to lessen the degradation of the canyon and to address ever worsening air quality concerns. **(32.2.4A, 32.2.2K, 32.2.2L, and 32.10A)** I believe enhanced bus service running frequently without the need for an additional lane would be the most efficient and least harmful to the canyon and wildlife. **(32.2.9A)** This paired with limitations on number of vehicles on high use days would actually incentivize folks to use the buses. **(32.2.4A)** Again, the cap on vehicles may only be need in winter/high ski travel days but would be better than destroying parts of wildlife habitat and negatively impacting the world class bouldering in LCC. **(32.13A, 32.13B, 32.4A, and 32.4B)** It is irresponsible to continue to allow so many cars up the canyon all at once. Effective, efficient bus transportation that is given priority over cars makes the most sense. **(32.2.9A and 32.2.4A)** Please no gondola- it seems inefficient, helps only high income folks who are already paying for a ski pass, and negatively impacts the view of LCC. **(32.2.9E)** Thank you for the opportunity to comment on this matter.

COMMENT #: 6265
DATE: 8/19/21 10:49 AM
SOURCE: Email
NAME: Paige Twitchell

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

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Sincerely,
Paige Twitchell
Slc, UT

COMMENT #: 6266
DATE: 8/19/21 10:52 AM
SOURCE: Website
NAME: Diana Kretzschmar

COMMENT:

My vote, to be honest, are for Parking decks! Most economic and accommodating idea that also will move traffic in faster. And I will explain why or what problems I see with the other options.

1) Gondola and/or Buses would ONLY defer the traffice further down in the city! **(32.2.4A)** It seems to be completely forgotten that the masses are still going to be the same, still going to arrive the same time and still going to create a line that now isn't alone Wasatch that is mostly free of homes, but further down into residential streets with tons of houses. **(32.2.6.2.2A, 32.7B, and 32.7C)**

2) The cost is insane!!!! \$870 million. Hell no. A cost you won't be able to recoup because it will be an inconvenience even if the idea sounds cool. Plus it will be costly that the average person doesn't want to or can pay. Or simply won't pay if they have other options. **(32.2.4A)**

The reason why this isn't alleviating traffic is because there aren't 10 entrances where traffic is moving in fast. This will be clogging up major residential roads. Same as with Bus stops. Besides crime rates rising and leaving your car unattended will only lead to a lot break ins. The very reason the parking lot at Mt. Olympus was changed. And that is a nice area! **(32.2.6F)**

Also with Buses, you're stuffed in with tons of people. Aside from covid, nobody wants to get sick or suffocate under a mask. Those that have nice gear probably don't want to get hit by edges or having their stuff stacked with others clunking to each other. **(32.2.6C)**

People want their own cars. **(32.2.4A)**

3) Widening the road. Is a good idea and probably my favorite BUT it may move cars faster up but there would still be traffic. Maybe not all along Wasatch till 6200 S. but it would still be moving slow. Why? Because there are only 3 or 4 small entrances with only so many cars moving so fast.

So my ideal solution would be parking decks! With or without widening the road, traffic would be moving faster as they are quicker to get in. **(32.2.9D)**

It will be more economic, affordable and you could make it cool looking. With slope down to lift or grass field on the roof in the summer with beach chairs. Cars stay protected, dry and close by for easy change of gear, clothes, etc. It also could have a few rooms with hostel like bunk beds in case people get stuck or a big conference room that could be used. Plenty of versatility there. Flexibility and Accommodatability has always been your biggest strength. The cool Vibe. The atmosphere. The energy. **(32.2.9D or 32.2.2F)**. I'll help design the parking decks. :) Native German here. Engineering runs in my blood.

Happy to answer more questions or insight.

COMMENT #: 6267
DATE: 8/19/21 10:53 AM
SOURCE: Email
NAME: Caroline Bigner

COMMENT:

Dear Utah Department of Transportation (UDOT),

PLEASE DO NOT BUILD THE GONDOLA!!!!!!

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,
Caroline Bigner
SLC
Salt Lake City, UT

COMMENT #: 6268
DATE: 8/19/21 10:54 AM
SOURCE: Email
NAME: John Davis

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
John Davis
Salt Lake City, UT

COMMENT #: 6269
DATE: 8/19/21 10:59 AM
SOURCE: Email
NAME: Alexis Lever

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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)**
- 6.) The goal is to reduce traffic in LCC by 30%. This is achievable without putting watersheds, world renowned climbing resources, and the environment at risk. A more intricate, flexible bus system that can adapt to future needs has not yet been thoroughly tested. **(32.2.9A)** Widening any road should be the absolute last resort, especially when it comes with such a detrimental impact. Innovation is the way of the future, it must be if we are to revert from the impact we have had on the climate. We need to start innovating now. Minimizing impact and maximizing results whilst being prepared to make changes in the future as needed, which a gondola or road expansion does not do, must be our goal. **(32.29R)**

Sincerely,
Alexis Lever
South Jordan, UT

COMMENT #: 6270
DATE: 8/19/21 11:07 AM
SOURCE: Website
NAME: Derek Tillotson

COMMENT:

People will only take this gondola if the canyon is already backed up with traffic...it's slower, less convenient, and more expensive than just driving. **(32.2.4A)**

The gondola will only put more people on the mountain and will not impact traffic at all. **(32.7B and 32.7C)**

Great for Alta/Snowbird, bad for LCC. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

No to the Gondola. **(32.2.9E)**

Derek Tillotson

COMMENT #: 6271
DATE: 8/19/21 11:20 AM
SOURCE: Website
NAME: Jeff Hall

COMMENT:

The traffic congestion problems facing the Cottonwood Canyons, and the solutions thereto, are neither novel nor complex. Many other outdoor recreation locales have faced congestion challenges and have implemented successful solutions that the passage of time has borne out. As Mark Twain said, the best mistakes to learn from are someone else's. Rather than embarking on our own mistake-laden path to fix the congestion in the Cottonwood Canyons, let's look to the tried and proven solutions as guidance to our own non-unique problems.

Zion National Park struggled with the convergence of a couple of issues during peak times: increasing numbers of visitors, and topography that limits access, resulted in untenable congestion of private vehicles in the canyon. Zion's solution to the problem consists of a well-organized system of shuttle buses, together with a prohibition of private vehicles during peak hours. To solve the same problem and for the same reasons, the Cottonwood Canyons can implement a similar prohibition of private vehicles during peak hours in winter, perhaps from 8:00 a.m. to 4:00 p.m. During these peak hours, a system of buses-some of which would stop at backcountry stops, and most of which would run directly to the resorts-would run very frequently and not be encumbered by private vehicle traffic. Perhaps larger and better-apportioned shelters at the various bus departure points could benefit skiers during their brief wait for the next shuttle. Once at the resorts, a greatly increased amounts of lockers and storage facilities would accommodate all the personal effects and gear of skiers. With very few exceptions, drivers would not be able drive personal vehicles in the canyons-Just like Zion N. P. and many other recreation sites with similar congestion use issues. No need to widen the road, no need to build and operate a gondola system, just follow the tried and true solutions others have already successfully implemented. **(32.2.2B)**

COMMENT #: 6272
DATE: 8/19/21 11:51 AM
SOURCE: Website
NAME: Ann Charat

COMMENT:

Expand the bus system to benefit ALL who use the canyon. **(32.2.9A, 32.2.6.3C, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** It should not be exclusively for skiers. Hikers, snowshoers and xc skiers should be able to take a bus that would stop at locations appropriate for those activities. If you're only looking for a solution to get skiers up the canyon then let the resorts pay for it. **(32.1.2C and 32.2.6.3C)**

COMMENT #: 6273
DATE: 8/19/21 11:57 AM
SOURCE: Website
NAME: Jamie Busby

COMMENT:

These "improvements" do not take the climbing community into consideration, and will permanently alter the landscape and the climbing potential within LCC. **(32.4A and 32.4B)** Please consider electric bus shuttles, tolling and other traffic mitigation strategies besides limiting parking or expanding the road! **(32.2.6.3F, 32.2.9A, 32.2.4A, and 32.2.2PP)**

COMMENT #: 6274
DATE: 8/19/21 12:00 PM
SOURCE: Website
NAME: Stacy Petersen

COMMENT:

I'm opposed to the current proposal of building a gondola up Little Cottonwood Canyon for the following reasons – **(32.2.9E)**

1. Gondola will destroy iconic bouldering and climbing in Little Cottonwood. **(32.4A and 32.4B)**
2. The Gondola is largely focused on transporting more people up the canyon when the focus should be on capping the number of people in the canyon at any one time. Ski resorts need to shift their focus from increasing traffic on already busy days to spreading out traffic throughout the season. **(32.2.4A and 32.7C)**
3. This project will cost tax payers billions of dollars to address 30 days of the year and is largely centered around ski resort profits not multiple user groups being able to enjoy public lands in responsible numbers and ways. The high number of people recreating in the canyon and on public lands has become extremely environmentally destructive. **(32.1.4D, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**
4. Toll roads, increased bus service, car pooling incentives and capacity caps need to be implemented first before investing in such a large scale project that will be irreversible. **(32.2.2K, 32.2.2L, 32.2.4A and 32.2.9A)**

COMMENT #: 6275
DATE: 8/19/21 12:08 PM
SOURCE: Website
NAME: Brian Tonetti

COMMENT:

I support an expanded bus system and canyon tolling without road widening. I think a future light rail option would be a better option for long term infrastructure. **(32.2.9A and 32.2.9F)**

COMMENT #: 6276
DATE: 8/19/21 12:10 PM
SOURCE: Website
NAME: Derek Sams

COMMENT:

The gondola is a wonderful idea and alternative to the bus. Better safety more environmentally friendly. This is very exciting news! **(32.2.9D)**

COMMENT #: 6277
DATE: 8/19/21 12:14 PM
SOURCE: Website
NAME: Victoria Patenaude

COMMENT:

Destroying the environment further to put in new infrastructure to potentially lesson overcrowding issues in LCC is a classic instance of humans yet again only being "environmentally conscience" when they feel directly impacted by it. The roads do not need to be widened. **(32.1.2B)** When you pack for a backpacking trip you do not go with the biggest pack, because you know you will inevitably end up filling it and creating weight issues. You go with a smaller pack and only have space for the essentials. With wider roads and a bus lane, we will create future problems and increase the amount of people in the canyon. **(32.1.2B and 32.20C)** A gondola is a ridiculous concept that clearly doesn't think at all about the impact the construction would have on the environment. **(32.29G and 32.2.9E)** The boulders there are classic and iconic for climbers. They serve to inspire the new generation that is getting international recognition for what they can accomplish, and hold so much history for rock climbing in Utah. **(32.4A and 32.4B)** Prioritizing getting people up the canyon over preserving the environment is the wrong move. Increased buses or even limiting the number of people allowed up in a day would be a better way to ensure that the canyon can be enjoyed for future generations. **(32.2.9A, 32.2.4A, 32.2.2K, and 32.2.2L)**

COMMENT #: 6278
DATE: 8/19/21 1:17 PM
SOURCE: Website
NAME: Courtney Howard

COMMENT:

THIS IS A NO-BRAINER: I VOTE ENHANCED BUS (NO ROAD WIDENING). **(32.2.9A)** There is no valid reason to jump to any other solution before investing and implementing this one. Anyone who states otherwise is likely working for the resorts or has been manipulated by them into believing it solves more than it destroys. I am very strongly opposed to the gondola. **(32.2.9E)**

The gondola is an extremely short sighted solution that will become obsolete quickly and is unable to adapt to every-changing needs of the canyon and its users. It will irreversibly disrupt an already fragile ecosystem and creates a manmade eyesore in one of the few natural environments surrounding Salt Lake City. **(32.13A and 32.17A)** It is also very strongly being pushed by the BIG, DEEP-POCKETED ski resorts which have very different motives than local residents and individuals recreating outside of the ski resorts (READ = they don't give a damn about traffic and its effect on recreators, they just want to make more money by creating a "ride" that draws a few more people in from out of state; it is a gimmick and a fad - not a way to improve traffic. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

What will help with the enhanced bus service...

- Motivate people by making buses AFFORDABLE (currently the prices are astronomical both for a family of 5 and for a local using the bus a few times a week) **(32.2.4A)**
- ADD MORE BUSES (I can't count the number of times I've parked well down the road from a full park and ride, then been lined up at a park and ride and waited for one or more buses of people to go up the canyon) --- people WILL use the buses if you provide enough of them (with enough parking lots/stops) **(32.2.9A and 32.2.6.3N)**
- Designate more park and rides at other locations (with frequent bus service); there are plenty of existing lots in areas not right at the mouth that people would then not need to clog the roads getting to the closest parking lot **(32.2.2I)**
- TOLL THE ROAD FOR CARS DRIVING UP!!!!!! (Make the toll more expensive than the bus)**(32.2.4A)**
- Bus/auto technology is changing quickly and choosing this option allows us to keep up with improvements in sustainable transportation... gondolas are set in stone and steel = not adaptable. **(32.2.6.3D and 32.2.6.5A)**

I hope I have made my point clear. ENHANCED BUS IS THE SMART, ADAPTABLE SOLUTION.

COMMENT #: 6279
DATE: 8/19/21 1:49 PM
SOURCE: Email
NAME: David R. Smith

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

In addition, any transportation system must benefit all user-groups (both resort customers and dispersed users). **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** To do this, it must be a year-round solution. **(32.1.2C)** A year-round bus system that stops at popular trail-heads is key to effectively serve dispersed users. **(32.2.6.3C)** If we expect tax-payers to finance the system it must benefit all users--not just wealthy resort customers!

The visual impact of a gondola is completely unacceptable! We can do better.**(32.17A and 32.2.9E)**

Sincerely,
David R. Smith
Sandy, UT

COMMENT #: 6280
DATE: 8/19/21 1:54 PM
SOURCE: Website
NAME: Samantha McCoard

COMMENT:

I support the building of the gondola. **(32.2.9D)** People have a stigma against busses. I like the zero emissions and it not being affected by snowfall where the busses will be affected. **(32.10A)** They built a huge bus system in Provo that has been free for the first couple years and the majority of people still won't use it. **(32.2.4A)** I think the busses were a waste of money and now they pay drivers to drive empty busses. However, the busses do make it so you can have multiple points of access where the gondola only has one point of access. **(32.2.6.3C)** You would want to make sure the roads were built to handle the traffic entering the gondola station or have busses dropping off at the gondola station. **(32.2.6.5E and 32.2.6.5J)**

COMMENT #: 6281
DATE: 8/19/21 1:58 PM
SOURCE: Website
NAME: Nicole Berriman

COMMENT:

I personally love the Gondola Project! I attended a forum through the South Valley Chamber of Commerce, and I was thoroughly impressed. I have traveled to over 30 countries, and ridden gondolas in Mont Blanc, Chamonix, Rudesheim, and many more places. I think that from a tourism perspective, this will elevate our reputation as a winter sport destination.

I also believe that the project will help to preserve our natural wonders by not interfering with as many acres of bouldering and hiking enjoyed by thousands yearly.

Utah also struggles with air quality, so by eliminating the amount of vehicles up and down the canyon, we will help to reduce our negative impact on the air. **(32.10A)**

This also makes much more sense from a safety perspective. If people are ever stranded again, just widening the road isn't going to make a difference. By have a second egress point, we can still reach people in the case of emergency.

I think the proposed design is beautiful, and has been thoughtfully crafted to not impact the housing around them. **(32.2.9D)**

COMMENT #: 6282
DATE: 8/19/21 2:14 PM
SOURCE: Website
NAME: Alex Lemieux

COMMENT:

Please do NOT go ahead with the Gondola proposal for LCC. It makes no sense and I strongly oppose it. **(32.2.9E)** Plans to widen the road would also increase the # of cars, which I do not support. **(32.2.4A and 32.7C)**. Any plan that involves the destruction of boulders or climbing areas should not be approved. **(32.4A and 32.4B)**. There are less destructive and better options. **(32.2.9A)**

COMMENT #: 6283
DATE: 8/19/21 2:19 PM
SOURCE: Website
NAME: Erin Johnson

COMMENT:

When determining the solution for LCC traffic, please consider ALL canyon users. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** While I am a resort skier, I also access the canyons for hiking, snowshoeing, sledding, and backcountry skiing. The proposed gondola only serves the ski resorts, but parking at trailheads is extremely tight throughout the year. Buses provide a LOT more flexibility, with the ability to run more buses during the most crowded times and to help people reach more locations within the canyon. **(32.2.9A, 32.2.6.3C and 32.7C)** The gondola is extremely rigid, in comparison.

COMMENT #: 6284
DATE: 8/19/21 3:04 PM
SOURCE: Website
NAME: George Bruce Wilson

COMMENT:

I DONT WANT A GONDOLA GOING UP LCC, IT'D BE AN EYE SORE AND WOULD WRECK A LOT OF THE WORLD FAMOUS CLIMBING AREAS! DONT BE [REDACTED] PLEASE (32.17A, 32.4B, and 32.2.9E)

COMMENT #: 6285
DATE: 8/19/21 3:09 PM
SOURCE: Website
NAME: Sean O'Brien

COMMENT:

Forget the gondola and "enhanced" bus douchebaggery. **(32.2.9E and 32.2.9C)**

Backcountry ski/splitboarding is the future; on-piste is the past.

Stop catering to dying resorts that profit off the exploitation of our Wasatch Mountains and resources.

Prioritize human-powered, long-term and responsible enjoyment of our lands. The solutions are within how we recreate and how we get to/from the trailheads so, grow up, and make the hard decisions.

PS - [REDACTED] Alta!

COMMENT #: 6286
DATE: 8/19/21 3:48 PM
SOURCE: Email
NAME: Brian Hamos

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Brian Hamos
Salt Lake City, UT

COMMENT #: 6287
DATE: 8/19/21 4:23 PM
SOURCE: Website
NAME: Lukas Gruber

COMMENT:

The idea of a gondola in LCC, funded by anything other than the ski resorts that benefit from it is ludicrous. This is a misappropriation of taxpayer money. Nobody benefits, except for the ski resorts. Even people who ski Alta or Snowbird will be sorry, since the resorts cannot handle the amount of people we are trying to ship up there. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Nobody else benefits from this outrageously expensive gondola nonsense.

We live close to the mouth of LCC and I bike in the canyon all year round. Yes, there are a few days in the winter, where the traffic gets backed up. **(32.1.4D)** But the truth is, most of this is caused by a combination of road closures and the fact that UDOT asked Unified Police not to enforce traffic control devices. The sign at the mouth of the canyon clearly states that snow tires are required, yet UDOT and Unified Police ignore the sign and allow anybody with M/S M+S All Season tires to drive up there in a snow storm. Usually these people can barely hang on no matter if it goes up or down.

There is a very simple solution. On Snow days, restrict the canyon to vehicles with SNOW TIRES only. That means no M/S but tires with the three mountain peak snowflake symbol. **(32.2.2M)**

Now, if you really have taxpayer money burning a hole in your pocket:

1. Finish LCC trail from the bottom up to Alta. Now people like me can ride their bike from the bottom rather than driving up the canyon, to go biking up there in the summer.
2. Widen the road. Use the extra lane exclusively for buses in the winter and road bikes in the summer. **(32.2.9B)** This encourages the use of buses in the winter and enhance quality of life for people cycling in the canyon in the summer, something the gondola does not do, while at the same time being cheaper.

I have no doubt that UDOT already decided on the gondola and this is mainly for show, but people are watching. One can only hope that people in charge will be held accountable when the gondola turns out to be a flop.

COMMENT #: 6288
DATE: 8/19/21 4:37 PM
SOURCE: Website
NAME: Connor Shanklin

COMMENT:

Please, I moved to Utah because of my passion for its' unobstructed mountains that are, already, more accessible than anywhere else in the US. These mountains are a gift we are lucky to recreate in. It is worth realizing that we may be at the capacity for Little Cottonwood. What are the long term effects of severe overuse? **(32.20A, 32.20B, and 32.20C)**

No to the gondola, no to the bus lane. Yes, to protecting our wild places. **(32.2.9E, 32.2.9C, and 32.29G)**

COMMENT #: 6289
DATE: 8/19/21 4:53 PM
SOURCE: Website
NAME: Verlan Lewis

COMMENT:

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

COMMENT #: 6290
DATE: 8/19/21 5:10 PM
SOURCE: Email
NAME: Mandi Desmarteau

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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)**

Sincerely,
Mandi Desmarteau
Alta, UT

COMMENT #: 6291
DATE: 8/19/21 5:15 PM
SOURCE: Email
NAME: Lauren Butler

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Lauren Butler
Salt lake city, UT

COMMENT #: 6292
DATE: 8/19/21 5:30 PM
SOURCE: Email
NAME: Billy Treacy

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Billy Treacy
Sandy, UT

COMMENT #: 6293
DATE: 8/19/21 5:34 PM
SOURCE: Website
NAME: Steven Glaser

COMMENT:

Comments on Little Cottonwood Canyon Draft Environmental Impact Statement
Steven Glaser

1.2.1. "UDOT intends to improve the transportation-related commuter, recreation, and tourism experiences for all users of S.R. 210 through transportation improvements that improve roadway safety, reliability, and mobility on S.R. 210."

The purpose of this project is encapsulated by this statement. For the portion of S.R. 210 in Little Cottonwood Canyon, the primary reason people travel on the road is for recreation and/or tourism, or they are commuting to a job that supports the tourism/recreation. However, the EIS appears to view the improvements in transportation as an end in of themselves.

Certainly getting to one's destination quickly improves one's recreational experience. However, if the method by which this happens degrades the experience after one arrives, then these two outcomes must be weighed against each other. **(32.20A and 32.20C)**

In Appendix 2G, most of the discussion as to why the Enhanced Bus Service and Gondola Alternative B were the preferred alternatives were focused on the transportation elements of mobility and reliability. There was no holistic discussion as to the extent to which people's overall experience in the canyon would be better or worse, and by how much. **(32.2.9Wand 32.29G)**

There is obviously a level of subjectivity in such an analysis, and how it actually applies to individual people will vary. However, we have a rare gem of an area that serves people engaged in all manner of recreation. Some people like downhill skiing. Others like to experience a wild setting where they don't see man-made structures, and they power themselves with their own legs. Some people just like the views of the canyon. We should be incredibly leery about doing anything that disturbs the balance we have. **(32.20B)**

For me, the gondola would be a horrible visual scar, made all the worse by the moving cabins and flashing lights that will draw my eye away from what I really want to look at - the mountains, the reflection of the sun off the snow, the songbirds, the flowers. **(32.2.2.9E and 32.17A)** And I say this as someone who buys an annual ski pass. I would much rather take a little longer to get to my destination on a powder day than be faced with views of the gondola in the backcountry every day I go there. I would even rather miss out on a few days at the resort altogether than to always have mentally force myself to look away from the ugly scar that would be begging for my attention.

Even the Enhanced Bus Service in Peak-period Shoulder Lane Alternative is problematic. The Enhanced Bus Service (without the shoulder lane) meets the project criteria. No, it does not have as good of travel times as with a shoulder lane. But that was known without doing the EIS. The question isn't which of these two alternatives would improve transportation times the most. It is whether the improved transportation is worth the degradation in the environment and recreational opportunities that would occur, as well as the substantially higher cost. There is no clearly laid out rationale for why the additional gains in traffic flow are worth these costs. **(32.2.9W)**

The Enhanced Bus Service in Peak-period Should Lane Alternative is superior to Gondola Alternative B. The EIS should reconsider whether just plain Enhanced Bus Service might be the best of all. **(32.2.9W)**. 2.2.2.1, 4th Paragraph. The phrase 'Level 2 resources' is used here, but they are not defined. **(32.2.9X)**. 2.2.4, Gondola Alternative B, Travel Reliability. It was stated in a local newspaper that gondola will be stopped whenever avalanche control work is performed to ensure no damage to the system before restarting. What if there is damage? What is the contingency for getting people off? What will happen to traffic on what is undoubtedly a superb powder day? What is the maximum length of time for getting the gondola system up and running again? Days? Weeks? The rest of the ski season? What are the implications for travel reliability of the gondola system? This does not appear to have been addressed in the EIS. **(32.2.6.5K)**. 2.4.1, Tolling, 1st Paragraph. It is stated that "the toll

could range from \$20 to \$30 for most vehicles during peak periods, with possible variations based on the time of day and the day of the week." It would be best to state something along the lines of: "\$20 - \$30 would be the initial level of the toll for most vehicles during peak periods, with possible variations based on the time of day and the day of the week. However, the amount would be varied to achieve the necessary level of traffic reduction. Over time, the level could vary substantially from this range." I can imagine all sorts of degrees of "sensitivity to price, and it would be silly to keep the toll this high if a lower amount would do the job, and it would also be silly to keep the toll this low if the road remained clogged. **(32.2.4A)**

General Comment, All Little Cottonwood Transportation Alternatives. It is unclear if under the Gondola alternative whether there would be any continuing bus service in Little Cottonwood Canyon, or if that would be discontinued. **(32.2.2W and 32.2.6L)**. Similarly, would there be any 'local' bus service that would stop at the White Pine trailhead (and potentially other locations) under either of the Enhanced Bus alternatives? **(32.2.6.3C and 32.2.6L)**. Another option would be to have a shuttle from Snowbird to the White Pine trailhead. This may not be necessary given the additional parking spaces which are included under the preferred alternative. However, if at some point there is sufficient use that the spaces at this trailhead fill up, having no transit option is a setup for failure. **(32.1.2C, 32.2.6.3C, 32.2.6.5AA, and 32.2.6L)** If people drive up to the White Pine trailhead and have no parking, a decent portion of them will take matters into their own hands and find a place to park, even if it isn't legal. **(32.2.2M)**. Appendix 2A, Draft Alternatives Development and Screening Report, Section 1.6 and Appendix B, Little Cottonwood Canyon Alternatives and Climate Change. The report discusses how climate change may affect the number of vehicles in the canyon. It does not address the frequency with which there will be substantial accumulations of snow on the road, and how those accumulations will compare to what occurs today. Some of the delays in the canyon are related to cars skidding out, either sliding off the road, or into the lane of on-coming traffic. If there are fewer snowfalls and these accidents are much less frequent, it should affect the evaluation of the alternatives. Therefore, such an analysis should be performed if possible. **(32.2.2E)**. It may be that this analysis cannot be performed with any certainty, or that the complexity of such an analysis is unreasonable for this EIS. If so, this potential implication of climate change should be addressed qualitatively. For example, when the Draft Alternatives Development and Screening Report or the Preferred Alternative Selection Memorandum makes a statement such as "vehicle slideoffs or accidents during snow events could block the travel lane and delay bus service," it could be followed with "however, the frequency of such snow events may decline in the future as a result of climate change." **(32.2.2E and 32.2.6.3P)** This consideration should be accounted for in evaluating the reliability of the various alternatives.

Appendix 2A, Draft Alternatives Development and Screening Report, Section 2.2.2.2.1, Bus Only Alternative. It is stated that this alternative was ruled out because 1.6-minute headways would be necessary for it to work, whereas UTA concluded that due to the time to load and unload a bus, only 5-minute headways could be achieved. UDOT should consult with UTA regarding whether the latter agency considered if faster headways could be achieved if buses were loaded and unloaded in parallel rather than in series. For example, if one could get on a bus at five different locations at the mobility hubs, and these buses unloaded at five different locations at the primary parking lots of each of the ski resorts (under a bus only alternative, there will be plenty of room for multiple bus stops at the resorts), one could theoretically achieve a 1-minute average headway, even if a single bus takes much longer to load or unload. **(32.2.2B)**. If headways shorter than 1.6 minutes can indeed be achieved, the bus alternative should be carried forth into the Level 1 screening, and further as warranted.

Appendix 2G (Preferred Alternative Selection Memorandum), Section 2.2.2, Estimated Costs. The relative robustness of the cost estimates should be discussed. There is a generic statement that "the costs are expected to increase proportionally among the various alternatives." However, it is unclear how solid the basis is for the capital cost estimate for the Gondola alternatives. It may be that the two preferred alternatives have similar best estimates for cost, but one of those has far greater uncertainty. The cost estimates in the EIS should give provide insight into how good each of those estimates is.

Appendix E of Chapter 2G, Preferred Alternatives Technical Memo, Footnote 11, states that component costs for the gondola lift system were based on "the constructed cost of the Whistler-Blackcomb Peak-to-Peak 3S Gondola in 2012." Estimating the cost of a project from a single data point without knowing whether the Whistler Blackcomb project cost is typical, or substantially higher or lower than typical,

introduces huge unknowns into the cost estimate. Footnote 11 also states that UDOT commissioned a budget-level cost estimate for a gondola going from the mouth of Little Cottonwood Canyon to Snowbird. The footnote does not state whether this cost estimate was similar to what would be arrived at based on the Whistler Blackcomb data. If so, that adds confidence. Conversely, if the cost one would arrive at using these two sources of information are substantially different, that should be prominently discussed. It should also be discussed whether these two sources of information are independent. If the budget-level cost estimate was developed based on looking at the Whistler-Blackcomb gondola data, it does not add confidence to the gondola cost estimate, regardless of how similar the budget-level cost estimate is to what is arrived at by using the Whistler Blackcomb data.

This footnote also goes on to state that UDOT reviewed the costs identified in feasibility studies for three other gondolas in Miami and San Diego. Left unstated is what data were employed in these feasibility studies, and how similar the systems were to the one contemplated for Little Cottonwood Canyon. Also unstated is whether these sources of information gave similar conclusions about what the cost of the Little Cottonwood system would be. In other words, the EIS should identify how many truly independent cost data sets were examined for the gondola, how relevant each one is to the system being contemplated, and whether the relevant, independent data sets provide similar or dissimilar cost estimates. **(32.2.7H)**.

Appendix 2G (Preferred Alternative Selection Memorandum), Section 2.2.4, Preferred Alternatives Selection. This section is too vague to justify the selection of the two alternatives. Just listing an alternative's attributes and how the negative impacts could be mitigated is not sufficient. This could be done to justify the selection of any of the alternatives. For example, when it comes to cost, it is stated that the Enhanced Bus with Shoulder Lane Alternative has the second lowest capital cost, and the Gondola Alternative B has the second highest cost. Merely mentioning the rankings is not sufficient characterization, as these statements would be the same if the cost differentials were \$1 million, \$1 billion, or \$1 trillion. The EIS should describe in detail why it is worth spending an additional \$150 million for the Enhanced Bus with Shoulder Lane (versus the Enhanced Bus Alternative), and an additional \$240 million for the Gondola Alternative B. This comment is just one example. Other factors should also be included in this analysis. For the Enhanced Bus with Shoulder Lane Alternative, in addition to cost, this section should also discuss why this alternative's selection is warranted given the additional effects on wildlife and the natural environment (including the specific amount of additional wildlife habitat impacted, the specific amount of additional pavement, and the impact on streams, riparian areas, and floodplains) and recreation (including impacts to more recreation areas, climbing resources, and trailheads, and the additional visual impact), compared to the Enhanced Bus Alternative. **(32.2.9W)**. For the Gondola Alternative B, there should be a similar discussion, guided by the summary characteristics of the alternative provided by Table 6. In addition to cost, there would be a discussion of why this alternative is warranted in the face of the negative visual impacts it would have, not to mention many of the other factors listed for the Enhanced Bus with Shoulder Lane Alternative, such as the acres of wildlife habitat impacted, floodplain impacts, recreation areas and trail effected, etc. The reasons for comparing the impacts to those of the Enhanced Bus Alternative are that 1) the Enhanced Bus Alternative satisfies the Project Purpose and Need, and 2) it is the least costly alternative and, 3) based on Table 6, this alternative has the smallest environmental impact for every listed characteristic (where environmental impacts are used in the sense of the table title). **(32.2.9W)**

Appendix 2G (Preferred Alternative Selection Memorandum), Section 2.2.4, Gondola Alternative B, Visual Resources. In Appendix 2A, Draft Alternatives Development and Screening Report, Section 2.2.2.1.3, Managed Lane Concepts, Reversible-lane Alternative with Overhead Lane-control Signs, this alternative was eliminated because "the visual impacts of overhead signs would be in conflict with the strategies in the Cottonwood Canyons Scenic Byways Corridor Management Plan for protecting scenic vistas." It is by no means evident that the visual impacts from the overhead lane-control signs would be greater than those from the gondola. The EIS should either 1) explain why the visual impact was disqualifying at an early stage for one alternative but not the other, 2) further evaluate the reversible-lane alternative with overhead lane-control signs, or 3) eliminate the gondola alternatives. **(32.2.2D)**

Appendix 2G (Preferred Alternative Selection Memorandum), Table 6, Footnote (d). The second sentence states "the visual change for the primary alternative and supporting elements such as snow sheds." Please correct this sentence so that it makes sense. **(32.29EE)**

4.4.4.2. - Regional, Paragraph Two. This paragraph states: ". . . some recreation users might see the gondola as a negative visual impact, reducing the quality of their recreation experience."

For me personally, it is highly likely that I will view the gondola as a negative visual impact, and that this will reduce the quality of my recreational experience. I say this based on how I have reacted to other developments in Big and Little Cottonwood Canyon (e.g., Snowbird's development of Mineral Basin, and the condominium development at Solitude). I now generally avoid certain hikes/snowshoes that I used to enjoy as a result. I have spoken with my wife, and she also believes that it is highly likely that the gondola will have a negative visual impact, and reduce the quality of her recreational experience. I have spoken to several friends who have the same opinion. In total, I have spoken with enough people who share this opinion to qualify as 'some.' Therefore, this sentence should be edited to state: "It is highly likely that some recreational users will see the gondola as a negative visual impact, reducing the quality of their recreational experience." Furthermore, since a small sampling readily turned up so many people with this perspective, an inquiry should be conducted to determine if in fact the sentence should actually read "*It is highly likely that large numbers of recreational users will see the gondola as a negative visual impact, reducing the quality of their recreational experience.*" (italicized phrases for the purposes of the comment only). **(32.4I)**

7.4.2.2, 4th Paragraph. This paragraph includes the following text: "With the Enhanced Bus Service Alternative, the current UTA ski bus routes into Little Cottonwood Canyon would be eliminated, and bus users would need to drive to a mobility hub to board a bus to the gondola base station." This "statement is incorrect, and should be revised to reflect that provided elsewhere in the EIS; e.g., in Table 2.2-10, where the alternative is described as having "winter point-to-point bus service from each mobility hub directly to the ski resorts." **(32.7G)**

9.4.3.1.1 and 9.4.3.1.2. These paragraphs indicate that conditions would be much better for cyclists following the widening of Wasatch Boulevard. With respect to those using the shoulder lanes, certainly having a consistent, wider lane would be an improvement. However, the EIS also indicates that traffic would flow much faster and more consistently, especially under the five lane alternative. Having five lanes of traffic traveling at 50 mph (the current speed limit) or faster (Section 2.3.1 indicates that the speed limit is the 85th percentile speed) is a loud, intimidating, and not particularly pleasant cycling environment (note that the EIS did not evaluate noise levels on Wasatch for cyclists). This is especially so given that with the extra lanes, vehicles would now have the opportunity to pass, inevitably sometimes on the right. These factors should be discussed in the EIS. It would be best if the EIS could look at other, similarly constructed (modified?) roads, and see in real life whether cyclists actually view this set up as a desirable environment for riding, or if it discourages riding. **(32.2.6.2.2A and 32.11J)**. Note also that the multi-use path is not a replacement for cycling on the shoulder of Wasatch Boulevard. Mingling with pedestrians means necessarily traveling at a lower speed in order to maintain safety. While the path may create an enjoyable outing for some, it is much less suitable for people who use their bicycle for transportation, and for those who wish to engage in either longer or more intense rides. **(32.2.6.2.2A)**

11.4.3.1. Bicyclists and pedestrians using Wasatch Boulevard have not been included as receptors. As noted in Table 9.3-1, Wasatch is an important road for both of these populations. If noise levels would increase significantly, this should be noted in Sections 9.4.3.1.1 and 9.4.3.1.2 and elsewhere as applicable. For example, if noise levels would increase to a point such that many cyclists would stop using this street, that is an important detrimental aspect of the project, especially given the lack of nearby alternative routes to Draper and the southern part of Sandy that connect with communities to the north. The "implications of any substantial increase in noise should also be noted where appropriate throughout the EIS, including (potentially) the appropriate preferred alternative. **(32.11J)**

17.4.5.2. Visual Resources, Gondola, SR210 - North Little Cottonwood Road to Alta. Would the gondola cabins also need to have obstruction lighting, given that they will be over 200 feet above the ground in places? If so, the string of flashing lights would 1) be greater in number, and 2) be moving. If this is the case, please discuss. **(32.17A)**

Table 17.3-1, Key Observation Points. Almost all of the key observation points (KOPs) are quite close to the road. While (for example), the gondola will appear smaller from greater distances, that does not mean that only locations nearest the gondola need to be evaluated. One could potentially see the gondola for hours while returning to a trailhead for example. The longer time, with the view of the

gondola looming ever larger, is a factor that would need to be considered. The Key Observation Points should be comprehensive enough to allow some sense for how long a person would notice the gondola while hiking, mountain biking, snowshoeing, or backcountry skiing. This includes the Red Pine Trail, the White Pine Trail, and the trail to Cardiff Pass/Flagstaff Peak/Mt. Superior and Monte Cristo from the town of Alta. **(32.17A)** There should also be KOPs on the ridgeline between Little and Big Cottonwood Canyon, and on the ridgeline between Little Cottonwood and American Fork Canyon. These are all popular with backcountry users (including myself), and should be included in the evaluation of visual impacts. **(32.17A)**.

17.3.3. Visual Resources, Key Observation Points. The third paragraph of this section seems to imply that wilderness areas were often excluded from the evaluation of impacts on visual resources, based on the law associated with their creation. I can't be certain, but it appears that the Red Pine trail KOPs are not within a wilderness area. If these observation points are within wilderness, perhaps better language would be "Views from the Twin Peaks and Lone Peak Wilderness Areas were not preferentially assessed in this analysis." **(32.17A)** On the other hand, if potential KOP locations were dismissed because they were within one of the wilderness areas, surely that is a misreading of the bill language. While the wilderness areas may not deserve special protection for their views, they also should not receive less protection than any other location in the canyon. In that case, wilderness locations should be added back in and evaluated. **(32.17A)**.

20.4.3, 20.4.4, and 21.3.1. As was noted in Section 4 of the EIS, for some people engaged in backcountry recreation, the views of the gondola will detract from their experience. **(32.4I)** It is likely that many of them will decide to hike/snowshoe/mountain bike/backcountry ski elsewhere, at least some of the time. In addition, with the elimination of roadside parking by the White Pine trailhead, people may be uncertain if they will be able to find parking at this trailhead. **(32.20G)** These people may also decide to recreate elsewhere. Likely destinations are Big Cottonwood Canyon and Millcreek Canyon. **(32.4R)** Many of the trails and trailheads in these canyons are already congested, and this displacement would worsen the conditions in these latter two canyons. The EIS should discuss the potential for, and impacts of, additional crowding of trails and trailheads in other canyons by people who do not wish to view the gondola, or who are uncertain if they are able to find parking at the White Pine trailhead. **(32.20I)**

Chapter 28, U.S. Department of Agriculture Forest Service Forest Plan Amendments, and Especially 28.3.4, Potential Forest Plan Amendment Language. In Appendix 2A, Draft Alternatives Development and Screening Report, Section 2.2.2.1.3, Managed Lane Concepts, Reversible-lane Alternative with Overhead Lane-control Signs, this alternative was eliminated because "the visual impacts of overhead signs would be in conflict with the strategies in the Cottonwood Canyons Scenic Byways Corridor Management Plan for protecting scenic vistas." However, the EIS sees no problem in asking for an amendment to the Forest Plan for the Wasatch Cache National Forest. The EIS should either 1) explain why the Cottonwood Canyons Scenic Byways Corridor Management Plan deserves deference but not the Wasatch-Cache Forest Plan, 2) further evaluate the reversible-lane alternative with overhead lane-control signs, or 3) eliminate the gondola alternatives. **(32.2.2D)**

COMMENT #: 6294
DATE: 8/19/21 5:34 PM
SOURCE: Email
NAME: Ann Treacy

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Ann Treacy
Sandy, UT

COMMENT #: 6295
DATE: 8/19/21 5:38 PM
SOURCE: Website
NAME: Candace Morriss

COMMENT:

I support the gondola!! I've gotten stuck up The canyon with little kids too many times! **(32.2.9D)**

COMMENT #: 6296
DATE: 8/19/21 5:39 PM
SOURCE: Website
NAME: Robert Taylor

COMMENT:

What a great opportunity for Utah to protect its environment for future generations! By using an electric-powered gondola system to move people in and out of Little Cottonwood Canyon, UDOT will not only protect the canyon from disruption and (ongoing) damage from widening the road, it would help protect the air quality, reduce emissions, and provide a safe and efficient transportation alternative. **(32.2.9D and 32.10A)**

Save the Environment. The gondola plan is the most responsible solution. It represents minimal impact upon the canyon, the waterways, the air and the wildlife - especially when compared to the impact that would result from road expansion in a narrow and dangerous canyon, next to a waterway and forest, just to accommodate a large number of polluting buses. The electric powered gondola system would be exciting, forward-thinking, and environmentally clean. Besides the "big" benefits, even litter would be reduced. **(32.10A, 32.12A, 32.13A, and 32.17A)**

Safe and Continuing Transport. Unlike expanding the road and using buses, the gondola would offer safe transportation both ways -- up and down the canyon - in all kinds of weather and even when the roads are impassable (as they can be). **(32.2.6.5K)** The gondolas offer flexibility to match or address the circumstances. A gondola can safely ascend or descend the canyon when needed, even during storms and after avalanches. So, it would provide for safe evacuation to keep people from being stranded. And, the gondolas can offer gate-keeping control to reduce the number of people entering the canyon. **(32.2.4A and 32.7C)** The gondola system would undoubtedly save lives. If there is a medical emergency, a victim could be transported quickly and safely out of the canyon. And, since they would not be driving, travelers would not be risking their lives and those of others.

It is Cool! Don't forget tourism! The gondola will be a fun and unique attraction. Tourists (and locals) would enjoy seeing the canyon in a way never before available.

The gondola is the future. Its impact is minimal. Its benefits are huge.

COMMENT #: 6297
DATE: 8/19/21 5:41 PM
SOURCE: Website
NAME: Paige Dubrow

COMMENT:

"I think this project does little to solve the immediate issue of canyon congestion in Little Cottonwood Canyon during peak winter months. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Both options will take significant amounts of tax payer money to create "solutions" that will do irreparable harm to the canyon. UDOT has not been transparent enough in proposing the gondola and enhanced bus service options. As a Salt Lake resident and tax payer I do not approve of my tax money going towards either of these options **(32.1.2C and 32.1.2E)**. I hope that UDOT will consider any and all other alternative options before turning to building a gondola or road widening. **(32.29R)**

The congestion in LCC is almost exclusively due to the demand for the two ski resorts within the canyon. **(32.1.2B)** These solutions only serve to allow the resorts to further profit from the resources within the canyon. **(32.2.7A)** They do little to aid individuals who are interested in other forms of recreation in the canyon. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** If these options are to exclusively serve the ski resorts, then it would be logical that the resorts should substantially fund the chosen solution. However, there has been no information published about what portion of the project will be funded by the resorts if they will be doing so at all. **(32.2.7A)** There is little information about the cost of utilizing these proposed options for the average individual. **(32.2.4A)** No further information has been shared by UDOT about their research into other alternatives that do less damage to the canyon and utilize existing infrastructure such as increasing the number of ski buses or tolling access to the canyon during peak winter months. **(32.2.9A and 32.2.4A)**

As an avid outdoors person and amateur rock climber, I am deeply concerned about the permanent damage that road widening or gondola construction will do to the world class climbing areas within LCC. Salt Lake Climbers Association has estimated that over 100 popular climbs will be destroyed or no longer accessible should this proposed project be completed. **(32.4A and 32.4B)** These solutions do little to consider the other resources and recreation opportunities that the canyon has to offer aside from skiing. **(32.4A, 32.4B, 32.4I, and 32.4P)** It does not recognize that many people have no interest in the winter sports that have created the congestion in the canyons and harms the recreational experience of those with other interests.

Finally, these projects are years in the making and do little to solve the problem immediately. **(32.29R)** These projects will likely only increase congestion in the coming years and decrease access to the canyon for other outdoor enthusiast during the rest of the year. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I beg UDOT to deeply and thoroughly reconsider all alternative options before turning to the gondola or road widening. These should be last resort options that should only be considered after all other alternative have been explored to ensure the integrity and beauty of LCC is maintained for all outdoor adventure seekers rather than place a priority on providing access to the resorts for seasonal tourists."

COMMENT #: 6298
DATE: 8/19/21 6:43 PM
SOURCE: Email
NAME: Emilyr Drape

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). The drastic measures of building a gondola or widening the road are uncalled for. **(32.1.2B, 32.2.9C, and 32.2.9E)** This is to better traffic on less than 20 days a year. **(32.1.4D)** A gondola is a ploy for the big resorts- it does not service locals that use the road most frequently. **(32.1.2B, 32.1.2D, 32.2.7A, 32.4B, and 32.4C)** Before such drastic measures are taken, we should opt for more environmentally sustainable, impactful and less costly solutions. This could include the current bus service that runs more often, as well as a toll for single passenger vehicles. A plan should also include expanding parking at the base of the mountain, or increasing public transit to the base of the mountain. **(32.2.9A, 32.2.4A, and 32.2.2I)**
- 2). 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. **(32.1.2C)**
- 3). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** 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)**
- 4). 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 Draper
Salt Lake City, UT

COMMENT #: 6299
DATE: 8/19/21 7:31 PM
SOURCE: Website
NAME: Sean Berry

COMMENT:

While I think that the continued development of the canyon will be a detriment to the natural beauty of the canyon there is a growing issue of traffic and accessibility. **(32.1.2B)** The gondola is not the solution to this issue since it only serves the resorts and amounts to tax payer dollars funding the resorts directly. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** In addition, the gondola would be visible from everywhere in the canyon including the ridges on either side. **(32.17A)** While they are quiet, the foot print and size of the towers would affect the entire feel of the canyon. A new bus schedule with the additional lane would be the best option for several reasons. **(32.2.9E and 32.2.9B)**

1. Increased adoption of public transit from existing hubs, no need to build additional transit hubs. **(32.2.2I)**
2. Reduced visibility of the changes in the canyon from most vantage points. **(32.17A)**
3. Additional stops to include backcountry areas such as white pine will provide more accessibility to all of LCC. **(32.2.6.3C)**
4. Just as fast or faster transit times to the top of LCC.

Protect the canyon and their future. Go with the buses.

COMMENT #: 6300
DATE: 8/19/21 8:53 PM
SOURCE: Website
NAME: Greg Miller

COMMENT:

This is a no brainer. **(32.29D)**

COMMENT #: 6301
DATE: 8/19/21 9:09 PM
SOURCE: Website
NAME: Stephen Colby

COMMENT:

I think this is a great idea if it can help protect our mountains. I would love to see it as energy effecient as possible. However, the state would be able to save so much by having this in place. An absolutely great idea. **(32.29D)**

COMMENT #: 6302
DATE: 8/19/21 9:43 PM
SOURCE: Website
NAME: Mia Garrard

COMMENT:

I am a climber, and love little cottonwood canyon. I think both widening the road and building the gondola threaten this iconic climbing area, so I do not support either option. **(32.4A, 32.4B, 32.2.9C, and 32.2.9E)** Many skiers are climbers and vice versa, as outdoor enthusiasts, it is our duty to minimize out impact whenever possible, and this includes not permanently damaging a great climbing resource. I urge us to find a better, less invasive solution for the traffic in order to maintain the natural beauty of the area and access for other sports such as climbing **(32.2.9A and 32.2.2PP)**

COMMENT #: 6303
DATE: 8/19/21 9:44 PM
SOURCE: Website
NAME: Katherine Lewis

COMMENT:

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

COMMENT #: 6304
DATE: 8/19/21 10:18 PM
SOURCE: Website
NAME: Sarah McCloskey

COMMENT:

The congestion I have observed in Little Cottonwood Canyon over the last several years is definitely worse when it is snowing and the road is challenging for some drivers, often driving improperly equipped vehicles. I can't imagine what the road would be like with a third lane under these conditions, so I don't think the enhanced bus alternative is a good solution. **(32.2.6.3P)** The gondola alternative would work well in these situations, however with the logistics of parking, buses and transfers I am wondering who will ride it. **(32.2.4A and 32.2.6.5J)** It sounds like it would be cheaper for a full car to drive up. The proposed hours are such that few employees would be able to ride it. Who is it for? Visitors, locals, or both? **(32.2.4A and 32.2.6.5F)** I do not think the exorbitant cost and environmental/visual impacts for either alternative are worth it for the 20-30 days of the year that it is snowing and the traffic is high **(32.1.4D)** . I would rather see less invasive measures such as increased bus service, tolling and snowsheds before the road is widened or a gondola is built. **(32.2.9A and 32.2.4A)** Thank you for your efforts.

COMMENT #: 6305
DATE: 8/19/21 10:26 PM
SOURCE: Website
NAME: Jeremy Larsen

COMMENT:

no to the gandala! **(32.2.9E)** I can't believe that the city is even considering the funding for a gondola! There's so many roads in Sandy/cottonwood heights that need improving! I have many questions but most important one is when was the last time you went hiking in Little cottonwood canyon. You I vote for this gondola you will change the dynamic of the canyons forever. Do you really want that legacy to pass on to your children, the person's who changed the cottonwoods for worse? How much money does it take for you all to ignore and do the right thing? Take a hike **(32.4I and 32.17A)**

COMMENT #: 6306
DATE: 8/20/21 12:09 AM
SOURCE: Website
NAME: Tim Brooks

COMMENT:

Excellent idea. Exactly what they do in europe with extremely positive results. **(32.29D)**

COMMENT #: 6307
DATE: 8/20/21 5:07 AM
SOURCE: Website
NAME: John Thomas

COMMENT:

I support the gondola as a public private partnership project sooner rather than later (**32.2.9D and 32.2.7A**)

COMMENT #: 6308
DATE: 8/20/21 5:31 AM
SOURCE: Website
NAME: Michael Dorn

COMMENT:

I don't live in SLC, but have skied and climbed dozens of times in that canyon. Being a Civil Engineer I admire any infrastructure improvements. If the roadway is improved, also improve all the erosion/flooding and avalanche issues while you're mobilized in there. **(32.2.6.3B and 32.2.9K)** We rode the City buses many times up this road, so any improvements to capacity and travel times would be great!

If they decide on a gondola, please keep the cost to riders down as much as possible to encourage use. **(32.2.4A)** Also don't pack people in like sardines. We've rode these inter-mountain cable cars in Europe and they provided very pleasant conditions. **(32.2.6.5C)**. I know there's great cost to run these, but the resorts and resident/owners up in the canyon would be benefiting from the gondola, so make sure they're paying their share. **(32.2.7A)**. Suppose if they charge \$40 per car to park ip at the resorts, the locals will use the new proposals more, or carpool very efficiently. **(32.2.4A)**

COMMENT #: 6309
DATE: 8/20/21 7:24 AM
SOURCE: Website
NAME: Mark Bromley

COMMENT:

I am concerned that taxpayer money will be used to subsidize Alta and Snowbird. (32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C) Busses will serve everybody year round. (32.1.2C and 32.2.6.3C) I understand that gondolas will only stop at Snowbird and Alta. What good does that do for summer hikers, bikers or winter backcountry skiers? (32.1.2C)

COMMENT #: 6310
DATE: 8/20/21 7:42 AM
SOURCE: Website
NAME: Ned Bair

COMMENT:

This is the best idea to relieve congested mountain access in the US. I hope that Utah will look past the high initial cost and acknowledge this project is key to a sustainable future for LCC. **(32.29D)**

COMMENT #: 6311
DATE: 8/20/21 8:34 AM
SOURCE: Website
NAME: Andrew McCloskey

COMMENT:

I'm all for the gondola. **(32.2.9D)** Cable transportation is an environmentally responsible, efficient, and reliable mode of transportation. It will create a second form of transportation in the canyon, an alternative to the road.

I would like to see a couple issues addressed though. First, the gondola should operate year round. There is just as much summer use in LCC as the winter, and although there isn't snow to cause multiple hour traffic congestion, it would be a responsible means of transportation for summertime users. With that in mind, there should be a stop at Tanner's Flat or White Pine to facilitate users in that area of the canyon. **(32.2.6.5F and 32.2.6.5G)**

I would like to see the hours of operation be long enough to facilitate use for people who might be dining or socializing after skiing. **(32.2.6.5F)**

I also think it is key to operate the gondola under UTA or UDOT authority, not a private company, and to have it be reasonably priced to ensure use. Like the ski bus system, maybe ski passes can cover fares for the gondola. **(32.2.6I and 32.2.4A)**

As far as the bus option goes, it is just not a solution. Buses are often times a main contributor to congestion as they slide sideways or off the road, creating a huge problem. More buses equals even more less qualified drivers. We do not have a pool of skilled bus drivers now, and if we had more buses we would have even more bad drivers, causing more problems. **(32.2.9C, 32.2.6.3P, and 32.2.4A)**

Let's get a gondola in LCC to pave the way for using more cable transportation in the central Wasatch. It would be great to see a gondola in Big Cottonwood, as well as connecting the cottonwoods to Park City. Less cars, less accidents, less pollution! **(32.1.5B)**

COMMENT #: 6312
DATE: 8/20/21 9:10 AM
SOURCE: Website
NAME: Bryant Foulger

COMMENT:

I strongly support the gondola proposal for LCC. **(32.2.9D)** I've skied Alta and LCC for nearly 60 years and have spent hours and hours waiting for road to clear. I've waited for hours for traffic down the canyon to work it's way out. I've seen the majority of the cars waiting with me over those countless hours idling and spewing pollution into the air. **(32.10A)** The gondola reduces emissions, reduces traffic, minimizes impact on the canyon, is safe from avalanche danger, etc while allowing the public better and safer access to a beautiful resource that needs protection. Please support the gondola!!
Thank you

COMMENT #: 6313
DATE: 8/20/21 9:46 AM
SOURCE: Website
NAME: Elvis Hoffmann

COMMENT:

Please do the gondola. It is clearly the best way forward. **(32.2.9D)**

COMMENT #: 6314
DATE: 8/20/21 10:38 AM
SOURCE: Website
NAME: Jeff Mikell

COMMENT:

After in-depth review, engagement throughout the entire process, my many years of heavy civil construction experience (including large alternative delivery UDOT project and costs estimation) and my 30 years of local, hands on knowledge of the issues/problems that need to be addressed in the canyon....my overwhelming conclusion and support goes to support the snow sheds and enhanced busing (including tolling and permits) preferred alternatives presented in the draft EIS. **(32.2.9K and 32.2.9A)** The Gondala option doesn't get off the starting line for me due to a variety of many, many reasons, including but not limited to: Environment impacts, logistical use deficiencies, and the costs estimates compiled and compared do not seem completely accurate to me. Respectfully, Jeff Mikell Cottonwood Heights.

COMMENT #: 6315
DATE: 8/20/21 10:40 AM
SOURCE: Website
NAME: Becky Sackler

COMMENT:

As a lifelong Alta skier and current Alta resident, I am strongly opposed to the gondola plan. **(32.2.9E)** I have seen how other incentives to minimize traffic in the canyon have failed repeatedly and people will not change their behavior simply because the gondola is an alternative. **(32.2.4A)** The huge hassle of having to park in one area, take a bus to the gondola, take the gondola, and then get themselves to the bottom of the ski lift will not be an attractive alternative to most people. **(32.2.6.5J and 32.2.6.4B)** There is an inherent convenience of being able to drive your own car with your own equipment rather than lugging it around various public transportation options. **(32.2.4A)** The only people who will take the gondola are the people who are already taking public transit, therefore no significant improvement in personal car numbers will be seen in the canyon. **(32.7C)** I believe the only way to disincentivize people from driving their own cars up the canyon is to have a pretty pricey toll to enter the canyon for day use which is reduced or eliminated for carpooling vehicles. **(32.2.4A)** I don't believe the gondola option will work without this toll in conjunction, but it would be much simpler, cheaper, and easier to implement the toll first and see how it changes people's behavior. **(32.2.2Y)** If it is successful in pushing enough people to carpool and public transit options, then the gondola could potentially be considered as a better option than enhanced bussing. But why not try tolling first (with enhanced bussing potentially in conjunction). Another benefit is that the revenue from the toll could be used to cover some of the exorbitant cost of the gondola. **(32.2.4A)** At the very least, you could use the toll for carbon offset which would be a nice environmental policy. This is just looking at the issue from a human behavior and incentive perspective and doesn't even get into the numerous other problems with the gondola option (cost, ruining the beauty of LCC, logistical issues, etc). But for me, this is one of the strongest arguments against the gondola plan as currently described and I hope that UDOT will take these concerns seriously. I know a lot of time, effort, and money has already been poured into this project and somehow this has come out as the best option but I honestly do not believe it will be successful in meeting the aims of UDOT. It will be such a huge expense and endeavor that will be seen as a massive failure when nobody uses the gondola and the traffic problems in LCC persist **(32.2.9E)**.

COMMENT #: 6316
DATE: 8/20/21 10:58 AM
SOURCE: Website
NAME: Jeff Mikell

COMMENT:

After carefull review, engaement throughtout the entire process, and a resdient of Cottonwood Heights who lives at the mouth of LCC just off Wasatch BLVD - I do not yet support and I'm adamently opposed to any construction that would add car lanes, reduce speed limits, or change the general existing charactoristics of Wasatch BLVD between Bengal and and where 210 merges with 209 at the mouth of the canyon. **(32.2.9L, 32.2.6.2.2A, and 32.4F)** My position and thoughts are that the EIS/ROD for the work on Wasatch BLVD between the referanced locations should be "phased", and shall only be finalized and implimented after the prefered alturnatives are implimented up the canyon (i.e at SR209 up). **(32.29R)** Respectfully, Jeff Mikell Cottonwood Heights

COMMENT #: 6317
DATE: 8/20/21 11:39 AM
SOURCE: Website
NAME: Peter Taylor

COMMENT:

Go with the gondola, please! We need less road traffic/fewer vehicles EVERYWHERE in the decades ahead, especially in LCC. **(32.2.9D)** Thank you.

COMMENT #: 6318
DATE: 8/20/21 11:42 AM
SOURCE: Website
NAME: Allison Johnson

COMMENT:

Please don't do a gondola that costs us money while serving private resorts on public lands. **(32.2.9E)**
Toll road. Widen. Bus like national parks. **(32.2.4A, 3.2.9B, and 32.2.2B)** Let the resorts fix their
parking lots instead of profiting off Ikon passes and people from Texas. Seriously. **(32.2.7A)**

COMMENT #: 6319
DATE: 8/20/21 11:45 AM
SOURCE: Website
NAME: Taylor Anderson

COMMENT:

No road widening. No gondola. (32.2.9C and 32.2.9E)

COMMENT #: 6320
DATE: 8/20/21 11:46 AM
SOURCE: Website
NAME: May-Rose Reece

COMMENT:

I am a local and very opposed to the Gondola. **(32.2.9E)**

I would prefer Enhanced Bus Service. And, I feel we should make both Little and Big Canyons, fee canyons to reduce cars. **(32.2.9A and 32.2.4A)**

I feel this would be a better choice for the wildlife, the environment, the locals and for preserving the canyons as long as we can.

I also do not think taxpayers should pay for a development that clearly benefits the ski resorts and hotels. They should pay for at least part of the Gondola if that is chosen. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Adding the Gondola will forever change the culture of those canyons, inviting a tourist element that most likely do not appreciate nor know how to respect and care for the local environment.

Please consider the Enhanced Bus Service and Fee Stations first.

Thank you!!

COMMENT #: 6321
DATE: 8/20/21 11:46 AM
SOURCE: Website
NAME: Karen Risch

COMMENT:

The preferred alternative should account for climate impact; **(32.2.2E)** That would make the Gondola B alternative the best choice. It would also enhance the users' experience in the canyon as well as for those who live there **(32.2.9D)**.

COMMENT #: 6322
DATE: 8/20/21 11:47 AM
SOURCE: Website
NAME: Jonah Johnson

COMMENT:

No gondola to feed resorts. **(32.2.9E)** They are already full of lines/capacity. **(32.20C)** They need to build parking first. Or just limit the number of people in the canyon to parking capacity. **(32.2.2K)** National park buses work. **(32.2.2B)** Get rid of the Ikon passes. **(32.2.2K)** A gondola will feed the resorts, cause over crowding on the slopes...and soon Alta will want to expand into Grizzly and Superior (because you will have given the cash through our taxes). **(32.1.2D and 32.20C)** Please NO gondola.

COMMENT #: 6323
DATE: 8/20/21 11:50 AM
SOURCE: Website
NAME: Tracy Burton

COMMENT:

I believe that the gondola would be the best long range solution for the traffic issue in the canyon. The last thing the canyon needs is MORE vehicles. **(32.2.9D)**

COMMENT #: 6324
DATE: 8/20/21 11:55 AM
SOURCE: Email
NAME: Adam Fleming

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

I am highly opposed to a gondola in Little Cottonwood Canyon. **(32.2.9E)** Not only will it heavily impact the environment in which it is placed, it will also not achieve the goal for which it is designed. **(32.7B and 32.7C)** If two ski resorts are the only stops, there will not actually be less traffic in the canyon. **(32.2.4A and 32.7C)** Congestion will still exist at the entrance to the gondola, other user groups will not be served, and precious natural areas will forever be destroyed. **(32.2.6.5E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, 32.7C, and 32.13A)** To build something that so clearly only serves a small fraction of people (really it serves the ski industry) is a ridiculous use of money, time, and energy. Please consider other options instead of a gondola.

Sincerely,
Adam Fleming
Moab, UT

COMMENT #: 6325
DATE: 8/20/21 12:00 PM
SOURCE: Website
NAME: Rich Winwood

COMMENT:

I have a hard time believing that the annual operating costs for expanded bus service comes anywhere close to the costs of running and maintaining the gondola. you will have to run the gondola every day for specific hours. **(32.2.7C and 32.2.6.5F)**

The 'problem' with traffic in the canyon is really only on 10-15 mornings each season. **(32.1.4D)** What are your operating assumptions for the expanded bus schedules??? **(32.2.6.3N)** The whole idea of the buses is that it is flexible and adjustable. If you only need to add some additional busses on busy days or weekends, what do those numbers look like? Are you forecasting adding additional buses every day, all day long, for the whole season? **(32.2.6.3N)** They will be empty most of the time. Disclose your forecasting assumptions.

Also, why don't you have any photos that depict what the canyon will look like with 22 gondola towers?!! **(32.17A)** Your spokesman at a recent open house mentioned the 'environmental impacts' of adding a new bus lane, but didn't even mention that 24 towers would be erected up and down the canyon. **(32.17A and 32.17B)**

Your process is a joke and you will destroy the canyon and its views if you build this monstrosity!
(32.29D)

COMMENT #: 6326
DATE: 8/20/21 12:11 PM
SOURCE: Website
NAME: Kevin Davis

COMMENT:

As a resident and homeowner in Cottonwood heights, the prospect of a taxpayer gondola installation seems like the wrong solution to this problem statement. **(32.2.9E and 32.1.2B)** The root cause of traffic is accidents and volume. **(32.1.2B)**

1. Accidents need to be eliminated by avalanche coverings, and better snow removal. **(32.2.2K and 32.2.2II)**

2. volume needs to be addressed with busses. More busses on peak hours. **(32.2.6.3N)** More busses period. Ski anywhere else and they bus you in from a remote lot. Turn the shoulders of wasatch blvd into a parking lot, which it is already when it's backed up!!**(32.2.6.2.2A)** 2 steps, simple, community approved. Thank you fo reading

COMMENT #: 6327
DATE: 8/20/21 12:16 PM
SOURCE: Website
NAME: Jeremiah Watt

COMMENT:

I still feel this is completely out of line and in direct contrast to all users interest **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. Neither of these do anything to mitigate the cluster at the mouth of Big Cottonwood. **(32.2.6.2.2A)** They both disregard other user groups - especially the impact on climbers. **(32.4A, 32.4B, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** There's zero interfacing to allow other users access to the canyon - backcountry skiers, bikers, climbers, hikers, etc. AND it utilizes tax dollars to benefit a single user profile during the ski season. As a snowboarder I'm not even allowed in Alta when these are proposed.

I'm not only opposed, I'm outraged at the concept of either of these moving forward. **(32.2.9C and 32.2.9E)**

COMMENT #: 6328
DATE: 8/20/21 12:16 PM
SOURCE: Website
NAME: Robert McKinnie

COMMENT:

The gondola plan does not improve reliability except for out-of-town guests residing at the resort hotels. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** It does nothing for the majority of skiers who live in the Salt Lake City area. It is nothing more than a subsidy to resort owners in exchange for further environmental degradation. **(32.2.7A)**

COMMENT #: 6329
DATE: 8/20/21 12:18 PM
SOURCE: Website
NAME: Steven Rekuc

COMMENT:

A Gondola that takes an hour sounds really expensive and ineffective. (32.2.4A)
Increased buses without incentive sounds ineffective. (32.2.4A)
Why can't you just charge a toll? A toll will encourage people to consolidate into fewer vehicles and provide UDOT with more revenue to implement other alternatives. (32.2.4A)

COMMENT #: 6330
DATE: 8/20/21 12:18 PM
SOURCE: Website
NAME: Melissa Watt

COMMENT:

I am a SLC resident, and I support the option of the gondola! **(32.2.9D)**

COMMENT #: 6331
DATE: 8/20/21 12:20 PM
SOURCE: Website
NAME: Jim Webster

COMMENT:

There is an established and existing precedent for tolls in Little Cottonwood Canyon to protect the investment of private property owners as is administered by the U. S. Forest Service et.al. **(32.2.4A)** All other private interests can and should be accommodated by the collection of funds for maintenance of roadways, mitigation of traffic impact, and most important the incentive for alternative means of transit as in the case of Zion National Park and other presidential circumstances throughout the country. **(32.2.4A)** It is not and should not be the deferred responsibility of Utah taxpayers in general to subsidize the private ski industry. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** As demand for day use in the canyon decreases seasonally, access at no charge or as subject to the toll impact fee can be abated. **(32.2.4A)**

COMMENT #: 6332
DATE: 8/20/21 12:22 PM
SOURCE: Website
NAME: Robert Matthews

COMMENT:

"I believe the the gondola is a far better alternate both environmentally and in reliability. **(32.2.9D)** However, if a bus lane and expanded service are chosen I believe that added measures to discourage auto traffic will also be necessary. **(32.2.4A)** For example, bus service should be free and driving should be taxed during peak periods. For example, a rather significant toll, perhaps \$10-\$20, should be implemented for auto traffic during peak periods. In addition to discouraging traffic the toll could also be used to help cover the costs of very frequent bus service."**(32.2.4A)**

COMMENT #: 6333
DATE: 8/20/21 12:29 PM
SOURCE: Website
NAME: Aidan Garrity

COMMENT:

I strongly oppose the funding and construction of any additional transportation infrastructure in Little Cottonwood Canyon. Prioritizing the interests of 2 private businesses that serve an affluent client base over the urgent public transportation needs of under-resourced communities is an egregious and inequitable misuse of time and money. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I urge UDOT to build projects that specifically serve people of color and people at 80% or below area median income. **(32.5A)**

COMMENT #: 6334
DATE: 8/20/21 12:29 PM
SOURCE: Website
NAME: Jim Webster

COMMENT:

There is an established and existing precedent for tolls in Little Cottonwood Canyon to protect the investment of private property owners as is administered by the U. S. Forest Service et.al. **(32.2.4A)** All other private interests can and should be accommodated by the collection of funds for maintenance of roadways, mitigation of traffic impact, and most important the incentive for alternative means of transit as in the case of Zion National Park and other presidential circumstances throughout the country. **(32.2.4A)** It is not and should not be the deferred responsibility of Utah taxpayers in general to subsidize the private ski industry. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** As demand for day use in the canyon decreases seasonally, access at no charge or as subject to the toll impact fee can be abated. **(32.2.4A)**

COMMENT #: 6335
DATE: 8/20/21 12:32 PM
SOURCE: Website
NAME: Peter Veals

COMMENT:

As flashy as a gondola looks, it is an inferior solution to the problem **(32.2.9E)** . There is nowhere near enough parking proposed by the gondola, so people would need to take a car to a bus to a gondola, and then wait in a huge line to go up. **(32.2.6.5J and 32.2.6.5C)** I also fear that the wait on busy days will be made even worse by sightseers. On top of that, no one can go backcountry skiing or hiking, because it only stops at Snowbird and Alta. **(32.2.6.5G)** The gondola is a giveaway to big corporations at the expense of the people. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I know busses aren't flashy or sexy, but with dedicated lanes and snow sheds, they have more pros than the gondola option. **(32.2.9B)**

COMMENT #: 6336
DATE: 8/20/21 12:33 PM
SOURCE: Website
NAME: Brad Rickards

COMMENT:

Hi,

I've given two prior comments with expanded considerations on my viewpoint. This is the last and less factual comment I will submit and it should make you laugh or maybe roll your eyes with disgust, I apologize, and no I'm not an idiot.

Comment: buses and canyons just don't mix with other vehicles so if you're going with buses, I would expect to see a total closure of vehicles for the recreational enthusiast to use a car. **(32.2.2B)**

Why don't they mix:

They don't stay in their lane due to turn radius

They are slow and cause more anxiety to the common motorist and that translates to bad driving behavior for some

They are never there when you want to go up the canyon, limited schedules, not willing to be late so I can take a last run, and they are not easy to navigate with gear **(32.2.6.3N)**

I want to see the gondola as the prime solution and possibly keep buses as they currently service the canyons for those that want to get off mid way and go back country skiing. **(32.2.9D, 32.1.2C, and 32.2.2W)**

That's all I have in me on this subject

COMMENT #: 6337
DATE: 8/20/21 12:34 PM
SOURCE: Website
NAME: David Cap

COMMENT:

Hello.

I already submitted one comment for my personal point of view, but I decided to add few more comments why I think neither of the two proposed options is a good solution.

In short, I think the alternatives with lowest permanent impact to the canyon should be explored and tested first. In the 5-alternatives summary, if I leave out "no-action" alternative aside, there is only the "Enhanced bus with no additional roadway capacity in LCC" that would not affect the canyon permanently **(32.2.9A and 32.29R)**.

I strongly believe that this option should be explored first. It is as fast as gondola and only few minutes slower than the enhanced bus with road widening. While it does not help with vehicle backup as much as the other options, this is a problem that occurs on handful of days each winter. **(32.1.4D)** It has also the lowest capital costs, and it should be possible to implement it relatively easily. In combination with carpooling or tolling system in the canyon on peak days, it might be sufficient. **(32.2.4A)**

If after several winters in "pilot phase" this version without permanent LCC changes proves ineffective, more radical options should be definitely explored. But I would like to avoid making permanent changes to LCC if other cheaper and easier options exist. **(32.29R)**

Thank you for your consideration

COMMENT #: 6338
DATE: 8/20/21 12:37 PM
SOURCE: Website
NAME: Lucy Cheung

COMMENT:

I moved to Salt Lake City for the climbing. The climbing culture here is unlike anywhere else in the states and that is largely because of Little Cottonwood bouldering. I understand the need for an effective solution for traffic in the canyon but destroying boulders that mean so much to the climbing community is NOT the way. **(32.4A and 32.4B)** Please consider non-destructive alternatives as the community will suffer a great loss otherwise. **(32.2.9A and 32.2.2PP)** Thank you.

COMMENT #: 6339
DATE: 8/20/21 12:39 PM
SOURCE: Website
NAME: Riley Willetts

COMMENT:

After reading the most recent information regarding tolling, I believe that it is best to toll near the resorts, giving other users the freedom to use the canyon. **(32.2.4A)** I am interested to see what the toll is, and will you work with ski resorts to make the toll a part of the new pay to park systems at the resorts? Will the toll booths require more harm to the landscape at the top of the already heavily commercialized land at the top of the canyons? **(32.2.4A)** Finally, will increasing the lanes at the bottom of the canyons only lead to more of a bottleneck at the mouth? **(32.7B and 32.7C)**

COMMENT #: 6340
DATE: 8/20/21 12:40 PM
SOURCE: Website
NAME: Charles Huff

COMMENT:

I am in firm support of the Enhanced Bus with Roadway Widening and suggest additional auto parking fees. **(32.2.9B and 32.2.4A)**

COMMENT #: 6341
DATE: 8/20/21 12:41 PM
SOURCE: Website
NAME: MATTHEW LARS PETERSON

COMMENT:

Enhanced bus service alone Carpooling incentives Would be more than enough to solve the traffic problem in LCC. **(32.2.9A and 32.2.4A)** Single occupancy vehicles are the main driver behind the problem. If buses and carpools of 3 or more were the only vehicles allowed up before 10 AM, that would do it. 2 person cars from 10-noon. **(32.2.4A)**

COMMENT #: 6342
DATE: 8/20/21 12:49 PM
SOURCE: Website
NAME: Jonathan Bowen

COMMENT:

I'm a HUGE supporter of the gondola. **(32.2.9D)** There are plenty of gondolas across the European alps and they do not impact the view or scenery. **(32.17A)** We have WAY too many cars in the canyon and adding more lanes for busses is not the answer. **(32.7C)** Please put in the gondola!

COMMENT #: 6343
DATE: 8/20/21 12:51 PM
SOURCE: Website
NAME: Kristin Gavin

COMMENT:

I am against adding a gondola up LCC. **(32.2.9E)** It is unnecessary to use tax payer dollars in this way when we could more easily and cost effectively add more busses and mandates to use the buses up the canyon. **(32.2.9A and 32.2.4A)**

COMMENT #: 6344
DATE: 8/20/21 1:04 PM
SOURCE: Website
NAME: Eric Edelman

COMMENT:

Both of the options are a disaster and should not move forward. (32.2.9C and 32.2.9E) The capacity of the canyon at the resorts should be capped on peaks days. (32.2.2K and 32.2.4A) In the mornings downhill vehicle traffic should be stopped and both lanes should be used for uphill travel. The reverse should be down in the evenings for two hours once the resorts close. (32.2.2EE)

The gondola is a disaster plan that will not be used. It will cost too much money to justify taking to get to the resorts and does not service the trailheads for non ski resorts users. (32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)

COMMENT #: 6345
DATE: 8/20/21 1:04 PM
SOURCE: Website
NAME: Robert Webster

COMMENT:

There is a Reason that the 2002 Winter Olympics were not Held in Little Cottonwood Canyon

The drive to legislatively protect the watershed in Little Cottonwood Canyon dates back to Theodore Roosevelt in 1901. As he drove Federal initiatives to protect the irreplaceable resource providing clean water to the Salt Lake Valley he stated that "We are prone to speak of the resources of this county as inexhaustible; this is not so". He further went on to say "As a people we have the right and duty...to protect ourselves and our children against the wasteful development of our national resources." President Roosevelt firmly believed that there are sustainable limits on the development of any natural resource.

I vehemently agree with him and firmly believe that the sustainable level of development in Little Cottonwood Canyon has already been met and exceeded. Any plans to expand the number of visitors to the canyon will bring additional development with associated pollution and irreversible damage to the watershed and the fragile ecosystems that insure the water that flows from the canyon is clear and pure. **(32.20B, 32.12A, 32.12B, 32.20A, and 32.20C)**

Beginning in 1914 through 1934 Congress passed legislation affirming the main focus of City Creek, Parleys, Big Cottonwood and Little Cottonwood Canyons as the supply of drinking water for the Salt Lake Valley. In addition to the Federal legislation, Utah State, Salt Lake City and County have also passed protective legislation. In 1998 the Salt Lake City Water Management Plan was passed. That plan in clearly stated that:

The "DESIRED FUTURE CONDITION [is that] Successful implementation of the '98 Watershed Plan will achieve a desired future condition in the Wasatch Canyons that maintains excellent water quality and continues to strive for superior water quality. The management emphasis prioritizes water quality first and multiple use of the watershed second. The Wasatch Canyons are protected to maintain a healthy ecological balance with stable environmental conditions, healthy streams and riparian areas, and minimal sources of pollution. Existing and potential uses that could lead to the deterioration of water quality are limited, mitigated, or eliminated. To the extent that, in the reasonable judgment of the City, a proposed development or activity, either individually or collectively, poses an actual or potential impact to the watershed or water quality Salt Lake City will either oppose, or seek to modify, manage, control, regulate or otherwise influence such proposed development or activity so as to eliminate or mitigate potential impacts". **(32.20B, 32.12A and 32.12B)**

Further, Salt Lake City's watershed is protected by ordinance, contained in the City Code Chapter 17.04, Articles I through VIII. The Utah Department of Public Utilities has the legal responsibility to protect the watershed and the fragile environments that exist in the canyons. Laura Briefer, Director of the Utah Department of Public Utilities, clearly stated in an interview that in terms of protections of the watershed in Little Cottonwood Canyon "the vulnerabilities are related to pollution from development and recreational use".

For all of the above reasons and many others, the 2002 Winter Olympics were not held in Little Cottonwood Canyon. The development of the recreational resource has reached its maximum sustainable limit and the preservation of the watershed and the essential ecosystems that support it must take priority. **(32.20B)** Since when does the debate over tram vs. buses proceed discussion of whether or not more visitors a year is even a viable option? Where are the voices of those with the century old legal responsibility to protect the resource? It is not difficult to "follow the money" to identify the key promoters of the UDOT sponsored initiative. However, as we look to the future of our children and our children's children ...there is much more at stake here than near term dollars and the permanent and irreparable harm of the proposed project (s) cannot be ignored.

Since when does a Little Cottonwood Canyon EIS not have a detailed discussion of watershed impacts, ecosystem impacts or other environmental impact mitigation for damage caused by a significant increase in the number of annual visitors? **(32.20A and 32.20C)** What infrastructure expansions will be required to manage that many more visitors creating new pollution. **(32.20C)** How will the additional law enforcement, sewer, water, medical, rescue, restaurant and power requirements be met? **(32.20C)** Will all of this bring necessary expansions of the ski resorts and backcountry facilities. The parking lots at the resorts will still be full in the winter and now we are bringing hoards more people by tram or bus. **(32.20C)** What impacts will all of these infrastructure expansions have on the precious watershed that provided the Salt Lake Valley with drinking water. Why is none of this addressed in the EIS? Really? **(32.20A and 32.20C)**

COMMENT #: 6346
DATE: 8/20/21 1:06 PM
SOURCE: Website
NAME: Mike Dugery

COMMENT:

I believe that gondola B is the best option because it will also reduce the carbon footprint in the canyon and reduce traffic accidents and fatalities **(32.2.9D and 32.10A)**

COMMENT #: 6347
DATE: 8/20/21 1:16 PM
SOURCE: Website
NAME: Josh Christensen

COMMENT:

We love the gondola idea. As a family with kids the past few years have been challenging to get them excited about skiing as sitting in a car for hours trying to get up the hill is not fun for them. Managing kids on a bus seems miserable and they are prone to motion sickness so that would be tough for them. The gondola would be a wonderful option and create more excitement about skiing while providing a great method to get to the slopes. I would just hope to make sure there is more than ample parking at the base of the gondola to accommodate future growth and not create another stressor in trying to get there early to just find a parking spot. **(32.2.9D and 32.2.6.5J)**

COMMENT #: 6348
DATE: 8/20/21 1:17 PM
SOURCE: Website
NAME: Scott Woller

COMMENT:

The gondola at la caillle option nicely diminishes automobile impact during the most challenging time, winter. This is the option that I prefer. **(32.2.9D)** Avoiding snow sheds will mitigate impact to our beautiful vistas. **(32.2.6.5Z)** While some might remarked that a gondola is an eye sore, it is not an uncommon site seen in Europe and around the world, and I believe that the benefit would outweigh the risk/harm. **(32.17A)** Thank you.

COMMENT #: 6349
DATE: 8/20/21 1:30 PM
SOURCE: Website
NAME: Dincan Van Arsdale

COMMENT:

Prefer e-train over bus or cable car. **(32.2.9F)**

COMMENT #: 6350
DATE: 8/20/21 1:36 PM
SOURCE: Website
NAME: Vilma Helmer

COMMENT:

UDOT of course will vote for the Bus but the Gondola also is more reliable & more mobility because it is safer in slippery road than driving a bus, more quicker with less waiting every 5 mins transport, Consistently lessen traffic, no problem with noise, no dirty air, no wild fires, & preserve the pristine of the canyon, generate money in the summer, no maintenance so cheaper than bus. **(32.7C, 32.11A, 32.11D, 32.10A, 32.2.6.5K, 32.13A, and 32.17A)** These evidences have been shown in countries with gondolas in Switzerland, Germany, Spain, Portugal, Italy, Pyrennes, even Vietnam, Thailand. These countries are much less richer than Utah & smaller geographic areas than Utah but could afford the gondolas. It's common knowledge that Bus always cause traffic & causes close physical contact & spread of diseases, more expenses in snow clean up, more & future widening of the road until the road can no longer be widen & destroys mountain beauty, more maintenance, gets stuck with avalanches, all these will increase expenses for the bus. **(32.2.6.3P and 32.2.6C)** Also can you imagine a freeway in the canyon amidst narrow strip of trees. **(32.2.6.3B)** Who wants to ski Utah when all you see are buses causing traffic, noises, carbons, people will not ski Utah & willgo to Idaho. In the long run, buses will be more expensive & poor Utah, they will lose the future Olympics. Main goal: preserve canyons nature with safety, increase mobility, reliability, economy are all achievable with the gondola. Bus still can get money by using them outside the canyon. UDOT should visit Vietnam & Thailand , poor countries , to see for themselves that the Gondola is much better. Vision the Gondola vs Bus. In long run, Bus will be more expensive. **(32.2.9D and 32.2.7C)** Thank you for listening.

COMMENT #: 6351
DATE: 8/20/21 1:38 PM
SOURCE: Website
NAME: John Sadlik

COMMENT:

Of the two preferred alternatives, it is unquestionable that the impacts from the gondola b proposal have much too large of an environmental and visual impact. **(32.2.9E, 32.12A, 32.13A, and 32.17A)** Building the gondola will drastically change the natural character of LCC for the worse, with large towers obscuring the otherwise beautiful natural views that exist now. **(32.17A)** The enhanced bus proposal is thus clearly the best alternative, based on its maintenance of the present character of the canyon and improvement to average travel time. **(32.2.9A)** These two alternatives are both not ideal, however, and I think that the best solution would be to ban all personal vehicle traffic on SR 210 during peak hours. **(32.2.2B)** This would also allow for dramatically increased bus service on SR 210 to deal with the increased demand, and would further require no additional construction.

COMMENT #: 6352
DATE: 8/20/21 1:45 PM
SOURCE: Website
NAME: Nicole Ginley-Hidinger

COMMENT:

Dear Little Cottonwood Canyon EIS Team,

I am writing in opposition of placing a toll on Little Cottonwood Canyon and to propose rethinking the Little Cottonwood Project necessity in entirety. **(32.2.4A)**

From the beginning, this project has proposed spending hundreds of millions of dollars to fix a problem that occurs close to 30 days a year or on 8% of days in a year. Currently both the bus option and the gondola option are paid for with taxpayer money. **(32.1.4D and 32.2.7A)**

In addition, a Little Cottonwood specific ski pass costs over \$1,000 a year. I see this as a price I am willing to pay to participate in my favorite activity, but I recognize it as being extremely pricey and one of the most expensive things I buy each year.

The additional fees, both to ride the bus/gondola or to drive up the canyon are beginning to make accessing skiing impossible to afford for me and many long-time locals, families, and the working-class population. **(32.2.4A and 32.5A)** The solutions outlined in the Tolling factsheet, labeled "Tolling Considerations" are both inequitable and insulting. Low-income people in our community should not be treated as second class citizens who don't have the same rights to access their public lands in the upper canyon because they cannot afford parking, as alludes your second point "This would allow all users including low-income populations wanting to recreate outside the ski resorts in the lower portions of Little Cottonwood Canyon to avoid having to pay the toll." In addition, people from low-income backgrounds should have an equal opportunity to ski powder in the morning as someone who can comfortably pay the toll. **(32.5A)** And not be forced to stay in the valley until 10 am, as alludes your third bullet, "Have the toll in effect only during the morning peak-period (7 a.m. to 10 a.m.), which would allow low-income populations to avoid paying the toll in the upper canyon by recreating after 10 a.m."**(32.5A)**. This project negatively affects people from low-income backgrounds and much of the local population two-fold because we are using tax payer dollars to complete this project. Tax payer dollars that could be better used for community programs, in-city improvements, more Trax lines in the valley, etc. that would benefit the population throughout the year. In addition, it seems we are doubly responsible to pay additional fees to recreate in our own backyards. I believe that we need to completely rethink the Little Cottonwood project as every single solution negatively effects locals, both financially and by affecting the overall skiing experience. If the traffic is an issue on only 30 days a year, I suggest that on those 30 days, the team meters cars that go up Little Cottonwood to reduce the amount of traffic in the canyon or caps the number of people allowed at the resorts. **(32.2.4A, 32.2.2K, and 32.2.2L)** But as an avid skier and a resident of Salt Lake, I will not stand for being charged through taxes, a ski pass, and a road or bus/gondola fee to access my public lands. **(32.2.4A and 32.4G)**. Thank you for your time and please consider what is best for our community.

Sincerely,
Nicole

COMMENT #: 6353
DATE: 8/20/21 1:59 PM
SOURCE: Website
NAME: Suzanne Samlowski

COMMENT:

Please! Less is more! A gondola will have a huge impact on the fragile canyon. **(32.2.9E)** Why do we want to encourage more people to want to come up there, which will impact the environment more than ever. **(32.1.2B)**

COMMENT #: 6354
DATE: 8/20/21 2:02 PM
SOURCE: Website
NAME: Paul Steinman

COMMENT:

I am in full opposition to the proposed changes to LCC transportation. The gondola is a gimmick that only serves the resorts, does little for year-round transportation, and will likely be only the start of a destructive canyon interconnect system. **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, 32.7C, and 32.1.5B)** Widening the roads will also be unacceptably destructive. The loss of the boulders, precious to many climbers around the globe is reason enough to eliminate this option. **(32.4B)** I believe the transportation problem can be solved with existing infrastructure through expanded bus service that would also stop at popular trailheads along the canyon instead of only the resorts at the end. **(32.2.9A and 32.2.6.3C)** Also, tolls that encourage more car pooling will serve to reduce traffic. **(32.2.4A)** Please implement these non-destructive policies before jumping to an ineffective solution that will permanently scar one of the state's greatest treasures. **(32.29R)**

COMMENT #: 6355
DATE: 8/20/21 2:06 PM
SOURCE: Website
NAME: Mark Pearce

COMMENT:

I prefer the gondola option. While more expensive I believe it to be a better investment in the future of LCC and those costs to be recouped with increased usage and traffic over the following years. I believe the gondolas would get higher usage than the bus lanes in summer and winter in addition to having less of an impact during development. **(32.2.9D, 32.2.4A, and 32.7C)**

COMMENT #: 6356
DATE: 8/20/21 2:07 PM
SOURCE: Website
NAME: Steve Jansen

COMMENT:

After reviewing all the alternatives and attending the open sessions, I'm still in favor of the Gondola solution. **(32.2.9D)** I live inside LCC and will be able to see the Gondola out my kitchen window, but I believe the Gondola is the best solution. I ski 100 days a season and have driven down the canyon on storm days . I don't see how a bus land will speed things up for downhill traffic. It will probably lead to more accidents...bus's and cars. **(32.2.6.3P)** The Gondola, if done right, with convenient parking is an option I will use on crowded days and quiet days. It will become a viable and unique tourist attraction in itself in the off-season. I'm also against widening the road a having to build the bigger snowsheds due to the cost and negative environmental impact. **(32.2.6.5Z)** I also believe that the bus solution will not be convenient enough to gain ridership. **(32.2.4A and 32.2.9C)**

COMMENT #: 6357
DATE: 8/20/21 2:23 PM
SOURCE: Website
NAME: R Gamble

COMMENT:

Don't start building gondolas or expanding roads. **(32.2.9E and 32.2.9C)** These are not beneficial options. Any options that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.1.2B and 32.20B)**

There isn't enough merit in either of the two options you've chosen for Little Cottonwood Cyn transportation. More research needs to be done. Carrying capacity of the canyons needs to be agreed upon. **(32.20B)** Also, be sure you are listening to voices from all sides, not just the ski resorts. The two options you are offering seem to have been chosen non-transparently, ignoring much of the work done by several citizens groups. A viable solution must consider the needs of all Utahns, not just resort skiers. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Do not install gondolas. **(32.2.9E)** Gondolas are not likely to be useful in times of high winds or heavy snow, or yes, even during heat waves (during a recent heat wave, streetcar cables melted in Portland). **(32.2.6.5K)** Gondolas are unsightly and interfere with great rock climbing places (to say nothing of avalanche terrain.) **(32.17A and 32.4B)** Gondolas don't do enough to alleviate traffic congestion: Cars will still be needed by those who have cabins in the canyon, or those who would like to recreate in the backcountry using dispersed trailheads. **(32.7C, 32.2.6.5D, 32.2.4A, and 32.2.6.5G)**

Busses are preferable to cars or gondolas. Bus stops can be located throughout the valley, providing direct transportation to the canyons. That would help alleviate congestion in the valley as well as in the canyons. But please don't widen the road until other solutions have been explored. If you do widen the road, start bit by bit, so you can watch the impacts carefully. **(32.2.2I and 32.29R)**

Most importantly, before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, think outside the box to address the traffic and congestion problems. **(32.2.2PP)** The first step should be to adequately fund programs and resources that leverage the existing infrastructure that is already in place today in LCC.

Here are some examples of systems and programs that have been shown to work elsewhere, and could be readily applied in our canyons:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.29R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.29R)**
- Traffic controls **(32.2.4A and 32.29R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Without a plan in place to manage canyon capacity, LCC will become even more crowded. **(32.20B)** This would be detrimental to our precious watershed, wildlife, riparian ecosystems, and just plain tranquility for users who appreciate the wildness and awesome beauty of nature. **(32.12A, 32.12B, 32.13A, 32.123B, and 32.4I)** Exceeding carrying capacity will negatively impact the beauty of the canyon as well as the recreational user experience. Increased capacity will also inevitably lead to increased ski resort expansion pressures **(32.20A and 32.20C)**.

Do not allow any future ski resort expansion outside of their current footprints.

COMMENT #: 6358
DATE: 8/20/21 2:34 PM
SOURCE: Website
NAME: John Bridges

COMMENT:

Snow sheds and buses. Creating a bus lane will also create access for emergency vehicles food service vehicles staffing and other types of transportation that are not just people in cars going skiing.
(32.2.9B and 32.2.9K)

Thank you for your consideration

COMMENT #: 6359
DATE: 8/20/21 2:49 PM
SOURCE: Email
NAME: Sarah Gallo

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Sarah Gallo
Draper, UT

COMMENT #: 6360
DATE: 8/20/21 2:56 PM
SOURCE: Website
NAME: Carrie Cooper

COMMENT:

Please reconsider demolishing the canyon for the purpose of trucking more people to an already over crowded area. **(32.29G)** This is NOT THE ANSWER!!!!!!!!!!

COMMENT #: 6361
DATE: 8/20/21 3:02 PM
SOURCE: Website
NAME: Ulla-Britt Libre

COMMENT:

"I think that both the gondola and expanding the Little Cottonwood Canyon road would be environmentally detrimental. **(32.2.9C and 3.2.9E)** We are in a climate emergency, and to contribute anymore to fossil fuels would be absolutely unfair to the mountains we know and love. **(32.18A)** Therefore, I believe that we should put more effort into the bus system we currently have, as well as toll Highway 210."**(32.2.9A and 32.2.4A)**

COMMENT #: 6362
DATE: 8/20/21 3:02 PM
SOURCE: Website
NAME: Christopher Hendrickson

COMMENT:

Wife and I are return residents after a 15-year grad school journey. Boy have things changed. We've been enjoying LCC/BCC for 25 years. I support Gondola-B, but will say (apologies if not fully informed), if the road is closed to car traffic in favor of the Gondola plan, that would be a shame. **(32.2.9D, 32.2.6.5D, and 32.2.4A)** The many other awesome sites like Tanner Flat campground, the lower climbing areas, etc., that would be much, much less accessible in the summer? **(32.4G)** I guess what I'd really like to see is Gondola-B with a toll booth for access that charges on a per-axis basis (trucks, cars, etc.). Upcharge in the winter months. **(32.2.4A)** Expand the PnR lot to encourage the local climbers and stuff to meet up there, then carpool up to desired spot.

COMMENT #: 6363
DATE: 8/20/21 3:13 PM
SOURCE: Website
NAME: David Scheer

COMMENT:

None of the alternatives address the real problem- there are simply too many people trying to use LCC. **(32.20B)** The gondola is a public subsidy for the ski areas since it doesn't serve trailheads and other locations. Was mandatory carpooling considered? **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, 32.7C, and 32.2.4A)**

COMMENT #: 6364
DATE: 8/20/21 3:26 PM
SOURCE: Website
NAME: Dennis Pruzan

COMMENT:

You must show that the minimalist plans that do not include large construction projects (i.e. tolling, increased bus routes) do not work before undergoing huge construction efforts that permanently affect the future of the canyon! **(32.29R)**

COMMENT #: 6365
DATE: 8/20/21 3:30 PM
SOURCE: Website
NAME: Robert Glick

COMMENT:

I don't like the idea of a gondola. **(32.2.9E)** I think a cog rail system would be better, even though it might be more expensive **(32.2.9F and 32.2.7C)**

COMMENT #: 6366
DATE: 8/20/21 3:33 PM
SOURCE: Website
NAME: Adrienne Bean-Winter

COMMENT:

NO gondola! I'd rather you not widen the road at all but one Expedited bus lane and canyon tolls are better than gondola (**32.2.9E, 32.2.9C, and 32.2.9A**)

COMMENT #: 6367
DATE: 8/20/21 3:36 PM
SOURCE: Email
NAME: Carrie Tall

COMMENT:

PLEASE simplify canyon transportation year round by only allowing buses and having stops frequently enough so people can ride and leave their cars at secure public parking. **(32.2.2B and 32.2.6.3C)** Any other solution like widening the road or gondolas are just a waste of money. **(32.2.9C and 32.2.9E)** Use electric buses if you want. **(32.2.6.3F)** Ski racks are a must as well as CLEAN buses. Run Canyon Buses every 10-15 minutes. **(32.2.6.3N)** Parking should have on site security guards as well as cameras. **(32.2.6F)**

Thanks for listening.

COMMENT #: 6368
DATE: 8/20/21 3:39 PM
SOURCE: Website
NAME: Jack Smith

COMMENT:

Alternate B the gondola is clearly the best solution for many reasons. **(32.2.9D)** One that has not been discussed that I know of is that by eliminating personal cars much if not all of the current parking lots can be reclaimed improving environmental issues like oil but also the visual impact of parking. **(32.2.4A, 32.2.2L, and 32.2.2K)** Trees etc could be planted The restoration could be beautiful. I was the original architect for Snowbird and I proposed a tram from the base of the canyon over 50 years ago because I could foresee the tragic problem. Snow sheds and widening the road is not a good solution **(32.2.9C and 32.2.6J)**

Thank you for your consideration.

COMMENT #: 6369
DATE: 8/20/21 3:45 PM
SOURCE: Website
NAME: Mikako Trachtenberg

COMMENT:

Best solution, with the least impact and cost, and most equity, is to toll the road and expand bus service without widening the road **(32.2.4A and 32.2.9A)**

COMMENT #: 6370
DATE: 8/20/21 3:56 PM
SOURCE: Website
NAME: Richard Grant

COMMENT:

My vote is for the gondola in the long term it's the best option **(32.2.9D)**

COMMENT #: 6371
DATE: 8/20/21 4:03 PM
SOURCE: Website
NAME: Mike Kimball

COMMENT:

Thank you for trying to help find a solution for the current and future transportation challenges in Little Cottonwood Canyon. I live close to the canyon and rely on it for recreation and exercise. I know you are not asking for my vote on the proposal; however, I do feel that the Gondola is the better option with reduced impact to the environment. It will also provide a mitigating alternative during inclement weather. **(32.2.9D)** Additionally, I am interested in improved solutions for biking safety on the road shoulder. **(32.9B)** Thank you for your work on this project.

COMMENT #: 6372
DATE: 8/20/21 4:09 PM
SOURCE: Website
NAME: Ron Wagner

COMMENT:

The Gondola System appears to be the best choice for the future. **(32.2.9D)**

COMMENT #: 6373
DATE: 8/20/21 4:13 PM
SOURCE: Website
NAME: Robert White

COMMENT:

Do not like Gondola idea **(32.2.9E)**. It's one thing to be on a gondola at ski resort which travels a mile or so, but a gondola that travels 8-9 miles up canyon would be cost prohibitive. Snowbird and Alta should build 4 story parking garages like Vail. Partially underground and above ground. Lot 4 at snowbird would be perfect for parking garage **(32.2.2K)**

COMMENT #: 6374
DATE: 8/20/21 4:16 PM
SOURCE: Website
NAME: Adrienne Krueger

COMMENT:

To whom it may concern,
Of the options available to UDOT, I would greatly prefer the Enhanced Bus. (32.2.9A) This would cause a minimal visual and environmental impact as opposed to the gondola option. (32.17A) It would also cost a lot less money than installing a gondola! I value our canyons and I want to keep visual pollution out of them. I don't want to see giant gondola towers when I'm hiking in Red Pine. (32.17A) I think we have an obligation to not develop Little Cottonwood Canyon any more than it already is. The Enhanced Bus option would allow for this while still easing the traffic problem in the canyon.
Thank you,
Adrienne Krueger

COMMENT #: 6375
DATE: 8/20/21 4:23 PM
SOURCE: Email
NAME: Kenneth White

COMMENT:

What a great idea! Let's make it happen! (32.29D)

Ken White
Ivins, UT"

COMMENT #: 6376
DATE: 8/20/21 4:53 PM
SOURCE: Website
NAME: Peter Moore

COMMENT:

Build it, great idea (32.29D)

COMMENT #: 6377
DATE: 8/20/21 5:11 PM
SOURCE: Website
NAME: Sandy Chandler

COMMENT:

I have been skiing Alta and Snowbird for 45 years and driving up the canyon is the only bad part! A gondola and parking lot makes so much sense! Show the world that Utah knows how to do things!!!
(32.2.9D)

COMMENT #: 6378
DATE: 8/20/21 5:17 PM
SOURCE: Email
NAME: Kevin Tolton

COMMENT:

You guys are such fools.

You think a snow shed and shoulder lane are going to solve this now gargantuan transportation problem. **(32.7A and 32.7C)**. You have all been sitting on your hands for way too long and now you come up with these inadequate and weak-minded solutions. The pulse gondola is the only real solution. 25 to 50 person gondolas leaving every 45 seconds. Buy at least 200 of them. Do it fast before we fire all of you idiots. **(32.2.6.5N and 32.2.9D)**

COMMENT #: 6379
DATE: 8/20/21 6:06 PM
SOURCE: Website
NAME: David Shiembob

COMMENT:

I would like to make a comment in favor of increased busing and against the idea of developing a gondola up the canyon. **(32.2.9A and 32.2.9E)** Buses are practical transportation solutions that offer much more flexibility than a gondola can. **(32.2.6.3D)** I believe improving the road and scheduling plentiful bus routes going up the canyon would help our transportation problems immensely. A key advantage buses have over the gondola plan is that routes can originate in multiple locations, making parking much less of an issue. Bus routes could originate from any location in the valley with a parking lot, whereas the gondola will always be departing from its base station. **(32.2.2I)** This means the base station area will be congested and people will still be stuck in traffic. **(32.2.6.5E)** Others will end up needing bus service just to get to the gondola. The only thing the gondola has going for it is that it will be a flashy selling point for tourism advertising. This is not a high priority for the millions of us who already live here and will be funding these solutions. Please say no to permanently altering LCC to build a gondola boondoggle and say yes to providing a transportation solution that will meet the needs of the greatest number of people - buses.

COMMENT #: 6380
DATE: 8/20/21 6:07 PM
SOURCE: Website
NAME: Glen Hartman

COMMENT:

Gondola makes alot of sense. **(32.2.9D)** Will Shuttle skiers during peak hours and draw tourists in summer. Widen road or busses not economical as buses only needed during a few peak times.

COMMENT #: 6381
DATE: 8/20/21 6:19 PM
SOURCE: Website
NAME: Peter Lasko

COMMENT:

We should not alter the canyon through road widening or building a gondola before attempting to solve the transportation problem through non-destructive, non permanent means. **(32.2.9C, 32.2.9E, 32.2.9A, and 32.29R)**

Our state's natural beauty is one of our greatest assets. Please don't ruin more of the canyon until we've tried improve bussing in good faith.

COMMENT #: 6382
DATE: 8/20/21 6:38 PM
SOURCE: Website
NAME: Sam Allen

COMMENT:

I prefer the expanded bus route option. In my opinion, it would be much harder to take my family skiing if I had to schlep everything onto a gondola and then to a resort. Cars and busses make family outings much easier. **(32.2.9A)**

COMMENT #: 6383
DATE: 8/20/21 6:46 PM
SOURCE: Website
NAME: John Evensen

COMMENT:

I live by mouth of canyon and fully support the gondola. It will be best for traffic and canyon use (32.2.9D).

COMMENT #: 6384
DATE: 8/20/21 7:11 PM
SOURCE: Website
NAME: Adam Davis

COMMENT:

I support expanded bus transportation in the LCC. **(32.2.9A)**

COMMENT #: 6385
DATE: 8/20/21 7:30 PM
SOURCE: Website
NAME: Earth Jacobs

COMMENT:

Trax. Am I missing something? Where is Trax in your EIS study. **(32.2.2I)** The start of the Ski bus is the Trax station for both canyons, 72nd and 9th. Are you kidding me. Run the Trax up to the mouth of both canyons, build your bus hub there. Have stop on the east west line, just like the north south ones. This would benefit the entire valley, Sandy Amphitheater, all the business and restaurants, supermarkets, bars and even churches. **(32.2.2I)** Its the most effective way to move lots of people. Everyone going to a Set destination, Ski resorts, take the bus. Homeowners, workers, backcountry skier should have priorities on the road. Alta/Bird season pass holders with a parking pass should drive. **(32.2.4A)** They should do so with the proper tires, chains and other safety gear in their cars at all time. **(32.2.2M)** You can be trap between two Avy, be always prepared. I live in Liberty well, ski all winter, over 60 days a season and I Bus it 90% of the time. No Trax, get real. It moves people in large numbers. Redo.

COMMENT #: 6386
DATE: 8/20/21 8:26 PM
SOURCE: Website
NAME: Patricia Iverson

COMMENT:

I have time share on the road side of Iron Blossam.
We prefer GONDOLA! **(32.2.9D)**

COMMENT #: 6387
DATE: 8/20/21 8:40 PM
SOURCE: Website
NAME: Dale Smith

COMMENT:

The gondola will eliminate a lot of the traffic accidents in the canyon during snowstorms. Twice my car was in an accident when an out of state skier/driver lost control of his vehicle and slid into my car. What a way to ruin a great powder day. I'm supporting the gondola in little cottonwood canyon **(32.2.9D)**

COMMENT #: 6388
DATE: 8/20/21 8:43 PM
SOURCE: Website
NAME: Mike Newberry

COMMENT:

Neither option is acceptable. **(32.29D)**.

COMMENT #: 6389
DATE: 8/20/21 8:49 PM
SOURCE: Website
NAME: Adam Imbriglio

COMMENT:

I am a home owner in cottonwood heights. I believe the gondola is the correct solution. Widening the road, adding buses or a bus lane is not an option that I think will work. **(32.7B and 32.7C)** The gondola is a safe solution for those high risk days when the road is closed, going to close, or they is just insane traffic trying to get up the canyon. I look forward to having the gondola as an option. **(32.2.9D)**

COMMENT #: 6390
DATE: 8/20/21 9:04 PM
SOURCE: Website
NAME: Dale Aychman

COMMENT:

I'm in favor of a public transport gondola instead of road widening up Little Cottonwood Canyon. I would think it would be less expensive to build than widening the road to 4 lanes, and avoid closures due to avalanche and extreme weather. I would ride the gondola if it was available. **(32.2.9D, 32.2.9C, and 32.2.7C)**

COMMENT #: 6391
DATE: 8/20/21 9:12 PM
SOURCE: Website
NAME: Walter Widmer

COMMENT:

My wife Pat and I are opting for the enhanced bus alternative with the snowsheds (32.2.9A).

COMMENT #: 6392
DATE: 8/20/21 9:19 PM
SOURCE: Website
NAME: Michael Reeve

COMMENT:

Gondola please (32.2.9D)

COMMENT #: 6393
DATE: 8/20/21 9:48 PM
SOURCE: Website
NAME: Vivian Oakes

COMMENT:

Limit cars to only those that live, work or are vendors. **(32.2.2L, 32.2.2K, and 32.2.4A)** No one needs a car in the canyon. Make parking in lots in the middle of the valley instead of at the mouths of the canyons. The crowded canyon entrances need to be limited for the locals living there. If express buses are provided then people could get to the resorts in a reasonable amount of time. **(32.2.2I)** Include BCC in the plans, if you make people jump through hoops to ski LCC then BCC will become more of a mess. **(32.1.1A and 32.20D)** Look at Crested Butte, what they did for busing as there is no parking at the resort so buses are the way to get to the ski resort.

COMMENT #: 6394
DATE: 8/20/21 9:49 PM
SOURCE: Website
NAME: Andonis Pavlantos

COMMENT:

The gondola is a use of tax payer funding that only benefits private resort traffic. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** This invades natural resources and open public land without benefit to backcountry users. Please invent a teleportation machine if you want to service private industry. The use of the word sustainable in the gondola advertising is a green washed statement that is not true there is nothing sustainable about the new infrastructure period. **(32.2.9E)** Thanks

COMMENT #: 6395
DATE: 8/21/21 6:12 AM
SOURCE: Email
NAME: Colin Clark

COMMENT:

I much prefer the gondola method, or alternative 2. **(32.2.9D)** I have tried going up the canyon on many powder snow days, and it's always a mess. Adding separate bus lanes would only improve traffic when there wasn't a big storm. **(32.2.6.3P)** One of the major attractions of the two ski resorts is being able to ski on a powder day. Only the gondola would completely solve this problem, and be reliable Regardless of the weather. Additionally, the pollution and noise of the buses would be worse for the canyons in the gondola. **(32.12A, 32.12B, 32.10A, 32.11A, and 32.11D)** Also, the gondola would certainly attract tourists, and you would have a lot of tourists from overseas or out of state who would be happy to use it during the summer and winter and enjoy the ride up the canyon. Currently on the bus or in a car, it's not an enjoyable ride, and you can't enjoy the view, the way you would on the gondola. Also, on the stormy days, the buses don't run reliably, and there are huge crowds to ride them. With a controller departing every two minutes, it would be much easier to get on and get up to the resorts quickly. I strongly favor the gondola alternative.

COMMENT #: 6396
DATE: 8/21/21 6:45 AM
SOURCE: Email
NAME: Beth Young

COMMENT:

I use that road several times per year, all seasons. I am very much in favor of the Enhanced Bus system with the peak traffic alternatives. **(32.2.9B)**

Last resort is cog rail.

Beth Young, Bountiful

COMMENT #: 6397
DATE: 8/21/21 6:49 AM
SOURCE: Email
NAME: Beth Young

COMMENT:

Thank you for acting to improve access to our beloved canyon. Traffic issues are the result of how much we all love it!

Please considered most strongly the Enhanced Bus and peak times alternatives, such as both lanes going up in the morning and both going downhill in the evening. And shoulder use during peaks.
(32.2.9B and 32.2.2EE)

Thank you, especially, for giving an extra 70 days to weigh in on this. Doris S. Young

COMMENT #: 6398
DATE: 8/21/21 8:18 AM
SOURCE: Website
NAME: Mo Sykes

COMMENT:

I don't support the gondola idea. **(32.2.9E)** It feels like a taxpayer handout to Snowbird and Alta, seeing as they are the only ones who benefit. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** At least a dedicated bus lane will benefit us all. I support running busses up the Cottonwoods year round. **(32.1.2C and 32.2.6.3C)** If UDOT doesn't want to run busses year round then the dedicated bus lane can become a pedestrian/cyclist lane during summer which would be better for us all, not just the resorts. **(32.9A)** The gondola would also ruin the viewshed of Little Cottonwood. **(32.17A)** I would personally hate to see 200+ Foot towers lining the canyon, and the access roads needed to maintain them. **(32.2.6.5L)** If we are going to screw up the canyon with either project, at least widening the road keeps the disturbance limited to an area that's already been disturbed. **(32.13B and 32.17B)** These new gondola towers are going to be placed in undisturbed areas. **(32.17A)** Them its worth considering the realities of the gondola project: huge lines, traffic to the base, what happens on a Saturday snow pay and the gondola has a mechanical problem, the fact that the gondola ride is twice as long as driving up canyon with no traffic... **(32.2.6.5C, 32.2.6.5E, and 32.2.6.5K)** I don't believe that the gondola will incentivize people to ride it over driving up canyon, especially on low traffic days where the gondola ride will be twice as long, provide you with nowhere to store your gear, and subject you to lines both up and down canyon just to get on the dang thing. **(32.2.4A)**. The Wasatch isn't a big range, and there is an upper limit on how many people should be up there. There isn't room for unlimited growth, so we have to be smart about how we proceed here. **(32.20B)** A bus lane for all, or a gondola handout for the resorts. Don't give them a handout.

COMMENT #: 6399
DATE: 8/21/21 8:23 AM
SOURCE: Email
NAME: John Gilchrist

COMMENT:

Dear Utah Department of Transportation,

I hardly go to the resorts in lcc. I am forced to drive or hitch to the many trail heads I frequent. A better buss schedule and more stops would be way more beneficial in my case. I also wouldn't mind paying tolls to access the canyon. **(32.2.9A, 32.2.6.3C, and 32.2.4A)**

Please don't mess the beauty of the canyon up with a gondola. **(32.17A and 32.2.9E)**

Sincerely,
John gilchrist
Salt Lake City, UT

COMMENT #: 6400
DATE: 8/21/21 8:28 AM
SOURCE: Website
NAME: Glenn Horner

COMMENT:

I very much prefer the gondola option. **(32.2.9D)** I must note that tolling and taxing I am so very tired of by the government. **(32.2.4A and 32.2.7A)** The example of this study alone years already spent years to go before anything is done. Incompetent isn't strong enough a word for the people that can actually make something happen.

COMMENT #: 6401
DATE: 8/21/21 8:33 AM
SOURCE: Website
NAME: Gabriel Bautista

COMMENT:

I support :) **(32.29D)**

COMMENT #: 6402
DATE: 8/21/21 8:36 AM
SOURCE: Website
NAME: Bruce Morra

COMMENT:

I prefer Gondola B. **(32.2.9D)**

COMMENT #: 6403
DATE: 8/21/21 8:38 AM
SOURCE: Website
NAME: Jeffrey Sharpe

COMMENT:

I support a gondola system. Gondolas are silent, hardly visible and have the potential to connect communities. **(32.2.9D and 32.11D)** Buses are a miserable way to travel.

COMMENT #: 6404
DATE: 8/21/21 8:43 AM
SOURCE: Website
NAME: Sam Rade

COMMENT:

This is a great idea! This will reduce traffic and parking limitations. (32.29D)

COMMENT #: 6405
DATE: 8/21/21 8:52 AM
SOURCE: Website
NAME: Tommy Heymann

COMMENT:

I think the gondola would serve as a great tourism attraction and also intrigue the many 801 areas natives who have never ventured into LCC in the winter because of the lack of snow sports interests! This would bring a lot of things positive to the area. But with that there a lot of cons to the pros as there is in everything in life!! But the main questions my peers and I have found are:

- Is the price to ride, comfortability, ease of equipment lugging, and the time it takes from bottom to top going to be a truly easier or better option for most or is it going to be there just like buses are now, But who actually rides them out of choice? **(32.2.4A)** Only people I ever heard was 2WD owners, and non licensed individuals and tourists!!! So it needs to be a truly thought out and aimed at convenience and almost fun and exciting in a sense!! Then it would really draw the vast majority of all people.
- The parking lot (s) need to be well beyond capacity expectations or this will cause frustration and deter people before it brings them back. **(32.2.6.5F, 32.2.6.5J, and 32.2.6.2.1C)**
- Should have some snacks breakfast and drink stations while waiting or even on board also to create one less stop for groups to make thus appealing for those meticulous schedulers!!**(32.2.3A)**
- the stop at n the bird needs to be quick for the whining alta cry babies or they won't ever consider riding a gondola having to be in the same room and breathing the same air as a snowboarder!!-or have alternating cars type thing and alta group just continues right on and doesn't even stop at the bird.. then the bird one drops and heads back down bypassing alta! **(32.2.6.5R)**.
- season pass holders should absolutely ride free to truly get people to even consider it. **(32.2.4A)**
- possibly make the entire UTA bus system and Trax system entirely free and tax dollared!! That would draw immense people **(32.2.4A)**. Who would ever wanna lug gear, pay up and pay down to be sardines in a hot full bus, stand in line to do so, to then being vehicle less for the day, having to worry about another's driving skills, on a steep canyon side with no seat belts in a bus. **(32.2.4A)** Rather than your own empty warm seat belted vehicle ya know???? The public bus system should be free to ever ever get considered as a option by most people that's for sure. Have WiFi on bus, upgraded seats, gear racks, TV with weather forecast and status of lift openings and things on the buses!!! **(32.2.4A and 32.2.6.5E)**) Widening the lanes some or adding two major highways with 12 lanes up and down is in no way going to influence someone's decision making regarding how to travel!!
- plus of all things the most important is we are in top 3 resorts in USA on everyone's book. We should be the face of reducing carbon emissions and so on. **(32.10A)** Or tearing down the beautiful land for more roads etc.

COMMENT #: 6406
DATE: 8/21/21 9:04 AM
SOURCE: Website
NAME: Paula Gellner

COMMENT:

A gondola makes far more sense compared to major road works and busing to Snowbird and Alta. **(32.2.9D)** Europe has been using gondolas for decades with huge success and the US is behind the times. Let's move away from wheels on the ground which will still lead to congestion when the roads are imperfect. I vote to start the EIA process so planning and construction can start asap (which will probably still be 5-10 years out). **(32.2.7C)** I vote a solid NO to any modes of transportation (gondola, lift) to areas outside of the resort footprints. **(32.2.6.3C and 32.2.6.5G)** If you want to get to Superior or other out of bounds areas, you should have the fortitude to get there on your own, NOT ride to the top. We don't need a bunch of newbies trying to ski areas way out of their limits. Stick to the resorts if you can't hike a peak on your own.

COMMENT #: 6407
DATE: 8/21/21 9:11 AM
SOURCE: Website
NAME: Sussette Newsom

COMMENT:

The gondola makes the most sense, with regards to safety and efficacy, please make that the choice. I ski and travel this canyon every year-let's get this one right! **(32.2.9D)**

COMMENT #: 6408
DATE: 8/21/21 9:12 AM
SOURCE: Website
NAME: Joseph Howelk

COMMENT:

I've always thought the best way to reduce the amount of vehicles is to reduce the amount of vehicles...mandatory 3/4 person carpool or you have to pay 20 bucks at the mouth of the canyon before coming in. Something like this will encourage people to ride the bus or carpool. **(32.2.4A)** The Gondola in my opinion makes zero sense, that's just a gimmick for the resorts and widening the road is a massive project that just allows more cars to be in the canyon. **(32.2.9E, 32.2.9C, and 32.7C)** Doesn't really solve the issue. The issue is people refuse to ride the bus or carpool **(32.2.4A)**. That's the key. More busses, mandatory carpooling. **(32.2.9A and 32.2.4A)** Thank you

COMMENT #: 6409
DATE: 8/21/21 9:14 AM
SOURCE: Website
NAME: Bill Visnovsky

COMMENT:

The projections to sell this project are typical "tree-hugger" propaganda. How do you mitigate the huge crowds waiting to get on at 9am and again at 4pm during the winter? **(32.2.6.5C)** Are you going to shut it down everytime some bureaucrat says to because of some pandemic? **(32.2.6C)** There also needs to be some fare stratification between locals and out-of-staters. **(32.2.4A)**. There should also be a "seniors" low rate. There are a lot of nice view/stop areas for photos during the fall- how does one get to those if the tram doesn't have multiple drop offs? **(32.2.6.5G)** You also need to post a detailed map of the location of the actual tram route and tower locations. **(32.2.6J)** This system should never be allowed to be some cash cow for the state. **(32.2.4A)**

COMMENT #: 6410
DATE: 8/21/21 9:35 AM
SOURCE: Website
NAME: Bruce Tremper

COMMENT:

In summary, of the two preferred alternatives, I favor the Enhanced Bus Alternative with roadway widening. **(32.2.9B)** But I also have other concerns, questions and comments:

1. I am not aware of any rigorous studies on the carrying capacity of Little Cottonwood Canyon. What is the ideal number of people at each ski area and in the backcountry? How many people are simply too many people? How much expansion should each ski area be allowed? This information should be the first step and all other plans should follow. **(32.20B)**
2. Are the ski resorts helping to pay for this project, and if so, how much? Since the transportation system, both summer and winter, largely benefit them, it seems that they should be paying for a significant amount. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**
3. The EIS does not address whether some busses will stop at the backcountry trailheads. Bus service to the backcountry trailheads would significantly reduce the need for additional parking at the trailheads. Plus it allows for cross-canyon tours without shuttling cars both summer and winter. **(32.1.2C and 32.2.6.3C)**
4. If people continue to use cars to access backcountry trailheads, I love the design for expanded parking lots and facilities at the trailheads. White Pine especially needs an upgrade because the exit to that lot is astoundingly dangerous on the inside of a curve with little visibility and two uphill lanes with almost everyone traveling well over the speed limit. There are many near-misses or worse each day. I always turn uphill and ascend to a pull off on the outside of the next curve where I can do a U-turn with good visibility, which is illegal but much safer. **(32.2.6.2.4A)**
5. The gondola is by far the worst alternative since it serves only the ski areas and no one else, both summer and winter. It's slower with more transitions and less flexibility. It seems that most people will choose to drive if they can. **(32.2.9E and 32.2.4A)**
6. I feel strongly that there should be an automobile toll for the canyon. There must be a penalty for bringing a ton or two of steel with you to ski each day, which also has to rise 3,600 vertical feet. As a minimum, there should be a toll for internal combustion engine vehicles and a no toll for electric vehicles, which at least recover much of their energy going downhill. For the same reason, all new busses should be electric. I have a friend in Switzerland who designs electric bus systems and the technology is definitely there and actively implemented. **(32.2.4A and 32.2.6.3F)**
7. This EIS is just for Little Cottonwood Canyon and does not address the greater need for a unified, transportation system serving Big Cottonwood Canyon and Park City as well. **(32.1.1A, 32.1.1B, and 32.20D)** I have always thought that the ultimate solution would be a fast train system between Salt Lake City and Park City with a connected branch from Salt Lake City to Little Cottonwood, Big Cottonwood to Park City. **(32.2.2I)** Much of the mountain branch would be in tunnels. Yes, it would be much more expensive, but my wife and I regularly visit Europe, and that is the way they do it in the Alps, and it works great. Recently, we spent 3 + months traveling in Europe and we rode trains everywhere and we never once drove a car. By clear necessity, we need to rapidly transition away from fossil fuels, and we need to responsibly plan a future with fewer cars as well as twice as many people living in northern Utah.

COMMENT #: 6411
DATE: 8/21/21 9:39 AM
SOURCE: Website
NAME: Jesse Kenyon

COMMENT:

I don't think the gondola makes any sense and is going to destroy the gorgeous look and feel of the canyon permanently. **(32.2.9E, 32.17A, and 32.4B)**

COMMENT #: 6412
DATE: 8/21/21 9:43 AM
SOURCE: Website
NAME: Roy Hardiman

COMMENT:

I support the La Caille Gondola alternative as it will provide the best approach for mitigating traffic, air quality, and skier experience in Little Cottonwood Canyon **(32.2.9D and 32.10A)**

COMMENT #: 6413
DATE: 8/21/21 9:49 AM
SOURCE: Website
NAME: Reed Rombough

COMMENT:

As a Salt Lake rock climber, ice climber, skier, trail runner, and mountain biker of over 10 years, I vehemently oppose the gondola and the widening of the roads. **(32.2.9E and 32.2.9C)** This will drastically effect the state of bouldering as a major source of tourism and local recreation, create an eyesore in the canyon, and only supports a single recreation run by corporations. **(32.17A, 32.17B, 32.4A, 32.4B, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I say no to the gondola, no to the widening of the road, UDOT needs more time to come up with an appropriate traffic solution that caters to all users of LCC. **(32.2.2PP and 32.1.2B)**

COMMENT #: 6414
DATE: 8/21/21 9:52 AM
SOURCE: Website
NAME: Nathaniel Shultz

COMMENT:

Thank you for all the work that you have put into exploring both of these options to better manage the traffic flow on busy winter LCC days. I personally have terrible concerns with BOTH options presented as a 15 year resident and frequent user of LCC year round. **(32.2.9C and 32.2.9E)** I would like to see the canyon remain as is and an improved bus system implemented for a few years of further study before an infrastructural changed be made in the canyon. **(32.29R)** I think an improved/ increased/ subsidized bus system could greatly improve the situation without having to alter the canyon further. **(32.2.9A and 32.2.4A)** I hope you will listen to the many concerned SLC residents and consider alternate options. I also think before either of the 2 proposed options can move forward the public should be informed of user cost. I also disagree that the project should be tax payer funded as it benefits specifically Alta and Snowbird. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

A very concerned citizen.
Nathaniel Shultz

COMMENT #: 6415
DATE: 8/21/21 9:54 AM
SOURCE: Website
NAME: David Taylor

COMMENT:

I prefer the bus alternative to improve Little Cottonwood Canyon transportation. A gondola is not the effective solution. **(32.2.9A and 32.2.9E)**

COMMENT #: 6416
DATE: 8/21/21 10:20 AM
SOURCE: Website
NAME: Sarah Soper

COMMENT:

In my opinion, the gondola alternative is the most appealing alternative that has been proposed. I agree with some of the statements made by the SLCA. I believe that it is important to consider less impactful alternatives before permanently altering the area. **(32.2.9A and 3.2.2PP)** However, I also feel that the alternatives listed by the SLCA would not satisfy the issue on a long term basis. That being said I also feel that the greatest concern should be placed on the environmental impact of any given alternative, an opinion that does not seem to directly coincide with SLCA's. **(32.29G)** The reason why this area is so popular is because there is something up road 210 that is worth seeing that cannot be found in the city (the natural environmen). So, if this means that in order to more effectively protect that natural environment, a gondola that effects climbing areas is necessary, then I feel that we should proceed in that direction. **(32.2.9D and 32.4B)**

COMMENT #: 6417
DATE: 8/21/21 10:44 AM
SOURCE: Website
NAME: Stephanie Waldo

COMMENT:

I've been a cabin owner in Albion basin since 1972. During the winter I need to bring gas up so I need a car but I've seen increase of cars people and avalanches. One of my cars snd a snow cat we're in avalanches. I fully support the gondola. Europeans have been using them for decades. **(32.2.9D)**

COMMENT #: 6418
DATE: 8/21/21 10:54 AM
SOURCE: Website
NAME: Andy McKerrow

COMMENT:

Bus lanes will provide year-round benefit to all drivers, passengers, cyclists, and pedestrians in the canyon. **(32.2.9B and 32.9A)** A gondola will only provide benefit for a fraction of the year that already grows shorter as the climate changes and average snow levels inevitably rise. **(32.2.2E)** It will only benefit an elite minority of Utah residents mixed with very wealthy people from out of state. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Gondola construction would be Utah taxpayers subsidizing the private seasonal businesses that operate in the canyon. They offer zero benefit for the majority of Utahns, who do not engage in the very expensive and unquestionably hazardous activities of these 2 large businesses. Should a gondola be constructed, those 2 businesses should pay for it. **(32.2.7A)** UDOT funds should be used for the benefit of all Utah travelers, which the bus lanes and associated highway improvements will accomplish. I am in favor of the bus lanes. I AM a skier, but I am not ok with channeling UDOT's limited funds into a project that is just for the recreation of a wealthy and elite minority.

COMMENT #: 6419
DATE: 8/21/21 10:59 AM
SOURCE: Website
NAME: Luke Kimmel

COMMENT:

I do not support the gondola option. **(32.2.9E)** We need to be more intelligent with our money and more intelligent with our design. There are few days throughout the year that would seriously require modified transit options and adding an extremely expensive gondola for those days is not reasonable. **(32.1.4D)**

COMMENT #: 6420
DATE: 8/21/21 11:51 AM
SOURCE: Website
NAME: Benjamin Bartz

COMMENT:

As a skier making travel decisions, the modernization of the transit system in little cottonwood canyon brings Utah to the top of my list as a travel destination. I fully support the Gondola option with La Caille base station as I believe it provides the best access to the canyon. As a guest in the region, the Bus service is much less attractive than simply driving a rental vehicle. **(32.2.4A)** The gondola provides an option that is more attractive than the personal vehicle, a requirement for any option to actually result in behavior change. **(32.2.9D and 32.2.4A)**

COMMENT #: 6421
DATE: 8/21/21 11:51 AM
SOURCE: Email
NAME: Morgan Millar

COMMENT:

Dear Utah Department of Transportation (UDOT),

I am writing to express concerns about the limitations of the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS). I am a Salt Lake resident who frequently travels to LCC for numerous outdoor activities year-round and value solutions that solve congestion problems with least possible impact on the natural environment. It does not seem like the actual plans will reduce the number of cars on the roads. **(32.2.4A and 32.7C)** A gondola is not the solution to this problem, and this is even shown in the EIS. Furthermore, the gondola approach is focused solely on ski resorts, while traffic and car congestion are year-round problems affecting all sorts of users. **(32.1.2B, 32.1.2C, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. There are other solutions that are cheaper, more effective, and serve more users all while not further damaging the ecosystem. The bus system could be enhanced dramatically without even expanding the road. If buses were convenient to use, people would actually be incentivized to use them. Currently, the public transit system is far too cumbersome for people to select this option over driving. **(32.2.9A and 32.2.6.3N)**.

If the real goal is reducing the number of cars on the road, it seems obvious that improving the bus system while also enacting some combination of private vehicle occupancy restrictions, tolls, and quotas during peak times could effectively solve the problem without any added environmental destruction. **(32.1.2B and 32.2.4A)** The fact that these simple solutions have been completely overlooked in favor of outlandish construction plans servicing only the ski resorts leads residents who have experienced the massive congestion problems even in the summers wondering what the real purpose of this effort is. It seems more about enhancing the marketability of the ski resorts for tourists than actually reducing congestion and creating sustainable solutions to traffic for both tourists and residents. I write to ask you to please reconsider the possible approaches to address this problem. Adding another lane to the road or installing a gondola will not solve the issues we currently have, only create new ones. **(32.2.9E and 32.2.9C)**

thank you,
Morgan Millar
Salt Lake City

Sincerely,
Morgan Millar
Salt Lake City, UT

COMMENT #: 6422
DATE: 8/21/21 12:04 PM
SOURCE: Website
NAME: Attaullah Baig

COMMENT:

Gondola feels better (32.2.9D)

COMMENT #: 6423
DATE: 8/21/21 12:20 PM
SOURCE: Website
NAME: Jackson Bellaimey

COMMENT:

I love the thoughtful attention that went into all of the plans. To me the bus and the Gondola seem similar in terms of long term cost and speed with maybe the gondola having higher capacity (esp with bad roads). A perhaps unmeasurable X-factor may be the novelty of a gondola. Warranted or not, I think I'd be more likely to hop on a gondola for the "experience" and stay riding because of the speed and environmental benefit. A bus feels less "sexy" and I worry that fewer people would be as excited about riding a bus compared to a gondola. At the end of the day the solution needs to attract as many riders as possible and I think the Gondola has a better likelihood of doing that. **(32.2.9D and 32.2.4A)**
Thanks!

COMMENT #: 6424
DATE: 8/21/21 12:36 PM
SOURCE: Email
NAME: Jake Decola

COMMENT:

Dear Utah Department of Transportation,

No gondola, no road widening. **(32.2.7E and 32.2.7C)** No private cars during certain hours, increased bus service akin to Zion, a bus every 5 minutes. **(32.2.2B)** No changes to the canyon should be made until a system like this has been proven to work or not work. I also agree with everything stated below.

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Jake

Jake Decola
Salt Lake City, UT

COMMENT #: 6425
DATE: 8/21/21 12:58 PM
SOURCE: Website
NAME: William Vargo

COMMENT:

I agree something has to be done to protect the canyon and also to make it useable to our ever increasing population. The gondola idea is the way to go. It will impact the canyon less and provide accessibility. **(32.2.9D)** Thank you.

COMMENT #: 6426
DATE: 8/21/21 1:22 PM
SOURCE: Website
NAME: Brodie Lower

COMMENT:

No development should happen until public transit is explored. **(32.2.9A and 32.29R)**

COMMENT #: 6427
DATE: 8/21/21 1:29 PM
SOURCE: Website
NAME: Karl Mudge

COMMENT:

I feel we should first implement enhanced bus service without additional lanes, in addition to toll and passenger restriction measures before proceeding to the 2 preferred alternatives being proposed by the project team. **(32.2.9A, 32.2.4A, and 32.29R)**

Regarding tolls, I support implementing it only for the resort skiers, which I suppose would require placing toll gantries at the resort entrances, not at the mouth of the canyon, or even just below Snowbird Entry 1, as has been proposed. I do support charging tolls between 7-10 am on weekends and holidays only. And tolls should be reduced as the number of passengers in the vehicle increase, to encourage car pooling. **(32.2.4A)**

Even if we decide to implement one of the DEIS preferred alternatives once it's been determined enhanced bus service without additional lanes and toll and passenger restriction measures aren't enough, we should not build snow sheds. If avalanches close the road until they can be cleared and reopened, so be it. **(32.1.2B, 32.2.9J, and 32.7A)** I shouldn't have to foot the bill to build them just so the ski resorts can make more money. And if you do build snow sheds, a 4' wide bike lane around them isn't wide enough for bikes to safely pass one another. **(32.2.6.2.3A)**

Also, if one of the Gondola alternatives is chosen, will bus service still be expanded, left as is, or eliminated? **(32.2.2W)**

I might be persuaded to go with a gondola service if all ski resort skiers other than those staying at one of the resort lodges is required to take the gondola and not allowed to drive their vehicle and park at the resort. **(32.2.2L)**

The expanded bus service without additional lanes and toll and passenger restrictions approach should include the additional mobility sites identified in the DEIS, as well as improving the parking at the trailheads. **(32.2.9A and 32.2.9O)** For the trailhead (TH) parking, I feel we need to:

1) expand the parking at the Gate Buttruss TH, not reduce it from 30 cars to 21 as proposed. Don't expand the parking at Lisa Falls at this point; I don't recall the parking there to ever have been a problem. **(32.2.6.2.4A, 32.4N and 32.4P)** .

2) the Gate, Bridge, and Lisa Falls TH's don't need a restrooms. Maybe 1 additional restroom is warranted at the White Pine TH, but not 2. **(32.4P)**

3) I definitely oppose Alternative C for parking that eliminates roadside parking in the summer months.

COMMENT #: 6428
DATE: 8/21/21 1:48 PM
SOURCE: Website
NAME: Avery Higgins Lopez

COMMENT:

I do not support the idea of widening the road in Little Cotton Wood canyon or building a Gondola. **(32.2.9C and 32.2.9E)** While the issue of heavy traffic in the canyons does need to be addressed, a Gondola would only allow more people to get up the canyons while the same amount of people if not more would still drive their cars. **(32.2.4A and 32.7C)**

COMMENT #: 6429
DATE: 8/21/21 1:56 PM
SOURCE: Website
NAME: Heather Warnock

COMMENT:

More lanes and more vehicles is not sustainable!!**(32.1.2B and 32.2.4A)** Some of the best mountains in the world have gondolas and they're part of the experience. People who are against the gondola obviously don't know/care about the avalanche danger in LCC. As a former employee of both Alta & Snowbird I can tell you, interlodge gets old, fast! We want to go home to our families and pets at night. I've also sat in traffic for 4+ hours going up and down that canyon. That's ridiculous! A gondola just makes sense **(32.2.9D)**

COMMENT #: 6430
DATE: 8/21/21 2:25 PM
SOURCE: Website
NAME: Valerie Clark

COMMENT:

I much prefer the gondola method, or alternative 2. **(32.2.9D)** I have tried going up the canyon on many powder snow days, and it's always a mess. Adding separate bus lanes would only improve traffic when there wasn't a big storm. **(32.2.6.3P)** One of the major attractions of the two ski resorts is being able to ski on a powder day. Only the gondola would completely solve this problem, and be reliable Regardless of the weather. Additionally, the pollution and noise of the buses would be worse for the canyons in the gondola. **(32.12A, 32.12B, 32.10A, 32.11A, and 32.11D)** Also, the gondola would certainly attract tourists, and you would have a lot of tourists from overseas or out of state who would be happy to use it during the summer and winter and enjoy the ride up the canyon. Currently on the bus or in a car, it's not an enjoyable ride, and you can't enjoy the view, the way you would on the gondola. Also, on the stormy days, the buses don't run reliably, and there are huge crowds to ride them. With a controller departing every two minutes, it would be much easier to get on and get up to the resorts quickly. I strongly favor the gondola alternative.

COMMENT #: 6431
DATE: 8/21/21 2:27 PM
SOURCE: Website
NAME: Kip Slaugh

COMMENT:

Build two big dams across the canyon use the gondola transportation idea store the water instead of loosing it and install hydro generators for electricity. Two problems solved easy greenie idea (**32.1.2B and 32.29D**)

COMMENT #: 6432
DATE: 8/21/21 3:31 PM
SOURCE: Website
NAME: Vo Martz

COMMENT:

I think skiers will still prefer to drive to SB or Alta as they have their preferences where to start skiing from. Snowbird, has several start points. Same with Alta. Those riding a gondola will need to take a shuttle to their skiing start point. **(32.2.6.5R)** What will be the avg hours the gondolas will run? **(32.2.6.5F)** Also on snow control mornings will the gondola's run, probably not. That will create a back up at the base gondola station. **(32.2.6.5K)**

COMMENT #: 6433
DATE: 8/21/21 3:35 PM
SOURCE: Website
NAME: Trish Gordon

COMMENT:

I'm in favor of toll roads. I'm in favor of bus options because they're flexible. **(32.2.4A and 32.2.9A)** I'm not in favor of the tram idea. **(32.2.9E)** I'm in favor of limiting the number of cars driving up the canyon by using a reservation system. Permits can be applied for online **(32.2.2K and 32.2.4A)**. If you need to go up the canyon, and you're not an employee or homeowner, you take the bus or get a permit. Every limited resource has to be regulated. **(32.2.9D)** We need to decide our priority, is it the canyon? Or is it the businesses? **(32.1.2B)** Once the priority is defined, the solution will be obvious.

COMMENT #: 6434
DATE: 8/21/21 3:43 PM
SOURCE: Website
NAME: Morgan Nicholson

COMMENT:

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

COMMENT #: 6435
DATE: 8/21/21 3:51 PM
SOURCE: Website
NAME: Dave Nickolay

COMMENT:

Get it done! (32.29D)

COMMENT #: 6436
DATE: 8/21/21 4:33 PM
SOURCE: Website
NAME: Knut Simonsen

COMMENT:

Support the Gondola alternative over bus. **(32.2.9D)** Recognize this being late to suggest new alternatives - as FDR stated: Look to Norway - especially as Alta is named after one of northernmost towns in Europe. They build avalanche covers above train and roads - picture robust roofs that still is open on downhill side. This keeps roads dry even with light snow (which also slows traffic to a snail's pace). They also invest the extra money where it makes sense to tunnel to straighten otherwise very curvy and steep road **(32.2.9K)**

COMMENT #: 6437
DATE: 8/21/21 5:01 PM
SOURCE: Website
NAME: Steven Glaser

COMMENT:

Comments on Little Cottonwood Canyon Draft Environmental Impact Statement
Steven Glaser

1. Table 1.4-6. This table should include the units for the crash rate. **(32.1.4G)**
2. The visual impacts of the gondola would be in conflict with the strategies in the Cottonwood Canyons Scenic Byways Corridor Management Plan for protecting scenic vistas. The Managed Lane Concepts, Reversible-lane Alternative with Overhead Lane-control Signs alternative was eliminated on this basis and without further analysis. Shouldn't the gondola alternatives should be eliminated on this basis? **(32.2.2D)**
3. Appendix 2A (Draft Alternatives Development and Screening Report) 2.2.2.3.3 Level 1 Screening Methodology, 2nd Full Paragraph, 3rd Sentence. It is stated that "a 1.2% growth rate was applied based on historical growth rates for a 22-year period starting in 2018 and ending in 2050." This sentence should be corrected; the length of the period is 32 years. **(32.2.2DDD)**.
4. Appendix 2A (Draft Alternatives Development and Screening Report) 2.2.2.3.3 Level 1 Screening Methodology, 2nd Full Paragraph, 3rd and 4th Sentences. The 3rd sentence states that a 1.2% annual rate of growth in Little Cottonwood Canyon traffic was assumed, such that the 30th highest hour level of traffic would increase from 1061 cars in 2018 to 1555 cars in 2050. The 4th sentence then states that the expected traffic growth was combined with the projected growth in the regional population to arrive at the same estimate of 1555 cars for the 30th highest hour in 2050. The EIS should explain how the projected growth in the regional population affected the estimate, given that it is no different that what is arrived at using the historical growth rate. **(32.2.2EEE)**
5. Within Little Cottonwood Canyon, the project goal is to reduce traffic during peak hours by 30 percent. The EIS analysis concludes that Gondola Alternative B meets this goal. However, the gondola is not a scalable form of transportation. An uncertainty analysis should be conducted to determine the likelihood that the gondola will succeed in meeting the project goals. This is because the traffic demand model has substantial "uncertainties, as it requires projecting the amount of road use out to 2050; i.e., by decades. **(32.2.6.5A and 32.2.6.5N)**

Appendix I (Draft Vehicle Mobility Analysis) to Appendix 2A (Draft Alternatives Development and Screening Report), Section 2.1, used a study that concluded that total traffic has been increasing in Little Cottonwood Canyon at a rate of 1.2 percent per year. (This study was published in 2018 although the EIS does not provide the years included in the data set.) It was then assumed that the 30th busiest hour would increase by exactly this same rate (for a total increase of 46 percent) through 2050. Modest changes in the assumed growth rate will result in quite different traffic levels by 2050. It would not be surprising if the 30th highest hour was substantially different. To give some perspective, note that Ski Utah (<https://www.skiutah.com/news/authors/pr/utah-sets-record-for-skier-days-in>) stated that skier days in 2018-2019 for all of Utah were 12 percent higher than in 2017-18, and 24 percent higher than for 2016-17. These data are for all of Utah and are not specific to Snowbird and Alta, much less Little Cottonwood Canyon as a whole. However, it is still notable that there was a 24 percent increase in two years, whereas the model is predicting only a 46 percent increase in 32 years.

It should be further noted that the traffic growth rate in Little Cottonwood Canyon as a whole is not necessarily the same as the growth rate of the 30th hour. For instance, it is possible that skier visitation is going up at greater than the average growth rate at peak times (holidays and powder days), balanced out by declines in November and April as climate change makes these months less reliable/desirable for skiing. **(32.2.2E and 32.2.2DDD)**

As a second example, the EIS states in its Draft Vehicle Mobility Analysis that "According to an analysis conducted for UDOT (Fehr & Peers 2018b), traffic on S.R. 210 has been increasing at a rate of 1.2% per year." (Appendix I (Draft Vehicle Mobility Analysis) to Appendix 2A (Draft Alternatives Development and Screening Report)). Assuming this is an accurate summary of the Fehr and Peers report, the 1.2 percent growth rate is an average for the year as a whole and is not specific to the ski season (much less the "busiest months of the ski season). It may well be that ski traffic has been increasing (or could increase) at a greater rate than the 1.2 percent, and traffic the rest of the year has been increasing by a smaller amount. **(32.2.2DDD)**

It would be inanity to spend half a billion dollars on a project and then have it fail. This is especially so if an uncertainty analysis would have shown that even though the most likely result would be for the gondola to be up to the task, there was also a reasonable probability that it would fail to meet the project objectives, and leave us with a consistently clogged road. Given that the capacity of the gondola cannot be increased, an uncertainty analysis needs to be conducted to determine the robustness of this solution with regards to meeting the project goals. **(32.2.6.5N)**

6. I wish to clarify a comment I previously submitted (Comments by Steven Glaser, August 19th, 2021, Comment on Section 1.2.1 of the Draft EIS). I asked that a holistic discussion be provided as to the extent to which people's overall experience in the canyon would be better or worse, and by how much, considering transportation times but also other factors. However, UDOT has made it clear in the Draft EIS that they are concerned with the transportation-related commuter, recreation, and tourism experience, and that transportation is UDOT's mission and jurisdiction. **(32.1.2B)**.

While these may be true statements, it is still the case that if UDOT achieves its project goals by making people less interested in coming up Little Cottonwood Canyon, they will have failed on this project. If the only way to make the gondola work was to place towers at the ski resorts such that many a visitor would think "ugh, I was hoping for a nicer looking resort,"**(32.4I)** the gondola would not be further considered. The same deference should be given to people who come up Little Cottonwood Canyon for other purposes, going to other destinations. For a successful project, it is critical that factors beyond transportation mobility, reliability, and safety be not just described in the EIS, but also be robustly considered in determining which alternative is the optimal transportation solution. **(32.2.9W)**

COMMENT #: 6438
DATE: 8/21/21 5:15 PM
SOURCE: Website
NAME: Dawn Fowler

COMMENT:

I think that many more busses would solve the problems in the canyon. We would get there much faster and it would save so much money. It would also be safer. **(32.2.9A)**

COMMENT #: 6439
DATE: 8/21/21 5:16 PM
SOURCE: Website
NAME: Robert Beretvas

COMMENT:

Sounds like a great idea. Do it **(32.29D)**

COMMENT #: 6440
DATE: 8/21/21 5:53 PM
SOURCE: Website
NAME: Brian Martain

COMMENT:

This option is, by far, the best choice. **(32.29D)**

COMMENT #: 6441
DATE: 8/21/21 6:17 PM
SOURCE: Website
NAME: Caitlin Murphy

COMMENT:

Please, you can not take these boulders away. **(32.4A and 32.4B)** Look at how much revenue they bring in to the community. Climbing gear is expensive, and you have headquarters of outdoor gear all over salt lake. It would be financially beneficial to keep the CLASSIC climbing routes. **(32.6D)** World class: I have climbed all around the planet. And little cotton wood canyon is one of the best: quality of rock, density of climbs, proximity to the road, and absolutely gorgeous scenery. Please don't destroy them. I will pay you to keep them. Name your price. (And you wouldn't have to pay for this very expensive project you're thinking about executing.

COMMENT #: 6442
DATE: 8/21/21 6:35 PM
SOURCE: Email
NAME: Hunter Page

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Hunter Page
Saratoga Springs, UT

COMMENT #: 6443
DATE: 8/21/21 6:36 PM
SOURCE: Website
NAME: Dana Patterson

COMMENT:

I am a skier, but I DO NOT support the gondola as this serves ONLY the ski resorts and has a heavy environmental impact. **(32.2.9E, 32.1.2B, 32.2.7A, 32.7B, and 32.7C)**

I support a phased-in, flexible, expanded, and year-round bus system for LCC. Preferably, this could be tried first without expanding the road. **(32.29R and 32.2.9A)**

COMMENT #: 6444
DATE: 8/21/21 6:44 PM
SOURCE: Website
NAME: Mark Wuthrich

COMMENT:

No gondola please (32.2.9E)

COMMENT #: 6445
DATE: 8/21/21 7:40 PM
SOURCE: Website
NAME: Arthur Hanson

COMMENT:

The gondola option has several problems:

1. Visual impact - the road is bad enough, gondola towers are unacceptable **(32.17A)**
2. Inflexible system designed for ski resort access only, reducing capacity to meet demand does not reduce costs-the gondola operates at one cost **(32.2.6.5A)**
2. Gondola does not allow stops at hiking and climbing trail heads-this alone should disqualify the gondola option **(32.1.2C and 32.2.6.5G)**
3. Safety - a break down of a gondola system leaves many people stranded with rescue becoming a considerable effort. There is much less risk of massive breakdown with buses and much less rescue effort **(32.2.6.5K)**
4. Operation issues. The longest Gondola in the world at present is 4.5 miles long (with 5.5 gondola in the wings). This Gondola installation would be 7 miles long minimum. What experience does UDOT have with operating such a long Gondola system safely **(32.2.6.5BB)**.

My view is that a bus system is more feasible and if private vehicle traffic is reduced (toll perhaps), the least disruptive to the canyon environment and the most flexible for offering drop offs at other trail heads **(32.2.9A, 32.2.4A, and 32.2.6.3C)**

COMMENT #: 6446
DATE: 8/21/21 7:56 PM
SOURCE: Website
NAME: Nick Mangelson

COMMENT:

I think that like every other resource, access to the canyon and resorts are finite, and should be treated as such. **(32.20B)** Both "preferred alternatives" carry with them significant environmental implications, and are not guaranteed to remedy the issue at hand. **(32.7B and 32.7C)** Bottom line, the canyon can only accommodate so many people, and that number has already been reached. **(32.20B)** Using tax-payer dollars to enrich the pockets of the ski resorts is short-sided and ill-advised. **(32.2.7A)** If preventing the expansion of the canyon or diversion of the traffic means the resorts means that they can't make more money than they already do, so be it!

COMMENT #: 6447
DATE: 8/21/21 7:58 PM
SOURCE: Website
NAME: Becky Arrowood

COMMENT:

I have been to Switzerland. Gondolas are the way to go!!!(32.2.9D)

COMMENT #: 6448
DATE: 8/21/21 8:12 PM
SOURCE: Website
NAME: Emilio Ortiz

COMMENT:

I strongly disagree with the projects to alter little cottonwood canyon. This will not only cause detrimental environmental impact, it will also greatly harm the rock climbing community. **(32.4A and 32.4B)** As climbers we strive to minimize our trace and respect the environment knowing that it is only through these ethical practices that we can sustainably continue our precious way of life. Please consider alternate means that do not involve destruction or historic boulders to the rock climbing community and that do not involve forever scarring the landscape and damaging the environment. **(32.2.9A and 32.2.4A)**

COMMENT #: 6449
DATE: 8/21/21 8:16 PM
SOURCE: Email
NAME: Laura Lincoln

COMMENT:

Dear Utah Department of Transportation (UDOT),

As a nearly 20 year resident of the wasatch front, I am supportive of growth in the local economy and population. I greatly 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? **(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. **(32.13B)** 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,
Laura Lincoln

Sincerely,
Laura Lincoln
Salt Lake City, UT

COMMENT #: 6450
DATE: 8/21/21 8:25 PM
SOURCE: Website
NAME: Michelle Callister

COMMENT:

I am a consistent visitor to Little Cottonwood Canyon. I love the mountains both during the summer and winter. I have driven the road many times during the winter and think a bus system would be best. **(32.2.9A)** I have taken the ski bus and have always had an enjoyable time taking it. The gondola would be a terrible addition to the canyon. **(32.2.9E)** First off it would ruin some of the most iconic views of the Salt Lake Valley that many locals have come to love. **(32.17A)** Also, let's be real the gondola is not going to be used much during the summer due to the lack of stops. **(32.2.6.5G)** Many individuals love to hike White Pine and hike or rock climb in different areas in the canyon. These individuals will not use the gondola. This is why a bus service is better. During the summer it is easier to limit the number of buses in the canyon. **(32.1.2C and 32.2.6.3C)** After taking the time to learn about the different options, the bus system is a better solution. Thank you for taking the time to read my comment. From a very concerned citizen of Sandy.

COMMENT #: 6451
DATE: 8/21/21 8:26 PM
SOURCE: Website
NAME: Madison Hughston

COMMENT:

While the two main alternatives proposed by UDOT help to reach the mobility and reliability goals of transportation in Little Cottonwood Canyon, other, less destructive alternatives should be explored and tried first. **(32.2.9A and 32.2.2PP)** The Enhanced Bus with roadway widening alternative creates a medium visual change and the Gondola creates a high visual change. **(32.17A and 32.17B)** These changes impact popular and legendary bouldering routes that LCC is known for. The Gondola would impact 142 problems and the Enhanced Bus with roadway widening would impact 131 problems. **(32.4A and 32.4B)** While these alternatives are suggested as an option for a solution, they are drastic and detrimental changes to the property, landscape, and wildlife of LCC. **(32.13A and 32.13B)** Alternatives that are permanent to LCC's landscape should not be explored unless other alternatives such as the Enhanced Bus and Park and Ride options are examined. **(32.2.9A)** Perhaps the option of limiting the number of people allowed into the canyon on each given day should be addressed. **(32.2.2L, 32.2.2K, and 32.2.4A)** There should be more Park and Ride locations and buses operating throughout the winter, including buses that stop at classic backcountry skiing routes as well. **(32.2.6.3C)** A reservation system would be useful to avoid congestion at the mouth of the canyon on any given day. **(32.2.2K)**

COMMENT #: 6452
DATE: 8/21/21 9:17 PM
SOURCE: Email
NAME: Savannah Knudson

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Savannah Knudson
Layton, UT

COMMENT #: 6453
DATE: 8/21/21 9:28 PM
SOURCE: Website
NAME: Logan Froerer

COMMENT:

Please go with the bus route, not the gondola!!(32.2.9A and 32.2.9E)

COMMENT #: 6454
DATE: 8/21/21 9:35 PM
SOURCE: Website
NAME: S Douglas Wismer

COMMENT:

Love the idea of the Gondola. Please build it!(32.2.9D)

COMMENT #: 6455
DATE: 8/21/21 10:03 PM
SOURCE: Website
NAME: Peter Cannon

COMMENT:

Sandy resident, skier, and octoberfest patron. I 100% support the gondola idea. **(32.2.9D)**

COMMENT #: 6456
DATE: 8/21/21 10:18 PM
SOURCE: Website
NAME: James Abbott

COMMENT:

Letter written to Governor Cox on August 2, 2021

Governor Cox,

The Gondola Works Utah group is spending a lot of money on advertising trying to convince a lot of people - including you - that the Gondola is the right solution for reducing traffic in Little Cottonwood Canyon. I am a long-time season pass holder to Snowbird, and have formerly skied whole seasons at Alta, Solitude and taught skiing at Deer Valley for two years. I am also a former Wall Street equity analyst and I am a senior executive at one of Utah's largest employers. Thank you for allowing me to share my view; I hope I might bring to light some considerations which I believe make the Bus approach the superior one, based upon reason alone: **(32.2.9A)**

- Simply stated, the Gondola plan costs more, as you've noted in your comments to the media on the subject. As a former Wall Street equity analyst, I've analyzed more than 100 businesses and evaluated their business models. Cost is not the only factor, but it is a considerable one. The Gondola costs approximately 20% more than the Bus+ proposal (busses, plus the widening of the road), and therefore one must consider carefully if the extra cost comes with an extra benefit. I strongly question whether it does: the cost of the debt service alone on the additional \$3 million a year more than the bus solution, immediately eliminating the lower annual operating cost benefit of the Gondola. A final note on dollars and cents: we all have watched big projects such as the Gondola run over budget - sometimes by 2x and 3x; with busses, the costs are reasonably certain. Unlike the Federal government, if local and state politicians have to raise taxes to balance project overruns, then there are almost certain political consequences to such an unpopular moves. **(32.2.7C and 32.2.7E)**

- Nine (9) hours and 54% less efficient. What is the value of the citizens' time? How much is the value of nine hours, per person, per year? The Gondola takes 54% more time - 13 minutes longer - each way, when compared to a Bus. A typical skiing family that visits the resorts 20 times per season will spend approximately nine hours more sitting in the Gondola than they would on a Bus. In your comment in the Deseret News, you "stated that you were leaning to the Gondola solution because, in part "Just the ability to move people at such a high rate of speed and get people up and down very quickly - it's much more efficient than the bus system would be." I suspect that when you said that, the Gondola Works folks had not yet alerted you to the additional 13 minutes of travel time each way on the Gondola. In percentage terms, the duration of the Gondola is 54% longer (37 minutes to Alta) than the Bus (24 minutes to Alta). Yikes!

- Avalanche delays are still highly likely to persist. The Gondola Works folks will tell you that the Gondola will work even when there is an avalanche closure. I would question that very heavily. It is commonly said that SR 210 (aka Little Cottonwood Canyon) is the only road in North America where it is legal to shoot heavy artillery over the road; I cannot imagine the Gondola - or busses - running while such mortars are being fired across the path. That means the Gondola will be sitting idle, awaiting the completion of avalanche control work, just like the busses and cars. And for the one or two times every five years that an avalanche blocks the road (and the Gondola would likely still be able to run), please consider the other disadvantages of the Gondola that are continual and recurring, rather than the episodic road closure. **(32.2.6.5H and 32.2.6.5Z)**

- Wind and lightning holds. If you ski Snowbird regularly, you'd be very familiar with wind holds on the Aerial Tram. This even applies to chairlifts. And lightning holds (less common in the winter, but not uncommon during the other seasons). Although Gondola Works delights in highlighting the lack of stopping the Gondola due to avalanche holds (which I am not at all ready to invest in this narrative), Gondola Works fails to acknowledge the continual wind holds that occur for all aerial tramway systems. **(32.2.6.5K)**

- Would you put all the eggs in one basket? All mechanical systems will be in need of maintenance, and inevitably things break that render the system to fail or stop for a period of time needed to fix them. The Gondola would have - on a busy Saturday, holiday, or powder day - about 650 passengers suspended above ground. For this thought experiment, assume the mechanical failure takes one hour to repair. One thousand and fifty passengers (1,050 - the hourly "capacity of the Gondola) are delayed by an hour in arriving at the resort - and in reality, all the others waiting to get on at the bottom are also delayed by an hour - perhaps another 500 to 1,000? Now you have at least 1,050 cumulative hours spent waiting in the delay, and perhaps as much as 2,000 hours. The Bus solution also carries more than 1,000 passengers per hour. But when a bus fails (UTA could provide the statistics on its mechanical failure rate), only 42 people are delayed by an hour, while the other busses run without problem. Diversification - busses provide diversification against mechanical failure. The lost or "wasted" hours spent awaiting a mechanical fix are 96% less per incident in the Bus solution. **(32.2.6.5K)**

Is the Gondola more sexy than Busses? Sure - of course aerial tramways are beautiful. But in this use case, would you want to pay 15% to 20% more for a solution that actually reduces efficiency compared to the less sexy, but cheaper, faster, and lower risk solution? I might also encourage you to also consider adding heavy tolls to any traffic heading up the canyon on a busy day. Similar to the Utah Jazz' flash seats, motorists who still want to drive can do so based upon a finite number of day (or possibly hourly) licenses, with an auction system that opens at 6:00 a.m.; similar to the way computers match buy and sell orders in the capital markets, or HOV lanes are priced based upon demand, the market price for a car would be determined based upon demand that day or hour (maybe \$50 for a car on President's Day when there is two feet of fresh powder, and maybe only \$2 on a day in May when Alta is closed and almost no one is heading up to Snowbird). The cost of the license would be used to cover the cost of the Bus+ solution, thus making it very affordable for anyone to ride the bus. This solution attempts to add sensitivity for lower-income families and individuals who want to use the canyon's services, but may not be able to afford the hefty price tag of driving a personal vehicle on the heaviest days of the year. Of course, lower-income folks would likely be able to afford traveling in the canyon on non-peak days. **(32.2.4A and 32.5A)**

Thank you for your time in considering this rebuttal to the Gondola Works' large budget that is attempting to sway people to its solution. Hopefully logic wins over marketing dollars spent.

Regards,

-James Abbott, [REDACTED], Utah

COMMENT #: 6457
DATE: 8/21/21 11:15 PM
SOURCE: Website
NAME: Robert Bills

COMMENT:

I have been driving the canyon for over 50 year's and employed at Snowbird for 41 years. I am now 67 years old. Driving the canyon is a chore, often dangerous during bad conditions. However, I need to get there to work. Oftentimes, I'm stuck there on snow nights or asked to stay. Please al~~v~~ivate this hassle and danger. Build the gondola. It's not the perfect solution. But, nobody knows of a better one. Build it!
(32.2.9D)

COMMENT #: 6458
DATE: 8/21/21 11:39 PM
SOURCE: Website
NAME: Jessica Weaver

COMMENT:

Any solution that irreversibly alters the landscape is an undesirable option, and I'd argue not a solution at all. If the solution is to be truly supportive and inclusive to all recreationalists, a gondola or constructing a road system that destroys world famous boulders would be detrimental. **(32.2.9C, 32.2.9E, 32.4A, and 32.4B)** Tolling and single occupancy restrictions are much less invasive, will help add revenue for the department, and preserve the integrity of the areas we all love so much. **(32.2.2Y and 32.2.4A)**

COMMENT #: 6459
DATE: 8/22/21 1:06 AM
SOURCE: Website
NAME: Scott Harvath

COMMENT:

I have been driving the canyon for over 15 years. As time goes on I have seen traffic grow more than I thought it ever could. Without the gondola problems consist of, traffic, crashes emissions, parking ect. I believe that this gondola can help all of us who enjoy the canyon and it's nature. I am all for it. **(32.2.9D and 32.10A)**

COMMENT #: 6460
DATE: 8/22/21 3:22 AM
SOURCE: Website
NAME: Justin Slocum

COMMENT:

I think this gondola is an excellent solution to reduce traffic and carbon emissions and also improve the value of the community. **(32.2.9D, 32.7C, and 32.10A)**

COMMENT #: 6461
DATE: 8/22/21 7:29 AM
SOURCE: Website
NAME: Brand Hawkins

COMMENT:

Expand the bus routes. The gondola sounds cool but comes across as another gimmick of theme park ride. **(32.2.9A)**

COMMENT #: 6462
DATE: 8/22/21 7:46 AM
SOURCE: Website
NAME: Daniel Thomas

COMMENT:

Climbing in Utah is important to me personally, and I am therefore quite concerned about the UDOT proposals that would drastically alter the natural boulder landscape in Little Cottonwood Canyon. Without the boulders in LCC, I would not have found a lasting connection to nature that has had a profoundly positive impact on my life. Please reconsider the measures that UDOT has proposed:

UDOT's gondola and additional lane (s) proposals would have an unacceptable impact on the climbing experience as well as year-round dispersed recreation access throughout all of Little Cottonwood Canyon. **(32.4A, 32.4B, and 32.4G)**

UDOT must find a new alternative based on an expanded electric bus service coupled with tolling and other traffic mitigation strategies that includes dispersed recreation transit needs before any permanent changes are made to Little Cottonwood Canyon that will forever alter the landscape, **(32.2.6.3F, 32.2.9A, and 32.2.4A)**

Both UDOT proposals threaten iconic climbing throughout Little Cottonwood and at least 64 boulders and 273 boulder problems. **(32.4A and 32.4B)**

UDOT's proposed parking lot "improvements" would severely limit access to the most popular climbing in the canyon by dramatically reducing the already limited parking currently available at the Gate Buttress, Grit Mill, and at the lower Little Cottonwood Park and Ride. **(32.4A, 32.4B, 32.4N and 32.4P)**

COMMENT #: 6463
DATE: 8/22/21 8:03 AM
SOURCE: Website
NAME: Shane Farver

COMMENT:

As a former resident of the Salt Lake valley, avid outdoor enthusiast, and Utahn who still makes his way to Little Cottonwood Canyon, I oppose both solutions UDOT has offered for traffic mitigation in the canyon. **(32.2.9C and 32.2.9E)** Any solution must balance between the needs to the population, the needs of the environment and the character of the space. Neither the gondola nor the enhanced bus service with lane widening do that. The gondola would be a visual blight on a truly special canyon and forever change its character. **(32.17A)** The enhanced bus service with lane widening is an expensive solution that does not first attempt more creative ways of dealing with traffic in the canyon. **(32.7B and 32.7C)** Instead, I support enhanced bus service without lane widening. **(32.2.9A)** By having the busses use the lanes that are already in existence, and having certain points at which gates would stop individual car traffic while busses go through, we would incentivize riding mass transit rather than in individual vehicles. **(32.2.4A)** Adding an extra lane only encourages more use of single vehicles. **(32.2.4A)** Does something need to be done about the traffic at LCC? Yes. However, we must start with the most prudent solution first, as changing the character of the canyon is largely irreversible.

COMMENT #: 6464
DATE: 8/22/21 8:15 AM
SOURCE: Website
NAME: Patrick Kolbay

COMMENT:

As a lifetime resident of Salt Lake, a member of Salt Lake County SAR and Brighton ski patrol, I very clearly understand the increasing issue of traffic in our canyons. However, of the litany of reasonable approaches to solving this issue, building a gondola does not remotely fit the bill. **(32.2.9E)** Having a large gondola fill them canyon seems antithetical to the reason these canyons are already so popular: experiencing nature and escaping the city jungle. This solution seems more intent on generating publicity for tourism than actually fixing our issues. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I certainly support efforts for Utah to utilize tourism as a major component of its commerce, but the gondola is beyond the pale. Particularly when we have yet to implement so many other options ranging from increased public transportation and parking (in the valley), toll booths, etc. **(32.2.9R, 32.2.2I and 32.2.4A)** Building a gondola is, at best, a last resort solution.

Thanks for considering my comments.

-Patrick-

COMMENT #: 6465
DATE: 8/22/21 8:36 AM
SOURCE: Website
NAME: Robert Larsen

COMMENT:

It is my opinion that the gondola should be the winner. **(32.2.9D)** Some of the primary goals have to be a reduction of traffic and ability to operate in bad weather. The gondola option meets both of those better than improving the road. I will allow that there is a visual impact, but the canyon is far from pristine and the trade off for fewer vehicle emissions of both noise and air pollution is, for me, a trade that favors the gondola. **(32.17A, 32.10A, and 32.11D)** A reasonable question has to be if either of these is worth the cost considering the small number of days when it matters and overall the small number of users.

COMMENT #: 6466
DATE: 8/22/21 8:51 AM
SOURCE: Website
NAME: David Lloyd

COMMENT:

I feel that neither the gondola nor the proposed enhanced bus service will best meet the needs and interests of all canyon users, with both of these proposed options causing unnecessary harm to the canyon ecosystems. **(32.2.9C, 32.2.9E, 32.13A, and 32.13B)** Before jumping to one of these two options, I believe we should exhaust all other alternatives prior to causing irreparable harm to our canyon. **(32.2.2PP)**

In my opinion, this would involve closing the canyon entirely to private vehicles (with some exceptions, i.e., canyon residents, other essential workers and staff, etc.), building sufficient parking for private vehicles at existing park and ride lots, and providing an enhanced bus service without widening the road. **(32.2.2B and 32.2.2I)** Busses would run frequently enough to meet demand, with a majority of busses being "express busses" with direct service to resorts and a smaller number of busses making stops to service backcountry trailheads. **(32.2.6.3N and 32.2.6.3C)** Doing this would cause the least harm to canyon ecosystems, would have the smallest visual impact on the canyon, and would best meet the needs of all users; presumably, it would also be cheaper than the other proposed solutions. Not only could this serve as a solution to Little Cottonwood Canyon, but it could also serve as a solution for Big Cottonwood Canyon.

Perhaps we would find that this doesn't fully meet the demands of canyon users, and that would be ok; if such is the case, we will have done minimal harm to our canyons and can reevaluate what may be the best solution for canyon users at that point.

COMMENT #: 6467
DATE: 8/22/21 9:17 AM
SOURCE: Website
NAME: Chris Kirk

COMMENT:

To Whom it May Concern,

I'm writing to express my concerns on several issues involved with the current Little Cottonwood Canyon transportation proposals.

The first item I want to address is the expansion of Wasatch Blvd. As a resident of Cottonwood Heights who lives directly below Wasatch Blvd, I am **STRONGLY OPPOSED** to any road widening of Wasatch. **(32.2.9L)** This is due to safety concerns. With added lanes brings higher speeds. For anyone who drives Wasatch Blvd regularly, it is common knowledge that by the gravel pit where Wasatch is 4 lanes wide most vehicles travel 60-70mph!! I fear that these high speeds will continue if we further expand Wasatch. Do we really want traffic going freeway speeds near residential neighborhoods? I sure don't!!! Heck, I'm afraid now to walk, run, or cycle on the current two lane road with a 50mph speed limit. **(32.2.6.2.2A)**

I've been told that the extra lanes will help ease congestion. In my opinion this is a hoax. I have seen the 3-4 days per year where Wasatch becomes a parking lot due to canyon closure for avalanche control. **(32.7A, 32.7B, and 32.1.4D)** Yes it is annoying when this happens, but how is a widen road going to solve this problem when the canyon is closed while everyone is trying to go up it? The same thing will happen with a widen road. This time instead of having to cross 2 lanes of traffic to leave my neighborhood I will now have to cross 3 or 4 lanes of backed up traffic (much more dangerous). Why expand the road to "solve" an issue that occurs only a few times a year? **(32.1.2B and 32.2.6.2.2A)** Plus, the road will eventually narrow to two lanes again as it reaches the mouth of the canyon. This creates another bottle neck situation where cars going 60-70mph will have to merge together all at once. Hence, creating another safety issue.

As for the gondola proposal. I'm against it. **(32.2.9E)** I feel that this is a taxpayer funded project only serves the ski resorts (private businesses). **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Many people use the canyon apart from skiing or visiting the resorts. This gondola will not serve their needs as it will only stop at Snowbird or Alta. What about those that want to go elsewhere in the Canyon (i.e. White Pine, Tanners Flat, Lisa Falls, etc.)? **(32.2.6.5G and 32.4G)**

If anything I would support an expanded bus service. **(32.2.9A)** However, the current bus service proposal I feel won't do enough. Instead, I think UDOT should look at what Zion NP has done with their shuttle system and mimic that alternative. During busy days in the winter and summer I feel that the canyon should be closed to private vehicle traffic (with exceptions for special circumstances) and only shuttle buses allowed. **(32.2.2B)** This will eliminate congestion, reduce emissions, and having multiple stops along the route will allow visitors to get off and on where they wish. The money that would have been used to expand the road instead could be used to build large parking areas at the mouth of the canyon, covered shuttle stops along the canyon route, and pay for operations of the shuttle system.

COMMENT #: 6468
DATE: 8/22/21 9:18 AM
SOURCE: Website
NAME: Brian Beesley

COMMENT:

Please do NOT put a gondola up Little Cottonwood Canyon. **(32.2.9E)** I am a lifetime resident of Salt Lake and recreate in Little Cottonwood Canyon year round climbing, hiking and skiing. I have been a season pass holder at Alta for the past 6 years. Allowing a gondola up LLC with forever destroy the natural beauty of this beautiful canyon that so many use to escape the city. **(32.17A)** This land is not an amusement park. The problem with the canyon and the ski resorts is not that there are not enough parking spots or people in the canyon and the solution is not how to get more people into the canyon. **(32.1.2B and 32.2.4B)** We have a limited resource. A wider road with bus lane, incentivizing carpooling, and perhaps putting a capacity on the number of cars allowed in the canyon at one time is the only solution to improving the experience in LLC now and in the future. **(32.2.9B, 32.2.4A, and 32.2.2L)** We are a family of 5 and I can't imagine driving to the base of the canyon, getting on a bus to the base of the gondola, taking the gondola to Snowbird, potentially transferring gondolas to Alta, and then unloading all the gear for a family of 5. **(32.2.6.5J and 32.2.6.5R)** And then having to do this all over again a few hours later. A gondola would ruin the opportunity and experience for young families looking to enjoy a day of skiing up at Alta. And while a gondola may work for access to the 2 ski resorts in LLC, it could never work to access the many climbing routes and trails that line the walls of LLC. **(32.1.2C and 32.2.6.5G)** A gondola is a bad idea now and a bad idea in the future. It may sound exciting to some to take an elevated ride up LLC, but once the excitement wears off we are left with an eyesore and a less accessible and less usable canyon. A wider road that allows a bus lane is the only reasonable solution to maintain the natural beauty and ease of accessibility to this treasured land.

COMMENT #: 6469
DATE: 8/22/21 9:36 AM
SOURCE: Website
NAME: Erin Beltran

COMMENT:

I used to love the idea of gondolas in the Cottonwoods for many lofty reasons, but this plan for one is a hard NO. **(32.2.9E)** If you build it like this, no one will be able to access any trails along the way. **(32.4G)** That's unjust. The resorts and stupid French restaurant will profit off the people's taxes while only helping the rich people who already ski resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** It'll get shut down for winds. **(32.2.6.5K)** The road plan is better. It could benefit cyclists in the summers as well as skiers in the winter. **(32.2.9B)** The bussing currently proposed is inadequate, but it can be improved before the new road opens. **(32.2.6.3N)** We need bus stops at all major trailheads/picnic areas/uphill starts, not just the resorts **(32.1.2C and 32.2.6.5C)** . We need real public transit routes all over the city, incl express routes perhaps on weekend mornings, to get to the canyon shuttle starts. **(32.2.2I)** The avalanche prevention mechanisms will help keep the road open and safe for all people unlike gondola winds (Who wants to be stuck dangling in the air for hours on such a long trip needing evac?).

COMMENT #: 6470
DATE: 8/22/21 9:45 AM
SOURCE: Website
NAME: Alan Ralphs

COMMENT:

I vote for gondola. (32.2.9D)

COMMENT #: 6471
DATE: 8/22/21 10:37 AM
SOURCE: Website
NAME: Ryan Pilstl

COMMENT:

Please focus on creating transportation alternatives that will not effect the terrain as the gondola will. The express bus service seems like the best option to move forward with. **(32.2.9A)**

Thanks

COMMENT #: 6472
DATE: 8/22/21 11:20 AM
SOURCE: Website
NAME: Jan Franzen

COMMENT:

The EIS needs to consider other recreational uses than resort skiing in LCC, such as back country skiing and snowshoeing in the winter and hiking in the summer. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Parking in the canyon fills up fast at White Pine trail head in the summer and winter and alternatives to car transportation will be needed in the future. **(32.1.2C and 32.2.6.3C)** The gondola alternative does not provide the flexibility to solve these issues. Also, the visual impact of the large gondola towers will severely degrade the beauty of the canyon. **(32.17A)** The only alternative that has the flexibility to improve the experience for all recreational users and preserve as much of the beauty of the canyon as possible is the enhanced bus service. However, a 3 lane alternative to widening the road should be considered with an alternating dedicated bus lane. **(32.2.2D)**

COMMENT #: 6473
DATE: 8/22/21 11:32 AM
SOURCE: Website
NAME: Shirley Streff

COMMENT:

The EIS needs to consider other recreational uses than resort skiing in LCC, such as back country skiing and snowshoeing in the winter and hiking in the summer. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Parking in the canyon fills up fast at White Pine trail head in the summer and winter and alternatives to car transportation will be needed in the future. **(32.1.2C and 32.2.6.3C)** The gondola alternative does not provide the flexibility to solve these issues. Also, the visual impact of the large gondola towers will severely degrade the beauty of the canyon. **(32.17A)** The only alternative that has the flexibility to improve the experience for all recreational users and preserve as much of the beauty of the canyon as possible is the enhanced bus service. However, a 3 lane alternative to widening the road should be considered with the lane alternating for morning and afternoon traffic. **(32.2.2D)**

COMMENT #: 6474
DATE: 8/22/21 11:47 AM
SOURCE: Website
NAME: Donna Jacobs

COMMENT:

Bus service in Little Cottonwood Canyon preserves the access and scenery of our stunningly beautiful mountain environment. As in urban commutes, bus stops provide multiple access points. **(32.2.6.3C)** Corporations aren't the sole interests and skiers aren't the sole users of our canyons. Do respect cyclists, hikers, and mountain bikers who access canyon roads and trails. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 6475
DATE: 8/22/21 11:54 AM
SOURCE: Website
NAME: Madeline Kaminski

COMMENT:

I would like to see traffic moderating alternatives that do not involve such invasive construction. **(32.2.2PP)** I do not feel like enough effort has been put towards basic traffic mitigation to justify full canyon lane expansion or a gondola. Little Cottonwood Canyon still hold so much natural environment and a lot of that would be devastated if there were to be such large construction project. I oppose both the gondola and lane expansion options **(32.2.9E and 32.2.9C)** . The climbing areas and hiking trail up and down the canyon are extremely important places to me and I would be heartbroken to see them ruined just so more people can spend more money at the ski resorts. **(32.4A, 32.4B, 32.4I, and 32.2.7A)**

COMMENT #: 6476
DATE: 8/22/21 11:56 AM
SOURCE: Email
NAME: Heidi Gledhill

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Heidi Gledhill
Springdale, UT

COMMENT #: 6477
DATE: 8/22/21 12:01 PM
SOURCE: Website
NAME: Fredrick Scott

COMMENT:

In general terms I support both of the two preferred alternatives, with my preference being for the Gondola from Le Caille option. **(32.2.9D)** Americans hate busses (the mentality is 'that's what poor people use') but they can get behind using a gondola (that's a ski lift, the sort of thing rich people use). It is unfortunate but that is our mentality and which option we choose will strongly affect people willingness to use it. **(32.2.4A)**

While both of these options could work, the determining factor in their success is going to be in how they are implemented and how we get people to actually use the public transport option, i.e. the bus or gondola. If there is a fee, any fee, to ride either the gondola or the bus, people will be highly unlikely to use the service. **(32.2.4A)** I certainly will not be using it. It must be substantially financially advantageous to use these services as they will certainly be a hassle in comparison to driving. If we are to look at a road as we do in this case, as a socialize-able public infrastructure that should be free (except to reduce congestion) then there is no reason we should not look at the gondola or even the bus as the same sort of public infrastructure that should be free. A fee is a disincentive. If the bus or gondola has a fee, we will have spent a great deal of money on something that will not be used. The pro ski area propaganda website gondolaworks.com says the cost of maintenance and operation of the gondola will be paid for by users. This is a terrible idea. Individual cars do not pay to use that particular road directly. If we decide the bus or gondola operation and maintenance must be paid for by users it should be an indirect fee. The fee should be rolled into the lift ticket prices and then anyone regardless of if they have a lift ticket or not should be allowed to ride for no fee. Please do not spend over a billion dollars for a project that will be unused and unsuccessful. Implementation is key. **(32.2.4A)**

I understand that the mission statement of this project is not to reduce emissions but it feels like they should be given heavier consideration considering we cannot see the sky in the Salt Lake Valley during much of the winter and we are making our planet largely uninhabitable. I see that chapter 10 on air quality touches on emissions but as far as I can tell it only talks about on going net emissions. **(32.10A)** That's a start but shouldn't we also consider construction emissions and the location of the emissions. **(32.19D)** With every pound of concrete generating its weight in CO2 emissions, this is a very big deal. Also will how often will these infrastructure options need to be renewed generating more emissions? **(32.19D)** Given the inversion in the valley we should also look at where the emissions are generated. **(32.10A)** Will the power for the gondola be generated outside of the Salt Lake Valley and thus not contribute as much to inversion trapped smog during high pressure? Along with this it might be worth factoring how much of. The vehicular traffic emissions are generated at an elevation that is higher than the inversion and thus not a contributor to the "trapped" air quality. Finally when talking about our poor air quality we should be doing more than trying to reduce road congestion by such a small factor. **(32.10A)**

Funding...I understand that this project will take tax payer dollars but lets not forget that we are paying to help deliver Alta and Snowbirds customers. Those businesses should share the financial burden of either of these projects. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** They are highly profitable and we should not be solely responsible for delivering their customers to them. If we solely bar the burden, it will be a matter of time before they are trying to get us to pay for their new lifts because of the financial benefits their businesses offer our tourism industry. Let us be realistic we only need to consider these projects because of the need to deliver their customers. Plenty of people see these businesses as doing nothing but hampering access to the free to use forest service land. These

projects are not about access but about the delivery of customers and there is no reason the ski areas cannot assist in funding.

As a bit of a side note and to enhance cycling usage in the non-winter months, I would like to see cycling climbing markers (like they have in Europe) or signs placed along the road. They could display distance to top, elevation and climb gradient to next marker. This is important and relevant as Chapter S.3 of the EIS says that the Mountain Accord said we should have a goal of increasing bicycling. This will help. **(32.9B)**

COMMENT #: 6478
DATE: 8/22/21 12:41 PM
SOURCE: Email
NAME: Edouard Saget

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

In considering longer term plans, what solutions are considered that are impacting further the beauty of the Canyon while also not solely promoting the ski resort industry agenda. Our tax dollars do not need to fund their "already expensive resorts. **(32.2.9A, 32.2.4A, and 32.2.7A)**

Switzerland and France have managed to controlled traffic without impacting landscape and access. Some consideration to underground solutions, especially since technology in that space has greatly and is continuously improving, even around fault lines, should be part of the plans. as a tax payers I d like to see more reporting on these types of solutions. **(32.2.2C and 32.2.2PP)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints. They have yet to invest in improving their access inside their own existing capacity. There are no poma and they have not fixed

their own lift lines with better lift access as is the norm in other resorts, especially Europe, which has just as much or more technical terrain and high altitudes.

Before any land is considered for expansion of ski resorts, before we consider as a community expanding capacity or spend a dime on decongestion, we need a global plan that includes a co-share of issues to be fixed and a long term commitment to evaluate options that are known, and the ones that are coming. A sole focus on the issue that relates to the mouth of the Canyon to the end of the road is not enough. **(32.2.2PP)**

Sincerely,
Edouard Saget
Midvale, UT

COMMENT #: 6479
DATE: 8/22/21 12:48 PM
SOURCE: Website
NAME: Jim Offerdahl

COMMENT:

Build it ASAP!!!! (32.29D)

COMMENT #: 6480
DATE: 8/22/21 1:12 PM
SOURCE: Email
NAME: Daniel Larkin

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first solve a more timely and dire problem by adequately funding HCR-10 to divert more water to the Great Salt Lake before it dies and winters in Utah diminish forever. **(32.1.2B)**

Why think long teen about canyon infrastructure before first ensuring long term ecological sustainability of our lake system that is foundational to the sustainability of both the local economy as well as the snowfall that draws so many people onto the canyons to begin with.

Sincerely,
Daniel Larkin
Lehi, UT

COMMENT #: 6481
DATE: 8/22/21 1:36 PM
SOURCE: Website
NAME: Fernando Calderon

COMMENT:

Please do not install a gondola in LCC. **(32.2.9E)** This will forever change the world-class climbing in the canyon, both during and after construction. **(32.4B)** NO GONDOLA!!! More eco-friendly options exist! **(32.2.9A)**

COMMENT #: 6482
DATE: 8/22/21 1:59 PM
SOURCE: Website
NAME: Linda Peer

COMMENT:

In response to the two preferred solutions to the travel congestion in Little Cottonwood Canyon (1- improved bus service and parking, 2) gondola and parking)

The gondola is a bigger, longer lasting, more expensive and less flexible solution than improved bus service, a wider road, and more bus parking. In this time of accelerating climate change, I think a gondola is backward looking idea. **(32.2.2E and 32.2.9E)** Given the change in the Wasatch snow pack, improved bus service in the canyon and improved parking for the bus service is a much better idea for skiers, and for the tax paying public. **(32.2.9A)**

The 2020-2021 ski season was not stellar. Much of the snow that falls in the Wasatch is lake effect, and the Great Salt Lake is shrinking. Might that have contributed to the recent lame snowpack? With the drought in the West the Great Salt Lake could easily disappear, creating a new toxic dust problem in the valley and a lack of snow in the mountains.

<https://radiowest.kuer.org/post/state-and-fate-great-salt-lake>

It is unlikely that anyone with water rights will give up water to keep the Great Salt Lake wet, or to maintain the snow pack for the ski areas. The Great Salt Lake itself has no rights to any water. Given the unlikelyhood of the Wasatch continuing to be a great place to ski, I believe that the most flexible solution to the current traffic problem is the most intelligent solution. Please choose improved bus service and parking. **(32.2.9A)**

Best Wishes, and wishes for a good result to this.

Linda Peer

COMMENT #: 6483
DATE: 8/22/21 1:59 PM
SOURCE: Email
NAME: Sidney Garrido

COMMENT:

Dear Utah Department of Transportation,

What is the carrying capacity of LCC? **(32.20B)**

The experience that resorts provide is significantly compromised when the number of people exceed the resources we have. No matter what we do we need to consider the environment before all else. **(32.29G)**. Please utilize the infrastructure we have, slow steady growth helps us know the long term impacts. **(32.2.9A)**

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.29R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.29R)**
- Traffic controls **(32.2.4A and 32.29R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Sidney Garrido
[REDACTED], UT

COMMENT #: 6484
DATE: 8/22/21 2:00 PM
SOURCE: Website
NAME: Jason Weber

COMMENT:

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

COMMENT #: 6485
DATE: 8/22/21 2:15 PM
SOURCE: Website
NAME: Jeff Schreiber

COMMENT:

We live at the base of Little Cottonwood Canyon, where traffic stacks up in our neighborhood on mornings where the canyon is closed for avalanche control. **(32.7B)** We support the gondola solution (plus a toll for other cars going up LCC) as the best proposed solution. **(32.2.9D and 32.2.4A)** If the buses proposed were electric or natural gas, we would be more partial to that solution - but I have read that they are considered to be not as cost-effective **(32.2.6.3F)** ... in that case, we would strongly oppose more gas or diesel buses going up LCC and further contributing to the valley's air pollution problem **(32.10A)** - not to mention more runoff from a widened road up the canyon. **(32.12B)** Gondolas are employed successfully in Europe and would be a more weather-reliable mode of transport up and down the mountain. As long as sound planning goes into the parking hub at La Caille and does not cause further traffic backups on Wasatch and LCC Road, we would favor this option. **(32.2.6.5E)**

COMMENT #: 6486
DATE: 8/22/21 2:17 PM
SOURCE: Website
NAME: Thomas Burkardt

COMMENT:

Hi, My name is Thomas I have coming to Utah for years to ski. I have been stuck in traffic in the canyons a few times. Cars bumper to bumper all running couldn't be good for the air quality or the plant life in the canyon, and to widen the the road would be tragic. I've been in the salt lake area during the inversion, sometimes it's so bad you can't breath. I think it's a wonderful idea. I hope the project moves forward. **(32.10A and 32.29D)**

COMMENT #: 6487
DATE: 8/22/21 3:03 PM
SOURCE: Website
NAME: Peter Bsumek

COMMENT:

The problem is congestion, leading to air pollution in the form of inversion. **(32.10A)** People wish to use the available ski resorts in winter and hiking trails in summer. The answer lies not in building an expensive tram system, but in using Electric Buses, adding only a few required passing lanes, and where needed additional load/unload stations. **(32.2.6.3F and 32.2.9B)**

COMMENT #: 6488
DATE: 8/22/21 3:05 PM
SOURCE: Website
NAME: Wes Burningham

COMMENT:

I've grown up in Utah my entire life and enjoyed using Little Cottonwood canyon. I am opposed to both proposed UDOT "solutions" to improve transportation. **(32.2.9C and 32.2.9E)** The problem is that we are overextending our use of resources in Utah. This is apparent in how we are trying to put more people in the canyon or in our current drought where we have areas running out of water. The solution is not to continue the habit of entitlement or accommodation, the solution is to teach the importance of preserving what resources we have and if so limiting access (applies to Little Cottonwood canyon and water usage). **(32.1.2B, 32.7C, and 32.2.4A)**

Please consider my voice and the voice of many other that we should be building new transportation systems in the canyon. We need to first address the issue of us as stewards overextending ourselves.

Thanks

COMMENT #: 6489
DATE: 8/22/21 3:26 PM
SOURCE: Website
NAME: Hannah Frazier

COMMENT:

While the enhanced bus alternative is less expensive and shortens travel time, the gondola b alternative has less of an impact on the environment because there is a lot less land being used for construction. Also, I feel like this would allow for fewer cars and busses on the road which would potentially decrease transmissions and I feel like this is very important in Salt Lake due to the existing pollution. **(32.2.9D, 32.7C, and 32.10A)**

COMMENT #: 6490
DATE: 8/22/21 3:38 PM
SOURCE: Website
NAME: Sierra Ward

COMMENT:

Please look more into limiting the amount of drivers going up the canyon each day. (32.2.2L, 32.2.2K, and 32.2.4A)

COMMENT #: 6491
DATE: 8/22/21 3:48 PM
SOURCE: Website
NAME: Peter Cullen

COMMENT:

After reading all the materials and attending the hearings I am struck that no one has asked or answered the question: "What is the problem you are trying to solve"? **(32.1.2B)**

Until and unless you permanently address the road closures, none of this fixes anything. **(32.7A)** You will still have queues waiting for the road to open or the gondola to open so what does any of this solve? You can't shoot artillery over a running gondola and you've said you have to inspect the cables after doing control work before you can run the gondola. Thus, the gondola will not run any sooner than the road. You have to create an avalanche control program that makes road closures rare or nonexistent, otherwise, all of this is an exercise in futility. **(32.7A)**

The Draft EIS further fails to address the simple queuing theory problem that is the real issue: On any given powder day there are 12,000 skiers (7,000 at Alta, 5,000 at Snowbird, backcountry is a rounding error) trying to get up the canyon. Both resorts feel crowded above those numbers. So...how do you move those people? At 1450 people an hour, the gondola, by itself is an abject failure. When you add in the cost, it's an uncommonly silly idea. **(32.2.6.5N and 32.2.6.5D)**

So how about this unsexy solution:

Go buy some Swiss JetBrooms and plow the road with some more modern technology. Hire more people to run said JetBrooms. **(32.2.2II)** Base them closer to the mouth of the canyon. Run them more frequently. (Hint: the JetBroom works independent of travel speed) Then...make UTA buy better, faster busses designed for this route, not the old POS they currently. Anybody want to venture a guess what a bus doing 15mph does to the road capacity? **(32.2.6.5N and 32.2.6.3R)**

Ban vehicles without snow tires, Chains are too slow. No more 4wd pickups with bald all season tires. **(32.2.2M)**

Unless you address the basic issues all the glitz and glamour aren't going to get you squat.

One other issue: who's paying for Disneyland rides? The users? Right. The Utah taxpayer? Good luck with that. **(32.2.7A)**

Simple. Keep it simple. At least you can build that.

COMMENT #: 6492
DATE: 8/22/21 3:58 PM
SOURCE: Email
NAME: Jordan Emery

COMMENT:

Dear Utah Department of Transportation,

Let us consider further research into a proper permanent fix. The issue at hand is experienced less than one total month of the year. **(32.1.4D)** All of the proposed alternatives would result in the same excessive traffic that carries over into all surrounding areas. **(32.2.4A, 32.7B, and 32.7C)** The gondola does not serve the people of Utah who are the majority of tax payers that would pay for this infrastructure. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The gondola and roadway widening are purely for the gain of two privately owned ski areas, not for the people of Utah. **(32.2.7A)** And seriously, the cog rail is unrealistic and would not provide any benefit. **(32.2.9M)** Being a Sandy resident and LCC recreationist, I feel the strain on these busy winter days and despite this, I truly feel that no action is better than any of the current proposals. **(32.2.9G)** Let's increase bus service throughout the valley into the canyons and find a permanent and less destructive fix that is not purely for the benefit of two ski areas **(32.2.2I)**.

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Sincerely,
Jordan Emery
Sandy, UT

COMMENT #: 6493
DATE: 8/22/21 4:09 PM
SOURCE: Email
NAME: Daniel Harris

COMMENT:

Dear Utah Department of Transportation,

So far, every option proposed is in favor of the resorts and the ski community, not the ENTIRE population of Utah. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** We need to be considerate of everyone that may want to access the canyon. Not everyone skis and the canyon is used in a variety of ways. For example, the rock climbing in many parts of the canyon would be destroyed. **(32.4A and 32.4B)** Therefore, each option needs to be weighed to fit the needs of every Utahn, not just those who are fortunate enough to ski.

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
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- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Daniel Harris
[REDACTED], UT

COMMENT #: 6494
DATE: 8/22/21 4:34 PM
SOURCE: Website
NAME: Brandon Smith

COMMENT:

Any reduction in traffic, pollution (including oils, break dust, and tire particulate) will be a good thing if the Wasatch is serious about protecting its water shed. Now if it's also faster and more efficient than the busses and cars then you have a system worth its weight in gold. **(32.12A and 32.12B)**

COMMENT #: 6495
DATE: 8/22/21 4:41 PM
SOURCE: Website
NAME: William Dunn

COMMENT:

No gondola! (32.2.9E)

COMMENT #: 6496
DATE: 8/22/21 4:55 PM
SOURCE: Website
NAME: Casey Elliott

COMMENT:

Being an avid rock climber, mountain bike and skiing, I support any alternative that doesn't not visually impact the canyon. **(32.17A and 32.17B)** Why are we as residents having to pay for the profits of the ski resorts? **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. I think the best options were the extra bussing, and the carpool limitations. **(32.2.9A and 32.2.4A)** Thank you for your time

COMMENT #: 6497
DATE: 8/22/21 5:19 PM
SOURCE: Website
NAME: Daryl Link

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, 32.7C, and 32.2.4A)**

COMMENT #: 6498
DATE: 8/22/21 5:20 PM
SOURCE: Website
NAME: Evan Marks

COMMENT:

The reliability of a gondola makes it easier to plan a day around skiing, hiking, or rock climbing with my buddies and family. **(32.2.9D)**

COMMENT #: 6499
DATE: 8/22/21 5:21 PM
SOURCE: Website
NAME: Chelsea Marks

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. **(32.29D, 32.2.4A, and 32.7C)**

COMMENT #: 6500
DATE: 8/22/21 5:22 PM
SOURCE: Website
NAME: Clark Walker

COMMENT:

Utah deserves the cleanest air and water possible and that is why I support the gondola. Straightforward, a gondola is the best thing for Utah as a whole. (32.2.9D, 32.10A, and 32.12A)

COMMENT #: 6501
DATE: 8/22/21 5:23 PM
SOURCE: Website
NAME: Becca Peterson

COMMENT:

Please don't widen the roads in Little Cottonwood Canyon!(**32.2.9C**) The gondola is a much better choice. Whenever I visit my alma mater I want to enjoy as much of Utah's beauty as possible. (**32.2.9D**)

COMMENT #: 6502
DATE: 8/22/21 5:23 PM
SOURCE: Website
NAME: Juice Mackins

COMMENT:

The gondola is the smart, safe and popular choice! **(32.2.9D)**

COMMENT #: 6503
DATE: 8/22/21 5:24 PM
SOURCE: Website
NAME: Michelle Jones

COMMENT:

I am tired of traffic in the canyon with my kids in the car and I think a gondola is a great alternative.
(32.2.9D)

COMMENT #: 6504
DATE: 8/22/21 5:25 PM
SOURCE: Website
NAME: Dre Fackrell

COMMENT:

Taking a gondola to and from the beer festival would take away all the stress of worrying about inebriated drivers on the narrow canyon roads. **(32.2.9D)**

COMMENT #: 6505
DATE: 8/22/21 6:14 PM
SOURCE: Website
NAME: Cian Philbrick

COMMENT:

Hello, I am a Salt Lake resident in my 3rd year at Westminster College. As an avid user of all the natural playgrounds, Little Cottonwood Canyon has to offer the proposed solutions to solving the canyon traffic have me a little worried about the impact on the natural features I love to recreate. I believe that widening the roadways will intrude on 29 of the bouldering spots in LLC. **(32.4A)** The gondola will affect 35 of the boulder problems in LCC, and will also block the gorgeous views LCC has to offer. **(32.4B and 32.17A)** The gondola will also become a tourist attraction and will only worsen the problem of canyon traffic **(32.7C)**. I believe that to solve this problem UDOT should impose a toll during the busy season to reduce the number of cars in the canyon and encourage people to take the bus. **(32.2.4A and 32.2.9A)** This will reduce the traffic without causing visible defects to the environment in LCC. Please consider this as you come to a conclusion!

COMMENT #: 6506
DATE: 8/22/21 6:21 PM
SOURCE: Email
NAME: Barry Petersen

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Barry Petersen
Salt Lake City, UT

COMMENT #: 6507
DATE: 8/22/21 6:22 PM
SOURCE: Website
NAME: Richard Green

COMMENT:

I think a gondola is a horrible idea for little cottonwood canyon. **(32.2.9E)** Widening the road is also a horrible idea. **(32.2.9C)** I've been climbing hiking skiing in that canyon for 44 years and I love the freedom of driving myself up that canyon. **(32.4G and 32.2.4A)** I recognize those days should be over. I believe the preferred alternative should be no more private vehicles in the canyon other than residents and employees. Buses only. **(32.2.2B)** This would provide equal access for all users of the canyon, not just resort skiers. It would also limit irreversible environmental degradation of an irreplaceable resource. Thank you.

COMMENT #: 6508
DATE: 8/22/21 6:53 PM
SOURCE: Website
NAME: Jack Crognale

COMMENT:

How many cars will be able to park at la Callie? **(32.2.6.5J)** It's a long walk from my house to a usable bus stop which adds another level of aggravation and inconvenience. Given the size of the parking lots at Alta and Snowbird I don't see where there is room at la Callie. Will there be seating for everybody in the gondola or will you be forced to stand the whole way? **(32.2.6.5C)**

COMMENT #: 6509
DATE: 8/22/21 7:03 PM
SOURCE: Email
NAME: David Ryser

COMMENT:

I attended the July 13th townhall and listened to many of the opinions expressed as well as spoke with the UDOT staff at the exhibits. I live only a half mile from LCC and use it frequently, primarily for hiking, camping, jogging, and skiing.

A number of the speakers stated that a study of the maximum use capacity of the canyon has not been completed. **(32.20B)** I assume this means that the number of skiers and other uses the canyon as a whole can reasonably accommodate has not been determined or estimated. **(32.20C)** Clearly, it is finite and I wonder if we are approaching it. I spend much of my time since retirement volunteering for groups concerned with stewardship of our environment. The concept of unrestrained growth is not sustainable or rational. My recommendations regarding the proposed LC Canyon options are as follows:

Complete the avalanche sheds. I understand, they have long been identified as necessary for safe and reliable use of the canyon during ski season and if done well would be an acceptable tradeoff to avoid the worst events that harm our canyon access - the long backups and delays that extend past my home near 9400 south on some winter mornings. Long lines of idling vehicles are harmful to the canyon and our environment in general. **(32.2.9K, 32.7A, and 32.7B)**

Enhance canyon bus service but without roadway widening. The 18 minute difference in commute time is acceptable to preserve the canyon ecology and beauty and less than the gondola commute time.

Along with this option I support the mobility hubs, trailhead parking improvements, and limited Wasatch Blvd improvements. **(32.2.9A, 32.2.9O, and 32.2.9Q)**

Don't expand the roadway, and do not build the gondola - these are ski resort specific solutions that seriously harm aspects of the canyon ecology or appearance without doing much for non-skiers.

(32.2.9C, 32.2.9E, 32.13A, 32.13B, 32.17A, 32.17B, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)

Increased incentive for public transportation use and discouraging private vehicle use needs strong support. **(32.2.4A)** I assume this means a rational road use toll for skiers and probably a lower toll for non-skiers. Consider buying the property where the gondola station would go to preserve future options and the canyon entrance. Buses need to be hybrid or electric, perhaps phased in as technology improves. **(32.2.6.3F)** Smaller electric vans (driverless once available) should be provided for use between trail heads. **(32.2.6.3C)** Ski resorts must pay their fair share of any major upgrades that benefit them. **(32.2.7A)**

My rationale for avoiding the gondola or road widening options is that canyon use will eventually expand to overwhelm the capacity of the canyon ecosystem. Let's make it reasonably accessible and above all safe and scalable as demand and technology improve but for the sake of this singular and irreplaceable canyon, we should not open the gates wide without proper constraints until we understand the full impact on future generations.

Sincerely, David Ryser, MD, MEBE

██████, Utah

COMMENT #: 6510
DATE: 8/22/21 7:04 PM
SOURCE: Email
NAME: Jennifer Gaia

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
jennifer gaia
francis, UT

COMMENT #: 6511
DATE: 8/22/21 7:12 PM
SOURCE: Website
NAME: Marilyn Anderson

COMMENT:

Great idea! (32.29D)

COMMENT #: 6512
DATE: 8/22/21 7:14 PM
SOURCE: Website
NAME: Robert Wiggins

COMMENT:

The gondola plan should be rejected. **(32.2.9E)** It serves only Alta and Snowbird: a high-priced public subsidy of profitable out-of-state businesses. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Further, it does not serve those who wish to enjoy other areas of the canyon. Enhanced bus system is scalable to match the demand which will be variable as climate changes. **(32.2.6.3D)** The gondola has a higher up-front cost. If demand decreases due to lack of snow, these costs will never be repaid. The bus system, including parking at two bases, will better serve both canyons, while the gondola addresses only the congestion in Little Cottonwood. **(32.1.1A)**

COMMENT #: 6513
DATE: 8/22/21 7:36 PM
SOURCE: Website
NAME: Jack Zerba

COMMENT:

I believe a better promotion and 'enforcement' of ride-sharing from the UDOT and resorts should be implemented. **(32.2.2Y and 32.2.4A)** I believe the resorts should offer better deals to those who take the bus and ride share and offer less benefits to those who ride solo.**(32.2.2K)** Thanks.

COMMENT #: 6514
DATE: 8/22/21 7:38 PM
SOURCE: Website
NAME: Jack Zerba

COMMENT:

More ride-share and bus travel benefits! **(32.29D)**

COMMENT #: 6515
DATE: 8/22/21 7:56 PM
SOURCE: Email
NAME: James Wilson

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
James Wilson
Salt Lake City, UT

COMMENT #: 6516
DATE: 8/22/21 8:08 PM
SOURCE: Website
NAME: Chris Cook

COMMENT:

This gondola is a Great idea to reduce car traffic. This is the best alternative for the canyon. They do similar projects in Europe and it is about time we catch on. **(32.2.9D)**

COMMENT #: 6517
DATE: 8/22/21 8:10 PM
SOURCE: Website
NAME: Tate Michener

COMMENT:

I personally believe that nothing should be done to change the traffic in LCC. **(32.2.9G)** I think that people will continue to recreate there regardless and creating large scale environmental impact is not worth the reward. Increasing the efficiency of the travel would only increase people at the resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I think if people really want to ski and board in the LCC resorts they will wait and do what they have to, to get up.

COMMENT #: 6518
DATE: 8/22/21 8:17 PM
SOURCE: Website
NAME: Mike McCabe

COMMENT:

I support both the gondola to LaCaile and enhanced bus to the resorts (32.2.2W, 32.2.9D, and 32.2.9A)

COMMENT #: 6519
DATE: 8/22/21 8:30 PM
SOURCE: Website
NAME: Joseph Richardson

COMMENT:

I am an environmental studies major at Westminster college and after looking at all of the options put out I do not think the gondola idea benefits anyone but the ski resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** As being a native of Salt Lake I have enjoyed the canyon as a hiker and climber for years. The land need and destruction of climbing and hiking areas for future generations would be absolutely horrible. **(32.4B and 32.4I)** As a more land sustainable idea I think more shuttles and busses for the ski resorts would be a good idea to lower individual cars up the canyon in the winter. **(32.2.9A and 32.2.4A)**

COMMENT #: 6520
DATE: 8/22/21 8:59 PM
SOURCE: Website
NAME: Frances Tullis

COMMENT:

Utah is second to none in its access to the outdoors. It is a huge draw for people as they can recreate and work outdoors so close to their homes. However, our growing valley means that there is little to no space to recreate responsibly so close to town. The increased traffic up our canyons specifically in the winter causes huge interpersonal and environmental problems. But the answer is not to further these environmental impacts. Building a gondola would not only destroy areas that people recreate and specifically climb but also harm sacred land, and land that is not ours to further desecrate. **(32.2.9E, 32.4B, and 32.17A)** The convenience of a gondola is not worth the environmental impact. **(32.1.2B and 32.1.2D)** As for wideining the road, while not as drastic, this too will harm our canyons forever. **(32.2.9B)** The answer lies somewhere in expanding and promoting public transportation not only in the canyon but also throughout the valley. **(32.2.2I)** Salt lake and its surrounding areas has grown past the point where free and reliable public transportation is an option. It is now imperative to the future of our city and our nature both.

COMMENT #: 6521
DATE: 8/22/21 8:59 PM
SOURCE: Website
NAME: Kyle Trettin

COMMENT:

I am writing to voice my opposition to the two proposed transit plans for Little Cottonwood Canyon. **(32.2.9C and 32.2.9E)** Both options (the gondola or road widening) will destroy several popular bouldering areas and limit access to other rock climbing and outdoor recreation access points throughout the canyon. **(32.4A and 32.4B)** I would prefer UDOT to consider transportation solutions that can be implemented within the existing infrastructure or with the smallest impact possible. For example, a bus system similar to what has been implemented in Zion National Park during it's peak season could be an option. **(32.2.2B)** I would also support substantial tolling for private vehicles to avoid road widening for dedicated bus lanes. **(32.2.4A)** I strongly encourage UDOT to try something out before launching into an expensive project that primarily benefits tourists and ski resorts at the expense of other user groups that frequent the entirety of Little Cottonwood Canyon and not just the ski resorts. **(32.29R, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 6522
DATE: 8/22/21 9:03 PM
SOURCE: Website
NAME: Richard White

COMMENT:

I'm in strong support of the gondola option -- it seems to have lesser overall impact on the Canyon, and it will be more resilient in poor weather (**32.2.9D and 32.2.6.5K**).

COMMENT #: 6523
DATE: 8/22/21 9:21 PM
SOURCE: Website
NAME: Colm Coyle

COMMENT:

As a passionate environmentalist and recreational who benefits from access to the Cottonwood Cantons, these issues are extremely important to me. Little Cottonwood Canyon is a special place conveniently located for people all around the world to enjoy. So this makes this issue of the utmost importance. We need to be able to accommodate for the growing influx of recreation in LCC and the rest of Utah. However, it is vital we ensure the natural integrity of our environment. For this reason, I am supportive of increasing and updating parking and including the widening of the road for bus access. **(32.2.9B)** this will not only make driving up LCC safe and more efficient but won't scare what is left of the canyon with a gondola. **(32.17A)** it is extremely important to maintain our lands for many generations to enjoy them and the actions we take now will have a long-lasting effect on the access ability to our canyons. **(32.4G and 32.9P)** I appreciate you considering my comment and thoughts on the matter.

Thank you,
Colm Coyle

COMMENT #: 6524
DATE: 8/22/21 9:34 PM
SOURCE: Website
NAME: Taylor Shannon

COMMENT:

Please don't widen the road **(32.2.9C)** . I greatly value the world-class boulders up little cottonwood and would be broken hearted to see them go. I've been climbing up little cottonwood for over ten years. It's so wonderful to have a place to climb that is outside of an indoor gym that offers problems for beginner to advanced climbers. It's a place for climbers to go and to become part of the amazing outdoor community. **(32.4A)** Thank you!

COMMENT #: 6525
DATE: 8/22/21 9:38 PM
SOURCE: Website
NAME: Hannah Johnson

COMMENT:

The alternative that I would choose for improving little cottonwood canyons red snake and environmental impact would be the gondola. **(3.2.9D)** I see how the bus could be a great option as well, but by keeping the roads we have and not disrupting a lot of little cottonwoods environment a gondola could be the better option. **(32.13A and 32.13B)** Travel time wouldn't be much more on the gondola, much more reliable and more environmentally sustainable. Plan B would be more safe and also a fun way to get to Alta.

COMMENT #: 6526
DATE: 8/22/21 9:56 PM
SOURCE: Website
NAME: Maile Kilmer

COMMENT:

I do not support construction of the proposed gondola in LCC. **(32.2.9E)** Not only will this impose significant environmental destruction in the area, but the gondola itself is wildly inefficient and does not have enough parking to significantly reduce cars in the canyon. **(32.2.6.5J, 32.7C, and 32.2.4A)** Moreover, the presence of the gondola in the canyon will likely increase tourism within the canyons, perpetuating the issue of congestion. **(32.7C and 32.20A)** I believe that the best option at this time is to enhance bus services, with more buses available to reduce the overall amount of cars entering the canyon. **(32.2.9A)** With the increase of buses means the increase in parking lots at the base of the canyon, not the most environmentally sound option, however we should be shooting for mitigating the amount of cars in the canyon while also avoiding further development in the canyon. **(32.2.6.2.1C)** I feel that the implementation of electric buses would also be beneficial in shooting for a minimal environmental impact. **(32.2.6.3F)** This solution proves to be the most cost and time effective moving forward.

COMMENT #: 6527
DATE: 8/22/21 10:38 PM
SOURCE: Website
NAME: Andrew Acuff

COMMENT:

I strongly urge UDOT to more closely reconsider the significant impact that road expansion or gondola construction will have on outdoor recreation and climbing **(32.4A, 32.4B, 32.4G, and 32.4P)**

COMMENT #: 6528
DATE: 8/22/21 10:41 PM
SOURCE: Website
NAME: Rachel Del Valle

COMMENT:

i do not agree with either proposal. **(32.2.9C and 32.2.9E)** There are other option to try before going straight in on destroying what little of nature we have left due to overpopulation and constant traffic from the resorts.**(32.2.2PP)** Destroying natural habitats and outdoor recreation sources is detrimental for every community that visits little cottonwood canyon. **(32.13A, 32.13B, 32.4A, 32.4B, 32.4I, and 32.4P)** Please refrain from destroying our landscape.

COMMENT #: 6529
DATE: 8/22/21 10:42 PM
SOURCE: Website
NAME: Brian Koralewski

COMMENT:

I can't believe you would consider destroying the beauty of this canyon just to improve traffic for mainly four problematic days per year. **(32.1.4D)** Add a few bus shuttles for those days and the problem will be completely solved. **(32.2.9A)** It is a corporate issue, not a taxpayer issue. Snowbird should pay for the buses on the days that they decide. **(32.1.2B and 32.2.7A)**

I love bouldering at the cabbage patch, the secret garden, and five mile boulders. You will destroy these areas if you start construction on towers or widen the road. **(32.4A)** If you must go ahead with your destructive construction, please do not touch these god-given boulders. **(32.4A and 32.4B)** Thank you for your thoughtful, altruistic, non-economically motivated response to these concerns.

COMMENT #: 6530
DATE: 8/22/21 10:47 PM
SOURCE: Website
NAME: Annie La Roche

COMMENT:

As a climber, I feel very strongly about the Little Cottonwood UDOT issue. The two main proposals being considered, a gondola or road widening, would be detrimental to the environment of Little Cottonwood Canyon as well as the climbing, particularly that of bouldering. **(32.4A and 32.4B)** The gondola, a drastic consideration for such a matter, would be extremely costly and disrupting. The gondola, which would most likely take years to actually be up and running from the amount of construction time, would cause more harm than good. **(32.2.7C)** It would cause noise disruption to the environment, unnecessary means of construction and traffic, and pointless expenses when there are many other options that could be considered. **(32.11D and 32.4C)** In terms of our other main option, road widening, many of the gondola's negative impacts are still applied. The road widening implies there'd be a lot of road construction meaning heavier traffic, which is already the root of our problem. **(32.4C)** This would cause massive frustration and delays for Utah's locals. In the big picture once again, it also wipes out a major area of LCC's world famous boulder problems that climbers, such as Adam Ondra and Alexander Megos travel to just to recreate at and advertise Utah as such an authentic climbing state. **(32.4A and 32.4B)** This recreational area is for people to use responsibly without completely disrupting the wildlife and species surrounding. **(32.13A and 32.13B)** These two options being considered are heavily drastic and extreme without regards to Utah's locals who actually care about their home environment and don't just think about skiing and money. **(32.2.9C and 32.2.9E)**

COMMENT #: 6531
DATE: 8/22/21 10:59 PM
SOURCE: Website
NAME: Laura correa

COMMENT:

I believe that all of it is a horrible idea, it will only create more congestion not only during the whole building of it but also after. **(32.2.4A, 32.4C and 32.7C)** The hills are not big enough to maintain that large of a crowd. I am against both udot proposals. **(32.2.9C and 32.2.9E)**

COMMENT #: 6532
DATE: 8/22/21 11:02 PM
SOURCE: Website
NAME: Benjamin Schulte

COMMENT:

I am against both of udots proposals! (32.2.9C and 32.2.9E)

COMMENT #: 6533
DATE: 8/23/21 12:20 AM
SOURCE: Email
NAME: Melissa Brooks

COMMENT:

Dear Utah Department of Transportation,

There are lessons to be learned from history. Let's talk about the Moab gondola. Yeah, that. End scene.

And even stretching beyond the state of Utah into other states. Many projects in infrastructure that were packaged to "improve" a situation that, actually, only created new challenges.

In a world that needs less asphalt and more trees, roads and Gondolas do not serve the challenge holistically.

The location of the Gondola parking is in the armpit of where the backup and challenge is. It doesn't eliminate the issues. **(32.2.6.5E)** It is a solution focused only on the last mile." Not a whole and complete solution to a challenge and not a consideration that the "challenge" is only about 15-20 days a year when powder is dry. **(32.1.4B)**

A Gondola system, as expensive as the proposal suggests, sharply reduces accessibility to a whole population. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** In trying to solve for one issue, this proposal creates a new one. Not only a divide among class that can or cannot afford it, but in the invasion of privacy and lack of material impact on traffic, for those living in the shadow of this system. **(32.5A, 32.4M, and 32.7B)**

Many have suggested holding off on large infrastructure while alternative solutions provide for gathering more data about the circumstance. In a Covid year, the scheduled parking through Snowbord sharply reduced traffic - and this for someone living in the belly of the "triangle" that watches the flow of cars daily and participated in this beautiful Democratic system. Imagine if additional and similar measures were crafted - that were less invasive. Like eliminating the IKON pass. **(32.2.2K)** Like looking at the 15 days a year that individuals are not frenzied up the hill. **(32.1.4D)**

Why not crawl, walk then run? Why are we running? **(32.29R)**

Regards,
Melissa

>

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**

- Increased funding to support more buses **(32.2.9A and 32.29R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.29R)**
- Traffic controls **(32.2.4A and 32.29R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

>

Sincerely,
Melissa Brooks
Sandy, UT

COMMENT #: 6534
DATE: 8/23/21 12:46 AM
SOURCE: Website
NAME: Melissa Brooks

COMMENT:

two words: Moab gondola.
before you pour asphalt where trees can grow no more, or build a gondola system for 15 days of 365 and is cost prohibitive to all of those that wish to access nature's beauty, try crawling before walking before running. **(32.1.4D and 32.2.9E)** perfect existing systems and add on small incremental steps. test, try, adapt, learn. **(32.29R)** Once you pour asphalt, you are creating a forever commitment. ask Moab if they thought about that. 15 year eye sore **(32.17A)**.

COMMENT #: 6535
DATE: 8/23/21 1:23 AM
SOURCE: Website
NAME: Benjamin Neilson

COMMENT:

Please do not destroy the canyon for the need of the resorts for fraction of the year. **(32.1.4D)** I moved to salt lake over 6 years ago for this canyon. Expanded electric bus service coupled with tolling and other traffic mitigation strategies must be tried that include dispersed recreation transit needs before permanent landscape changes are made. **(32.2.9A, 32.2.6.5F, 32.2.4A and 32.2.6.3C)**

COMMENT #: 6536
DATE: 8/23/21 7:09 AM
SOURCE: Website
NAME: Harriet Wallis

COMMENT:

Stop the gondola!!! **(32.2.9E)** Do the simplest thing first. Improve busing. The scheduled can be changed, adjusted, altered, etc **(32.2.9A)**. -But the gondola is cut-and-dried forever with no flexibility.

COMMENT #: 6537
DATE: 8/23/21 7:24 AM
SOURCE: Website
NAME: Tony Sorrentino

COMMENT:

The gondola would be an amazing addition to the canyon. **(32.2.9D)** It offers a different route to relieve the current bottleneck instead of just widening it. Additionally the decrease in the amount of vehicle traffic would be great for the environment as transportation is the #1 contributor to CO2 emissions. **(32.10A)** Add to that the reduced efficiency of driving up a mountain. **(32.2.4A and 32.7C)** Additionally, it removed highly inefficient cars that may only be transporting 1-3 people. A hybrid approach that combines the gondola with a carpool system could greatly improve the flow of transportation. **(32.2.4A)** But the most important factor, the gondola reliability, shouldn't be overlooked, as safely getting passengers up and down the mountain in any event should be a top priority. **(32.2.6.5K)**

COMMENT #: 6538
DATE: 8/23/21 7:26 AM
SOURCE: Website
NAME: Brenton Williamson

COMMENT:

I believe the gondola is the best option for protecting the canyon, the environment as a whole and providing a great experience for locals and visitors to enjoy the space. This is a long term solution and the right way to do it. **(32.2.9D)**

COMMENT #: 6539
DATE: 8/23/21 7:28 AM
SOURCE: Website
NAME: Stephen Hemann

COMMENT:

I Support the Gondola! (32.2.9D)

COMMENT #: 6540
DATE: 8/23/21 7:53 AM
SOURCE: Email
NAME: Erin Bowers

COMMENT:

The impact to residents will increase if the gondola is built, for self/serving profits to those getting the contracts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** This is not a solution and other things should be trialed first. Toll booth, enhanced bussing, enforced carpooling, traffic control with dedicated officers, among a few. **(32.2.9A, 32.2.4A, and 32.2.2II)**

Please consider alternatives and impact to the canyon and residents before ruining everything with a gondola. **(32.2.9E)**

Sincerely,
Erin Bowers
[REDACTED], UT

COMMENT #: 6541
DATE: 8/23/21 8:22 AM
SOURCE: Website
NAME: Craig Rollins

COMMENT:

We continue to support the Gondola option. Please proceed. **(32.2.9D)**

COMMENT #: 6542
DATE: 8/23/21 8:30 AM
SOURCE: Website
NAME: Doug Barnett

COMMENT:

Constructing a gondola would be a misuse of taxpayer funds. **(32.1.2B)** The primary purpose of the gondola would be to transport skiers to Alta and Snowbird, both of which are private companies. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Citizens wishing to access other parts of the canyon would not be able to use this form of transportation. **(32.2.6.5G)** As such, a gondola only benefits Alta and Snowbird and therefore they should be paying for the gondola, not Utah taxpayers. If Utah citizens are footing the bill, the solution needs to benefit us, not a private company. The better solutions would be 1) expanded bus service or 2) Create a shuttle system similar to what Zions National Park does. **(32.2.9A and 32.2.2B)**

COMMENT #: 6543
DATE: 8/23/21 8:35 AM
SOURCE: Website
NAME: Kamiya Peterson

COMMENT:

In any situation, the Mobility hubs at the gravel pit near BCC and on 9400 S are necessary. **(32.2.6.2.1C)** Many people today are discourage to ride the bus because of how difficult it is to find parking/make bus connections to get to the resort. For example, many college students would be open to taking the bus because of the free UTA pass, however it is such a hassle to get from the university to the ski bus that many would rather drive. Additionally, all four resorts have limited parking already. By utilizing the space we have outside of the canyon, these parking structures and transportation hubs can help reduce the pressure on our limited parking spaces in the canyon.

Our canyons are beautiful spaces, attracting 6 million or so people a year. Because of this, it is important to keep the integrity and beauty of the canyons. We should first and foremost be serving our natural spaces before altering the land significantly for our own convenience. Thus, widening the road will have immense impacts on our flora and fauna, as well as our communities that enjoy the canyon (hikers, climbers etc.)

The largest issue I see with the gondola is that is is serving the resorts, does not address summer traffic, and will directly increase the number of people entering the canyon.. which, does our canyon have to infrastructure to a accommodate for those people once they are up there? **(32.1.2B, 32.1.2C, 32.1.2D, 32.2.7A, 32.7B, 32.7C, and 32.20C)** This gondola is primarily a tourist attraction. While it may help ski traffic, it will also draw in more tourists to take a ride on the famous LCC gondola. Thus, people who's motives are not to ski will still be riding the gondola. Additionally, how does the gondola serve the very large backcountry recreation that our canyons sees? **(32.1.2D and 32.7C)** with direct access to only the resorts, and encouragement to not drive your own car, what will be beneficial for backcountry users to take the gondola instead? Lastly, this solution does not solve the summer traffic problems! **(32.1.2B and 32.1.2C)** While there are peak congestion times in the winter, the canyon see's just as much, if not more visitors in the summer. The traffic in the summer shifts from peak times, to a consistent flow all day. If we are putting In so much time and infrastructure into this traffic problem, it should be able to be used in the summer as well! we already don't have enough parking at trail heads for hikers, and only giving the option to be dropped off at the ski resorts will be unappealing for those to ride it if their destination is at other popular trail heads... Other options (like increased bus service and road tolling will provide better year round solutions that serve all communities - not just the resort skiers) **(32.2.6.3C and 32.2.6.2.4A)**

Lastly, how much will the gondola cost? will it be financially accessible to those with a lower income. **(32.2.7C, 32.2.4A and 32.5A)** Will people have to put another \$100-\$300 into a gondola pass as well as a ski pass down the line.

While road tolling does create an economic barrier, there can be incentives for carpooling or having weekend/season passes. With road tolling, that will create a constant flow of money that can go directly back into supporting the canyon and infrastructure such as trail head maintenance. **(32.2.4A)**

I urge you to consider the importance of a YEAR ROUND SOLUTION, versus a solution the serves on community and one business. **(32.1.2B and 32.1.2C)**

Having mobility stations with increased parking will help take pressure off of the canyon limited parking and incentives people to take public transport. Having an increase bus system that has multiple options for stops, as well as incentives will help reduce traffic while keeping the natural integrity of the canyon.

(32.2.6.3C). As a resident of the canyon, I strongly believe it is important to please consider these things, and avoid building a gondola that doesn't really solve the overall issue, but instead just makes the resorts happy **(32.2.9E)**.

COMMENT #: 6544
DATE: 8/23/21 8:44 AM
SOURCE: Website
NAME: Moe Elhaddi

COMMENT:

I've been skiing Snowbird and Alta since 2010 when I first moved to the Sandy area, and what I can say regarding the project would be super beneficial especially with the growth. The only thing I could see against this project is if our community + visitors annually is large enough that it's much needed rather than being an innovative ski resort trip. I see our area increasing by 25% by 2025-26, and if this were to be done right by that time frame, I think it would start supporting the growth. But if done before 2023-24, would make it too much room. Pile up the investment, and keep innovating! Can't wait for what the future holds! **(32.29D)**

COMMENT #: 6545
DATE: 8/23/21 9:05 AM
SOURCE: Website
NAME: Dave Burleson

COMMENT:

Please do not ruin our Canyon and climbing access by adding a gondola for the super rich. **(32.4B and 32.2.9E)** This will permanently destroy the most accesible climbing our state has.

COMMENT #: 6546
DATE: 8/23/21 9:08 AM
SOURCE: Website
NAME: Cheryl Walczak

COMMENT:

I am VERY STRONGLY in favor of the GONDOLA OPTION. **(32.2.9D)** Overall, less environmental impact (fossil fuel emissions into the canyons; leaves road open for safety vehicles, less wear and tear on the roadways, no wildlife will get smashed by the speeding drivers on the road, gondola ride can let us mentally prepare to ski powder rather than put up with the creeping lines of car traffic and nutty drivers. **(32.13A and 32.13B)** More revenue for the food facilities as not many people will be bringing tailgating food!! Sincerely, a 40+ year Alta/Snowbird skier

COMMENT #: 6547
DATE: 8/23/21 9:22 AM
SOURCE: Website
NAME: Jacob Rollins

COMMENT:

Gondola is the clear choice for transportation now and into the future. It is the best on the environment, brings tourism to the state and can flex with the needs of the community. **(32.2.9D)**

COMMENT #: 6548
DATE: 8/23/21 9:31 AM
SOURCE: Website
NAME: Tyler Rollins

COMMENT:

I support the gondola. It will have the best impact for Utah now and in the future. (32.2.9D)

COMMENT #: 6549
DATE: 8/23/21 9:31 AM
SOURCE: Website
NAME: Steve Gabbert

COMMENT:

Do it – now **(32.29D)**

COMMENT #: 6550
DATE: 8/23/21 9:32 AM
SOURCE: Website
NAME: Mason Rollins

COMMENT:

I am all for gondola. It is the clear choice for transportation in LCC. **(32.2.9D)**

COMMENT #: 6551
DATE: 8/23/21 9:35 AM
SOURCE: Website
NAME: Conor Conkling

COMMENT:

Even with expanded traffic systems, I fear that the ecosystems of the canyons will still be traumatized by the increase in people. How can we work to make it so there is a vehicle limit rather than expanding? **(32.2.4A, 32.20C and 32.20B)**

COMMENT #: 6552
DATE: 8/23/21 9:50 AM
SOURCE: Email
NAME: Wynter Mindnich

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Wynter Mindnich
Salt Lake City, UT

COMMENT #: 6553
DATE: 8/23/21 9:53 AM
SOURCE: Email
NAME: Jenna Templeton

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 11). 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? **(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. **(32.13B)** 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)**. The beauty of this canyon is unmatched and is enriched by the variety of species of animals and plants visible from the roadway. The gondola will not only obstruct and degrade these views, but also ruin the habitat and biodiversity of this area. **(32.17A and 32.13A)**
- 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)** Plus - I have many friends who care about traffic congestion and clean air, yet STILL refuse to carpool to ski on a powder day. I feel like the gondola will not change congestion in the canyon when folks are motivated to get to the top of the canyon faster. The gondola ride is slow and is not appealing to most canyon recreationists. **(32.2.4A)**

Sincerely,
Jenna Templeton
Salt Lake City, UT

COMMENT #: 6554
DATE: 8/23/21 9:58 AM
SOURCE: Email
NAME: Kelsey Jensen

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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)**

PLEASE DO NOT BUILD GONDOLAS!!! (32.2.9E) We need to expand bus service and encourage car pool. **(32.2.9A and 32.2.4A)** Maybe even a fee to use the canyon before we start building and take away even more of our mountains!! **(32.2.4A)**

COMMENT #: 6555
DATE: 8/23/21 10:01 AM
SOURCE: Email
NAME: Kristen Clifford

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Kristen Clifford
Murray, UT

COMMENT #: 6556
DATE: 8/23/21 10:03 AM
SOURCE: Email
NAME: Palmer Daniels

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Palmer Daniels
Salt Lake City, UT

COMMENT #: 6557
DATE: 8/23/21 10:07 AM
SOURCE: Website
NAME: Vince Sellers

COMMENT:

I prefer the gondola option for Little Cottonwood Canyon. This option has the least impact on the canyon and provides for the safest transportation up and down the canyon. This is one of the most dangerous roads in America! The fewer vehicles driving on it the better. This is also an opportunity to show the world how much we value this unique resource that we are fortunate to have in our backyard.
(32.2.9D)

COMMENT #: 6558
DATE: 8/23/21 10:13 AM
SOURCE: Email
NAME: Daniel Johnson

COMMENT:

Dear Utah Department of Transportation,

Thanks for the hard work you've put into researching options and sharing your ideas with the public. I realize how complex this issue is and how many stakeholders you're trying to serve.

I've lived in Salt Lake for about 36 of my 44 years, having grown up in the avenues. I am a frequent backcountry skier, less frequent Alta resort skier, trail runner and mountain biker. I'm a father and love sharing the canyons with my family and friends.

Between the bus and gondola options, I favor widening the roads and using electric/natural gas buses to get people up and down the canyon. **(32.2.9B and 32.2.6.3F)** This system seems much more flexible and scalable over time. **(32.2.6.5D)** I live in Sugarhouse. The idea of driving to the gravel pit, switching to a bus from there to the base of the gondola, taking the gondola up to Snowbird, then swapping to a gondola to get to Alta sounds cruel and unusual to me. **(32.2.6.4A, 32.2.6.5J and 32.2.6.5R)** That simply is not a realistic option. It will take 2.5 hours to get up there. Why not commit to buses? Have a bus from Sugarhouse that runs every hour straight to Snowbird/alta. The same can be done from Bountiful, West Valley, Draper, Sandy, etc. We could avoid the unpleasant and time consuming transfers that would make the gondola painful. **(32.2.2I)** I think the gondola would end up as an expensive gimmick that would only be useful for the few people who live close to the base of LCC. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

However, before we spent half a billion dollars, we need to really attack the low hanging fruit here. I know that the Utah DOT has worked on merges by Snowbird, etc but they haven't done anything real to attack the number of cars headed up LCC. Before we expand the roads or build a gondola, we should put in a nice permanent guard station at the base of the canyon. Charge people \$15 to drive up the canyon alone, \$7 if there are 2 in the car, and nothing if there are 3 or more. **(32.2.2Y)** The numbers are not important but the concept is key. I would estimate that 1/2 to 2/3 of the cars that go up LCC year round are driven by lone drivers. This is totally insane and very easy to change. Let's do that now. Start in October and have it ready to go by ski season 21-22. I bet that 1/3 of the cars will evaporate the first season. Please do that NOW. To think that we pay \$5 to drive up Millcreek and can drive up LCC (and BCC) for free is not rational.

Sincerely,
Daniel Johnson
Salt Lake City, UT

COMMENT #: 6559
DATE: 8/23/21 10:14 AM
SOURCE: Website
NAME: Glen Kaplan

COMMENT:

I believe the cultural, recreational, and historical significance of ALL the Little Cottonwood Bouldering, Climbing, and Hiking/Biking far outweigh the need for additional traffic. **(32.29G)** I believe IF something has to be done, it should only be enhanced bus service. Possibly additional fees, permits. **(32.2.9A and 32.2.4A)**

COMMENT #: 6560
DATE: 8/23/21 10:15 AM
SOURCE: Website
NAME: Josh McBeain

COMMENT:

We should not build a gondola or rail system to move people up Little Cottonwood Canyon. **(32.2.9E and 32.2.9M)** One of the two bus options makes the most sense. Road widening is the best option. **(32.2.9B)**

COMMENT #: 6561
DATE: 8/23/21 10:35 AM
SOURCE: Email
NAME: Kristin Gavin

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Kristin Gavin
Salt Lake City, UT

COMMENT #: 6562
DATE: 8/23/21 10:47 AM
SOURCE: Email
NAME: Blake Funston

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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)**.

Thank You,

Blake Funston

Sincerely,
Blake Funston
Salt Lake City, UT

COMMENT #: 6563
DATE: 8/23/21 11:05 AM
SOURCE: Website
NAME: Matt Slawson

COMMENT:

Has anyone considered a hybrid approach in which the gondola AND expanded bus service is implemented? **(32.2.2W)** The gondola will serve the crush of people to the ski resorts, while clean busses will serve the trailheads. **(32.2.6.3C)** ..this needs to occur year-round. **(32.1.2C)** A permit/fee is assessed to all private vehicles (no rental cars) entering the canyon (with discounts for green vehicles). **(32.2.4A)** The need to expand the road is eliminated and the number of tailpipes in the canyon is reduced...yes it will be expensive, but less expensive than waiting another 20 years...enough half-measures...time to go big.

COMMENT #: 6564
DATE: 8/23/21 11:17 AM
SOURCE: Email
NAME: Kylee Love

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Kylee Love
Murray, UT

COMMENT #: 6565
DATE: 8/23/21 11:17 AM
SOURCE: Website
NAME: David Moore

COMMENT:

As I understand it, the proposed gondola would only serve Snowbird and Alta. If true, then the cost of the proposed gondola should be substantially born by the resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Use of the gondola then would be free for resort guests. **(32.2.4A)** The gondola is only part of the solution with snow sheds, expanded bus service also part of the mix. **(32.2.2W and 32.2.6.5Z)** Cars entering the canyon should pay a toll with consideration for number of occupants **(32.2.4A)**

COMMENT #: 6566
DATE: 8/23/21 11:18 AM
SOURCE: Email
NAME: Meredith Spackman

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear udot,

I am from Utah and have worked up Little cottonwood canyon as well as spent most my life going up both canyons. I have since moved out of state for work and was quite frankly shocked to see that these were the only two options. **(32.2.2PP)** As I feel that there is one that actually solves the problem as well as creates jobs. When you have to sit in line just to get up the canyon you see why traffic is so bad besides the point that tourism is growing the reason that all become victim to sitting and waiting is because both canyons are dangerous to drive on after it's been snowing all night and they have to do avalanche control but not only this but the main issue that happens is people slide off the road blocking traffic which is something that you cannot control. So I don't feel widening the road would make much of a difference as that just puts more people on a dangerous road at the same time and I don't think a gondola is going to do anything other than spend money and not fix the problem. **(32.2.6.3P, 32.7B, and 32.7C)** The solution I would propose is to install a building at the base of both canyons that acts as a special operation udot building. Where canyon specific tow trucks and plows are easily accessible to the canyon moving cars out of the way far quicker than they're able to now which most have to come from all over the valley at this time, making waits for a tow truck hours as they have to wait in line which only gets longer with every car stuck. I feel this would clear the road more effectively and cut down on wait times for tow trucks as well as any other special vehicles that the canyon depends on. Most days when the canyon is at its worst with snow and ice on the road with people that have never experienced a day like that and they get to the base of the canyon and see that it's clear only to get up to the last 5 to 10 MI and realize that their vehicle isn't capable of making it any further. **(32.2.2M)** I think we have done an amazing job as utahns by creating beautiful places to visit simply because we've left things natural. I feel a gondola would only cheapen the experience and create an unfair biased towards those that can hop on a gondola and pass all the people that were waiting in the line early early in the morning which the law of the canyon has always been snooze you lose. As well powder days are very exhausting and if we keep accommodating tourists that will most likely do one or two runs then we are no better than the quick cash grabs of other resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Overall I do feel that the other two options the gondola and widening the road is jumping the gun for now. **(32.2.9C and 32.2.9E)** And that installing UDOT buildings with tows, plows and salters at the base of the canyon would clear the road far quicker and actually solve the problem that cause these traffic buildups instead of creating more problems. **(32.2.2M)** And adding jobs doesn't hurt either. I hope you'll reconsider making drastic changes and try this one instead. As I feel the need for it would never expire.
-Meredith

Sincerely,
Meredith Spackman
[REDACTED], OR

COMMENT #: 6567
DATE: 8/23/21 11:26 AM
SOURCE: Website
NAME: Jonathan Cheever

COMMENT:

Dear Utah Department of Transportation,

A gondola is not a viable option that would allow UDOT to pivot in the future. **(32.2.9E)** As transportation methods improve, using the current infrastructure, or even adding a bus lane - will allow adaptaptation as times change. **(32.2.9B and 32.2.6.3D)**

Committing to a gondola system is something that Utah residents and officials will soon regret.

Sincerely,
Jonathan Cheever
Park City, UT

COMMENT #: 6568
DATE: 8/23/21 11:36 AM
SOURCE: Website
NAME: Jordan Buchsbaum

COMMENT:

We at flaik firmly believe UDOT should move forward with the gondola proposal for three core reasons. (1) it will allow for seamless transportation regardless of snowfall conditions; (2) it has the great potential to have a very low, if not zero, carbon footprint if built into a VPPA; and (3) it results in the least disruption to natural resources, therefore leading to the lowest environmental impact. **(32.2.9D, 32.10A, and 32.13A)**

COMMENT #: 6569
DATE: 8/23/21 11:38 AM
SOURCE: Website
NAME: Miles Eyre

COMMENT:

I really think you need to give busses a chance. **(32.2.9A and 32.29R)**.

COMMENT #: 6570
DATE: 8/23/21 11:39 AM
SOURCE: Website
NAME: Ben Galanes

COMMENT:

The mobility hub, which I believe is just going to be where that old pit is, and wasatch boulevard improves are long over due. **(32.2.6.2.1C and 32.2.9Q)** But please, for the love of nature, do not implement a cog or gondola system. **(32.2.9M and 32.2.9E)** At what point are we no longer going into nature to ski. This is going to alter the land for the rest of its existence. I absolutely love the addition of a bus lane. **(32.2.9B)** I do not love the tunnels, but could understand their necessity if it means no gondola or cog. **(32.7A)** Also banning single occupancy cars is ludacris, there's simply no way I can perfectly match my schedule with everyone I know, and it seems like an unjust punishment to those who work weird schedules **(32.2.4A)**

COMMENT #: 6571
DATE: 8/23/21 11:44 AM
SOURCE: Email
NAME: Meagan Oltman

COMMENT:

Dear Utah Department of Transportation (UDOT),

No gondolas and no enhanced bus! **(32.2.9E and 32.2.9C)**

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? **(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. **(32.13B)** 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,
Meagan Oltman
North Ogden, UT

COMMENT #: 6572
DATE: 8/23/21 11:53 AM
SOURCE: Website
NAME: Jan Striefel

COMMENT:

Date: August 23, 2021

To: UDOT LCC EIS Consultant Team

From: League of Women Voters of Salt Lake City Re: LCC EIS Comments on Draft Alternatives

Dear UDOT Personnel and Consultant Team,

The League of Women Voters of Salt Lake City (LWVSL) is disappointed that the draft preferred alternatives identified are limited in their approach, unnecessarily complex and expensive, inappropriately focused on ski area desires, and environmentally damaging with long-term consequences that have not been addressed. **(32.1.2B)** Additionally, the draft preferred alternatives completely ignore less impactful actions with important good outcomes over expensive, environmentally and visually damaging consequences to the canyon and our enjoyment of them. **(32.2.2PP)**

We believe that more incentives coupled with tolls and restrictions on single-occupancy vehicles, a more efficient bus system with preference for bus transit users at peak times, and enforcement strategies that ticket illegal on-road parking could have almost immediate and effective positive impacts. **(32.2.9A, 32.2.4A, and 32.2.2M)** We question the need/value for a gondola, and have concerns about the environmental consequences of either of the snowshed solutions proposed. **(32.7A and 32.7B)** Therefore, we cannot support either of these draft preferred alternatives as presented; **(32.2.9E and 32.2.9J)** however, we can support a modified Enhanced Bus Alternative that reduces the potential damaging consequences mentioned and incorporates a phased approach with small and meaningful first steps. **(32.2.9A)**

Specifically, we have the following comments:

- We cannot support widening of the roadway in the canyon. **(32.2.9C)**
- We believe that the proposed snowsheds are unnecessary when balancing the minor inconvenience of waiting for snow to be cleared a few days a year, with the unavoidable environmental damage that will result from their construction and maintenance. **(32.1.2B, 32.7A, and 32.7B)**
- We prefer less intrusive approaches before investing in major construction projects, such as tolling, bus-only access at designated times, restrictions on single-occupancy vehicles, and better information systems for canyon users. **(32.2.4A and 32.2.2B)**
- We support electric buses and more of them. **(32.2.6.3F)**
- We support more and strategically placed bus access points that reduce congestion at the canyons, and incentives to mass transit use valley-wide. **(32.2.2I)**
- We support bus service that is fairly allocated to serve a variety of recreational areas and uses and not just the ski resorts; thus we support year-round bus service. **(32.1.2C and 32.2.6.3C)**
- We support options and actions that increase opportunities for all recreational interests including those of underserved populations. **(32.5A)**
- We support all efforts to more fully understand all canyon users and their expectations when visiting the canyons, and the current visitor use and management studies being undertaken. They will provide valuable information that is at present, missing **(32.20B)**.
- We believe the time has come to invest in solutions that prioritize the preservation and maintenance of a healthy canyon environment that is sustainable. **(32.2.9A and 32.2.2PP)**

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. The draft preferred alternatives presented will both have environmental consequences that cannot be mitigated. **(32.12A and 32.12B)** Only a more focused approach with incremental changes

can achieve the positive results desired with the least damage, and will afford time to adequately and thoroughly assess the consequences of these proposed actions before undertaking illconceived solutions. **(32.29R)**

As you know, the League is a non-partisan organization which relies on study, discussion, and consensus before our carefully considered positions are announced. We urge UDOT to reconsider and reevaluate these preferred alternatives and seek alternatives with a lighter touch and a considered, more sustainable and less costly approach.

Respectfully,

Jan Striefel, President, LWVSL

COMMENT #: 6573
DATE: 8/23/21 11:57 AM
SOURCE: Website
NAME: Jay Lyons

COMMENT:

I am not in favor of any of the proposed solutions for Little Cottonwood Canyon. **(32.2.9G)** There should be a gatehouse at the bottom of each canyon to limit cars into the ski areas. No parking spots = no more cars allowed up the canyon. **(32.2.2K)** Utah taxpayer's should not foot the bill to fund any of these "preferred" solutions.

Thank you.

COMMENT #: 6574
DATE: 8/23/21 12:09 PM
SOURCE: Email
NAME: Abigail White

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.29R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.29R)**
- Traffic controls **(32.2.4A and 32.2.29R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Abigail White
Salt Lake City, UT

COMMENT #: 6575
DATE: 8/23/21 12:10 PM
SOURCE: Website
NAME: Brendan Milliner

COMMENT:

I am in favor of enhanced bus service. I think that this option improves access to the canyon for all users in a practical way, while minimizing visual impact to the canyon. Furthermore, this approach could potentially be applicable to help with traffic in big cottonwood as well. **(32.2.9A and 32.2.6.3C)**

I oppose the gondola; I think this plan prioritizes the interest of private business (snowbird and alta) above the interests of local citizens, and will fundamentally scar the landscape of the canyon. **(32.1.9E, 32.1.2D, 32.2.7A, 32.7B, 32.7C, and 32.17A)**

COMMENT #: 6576
DATE: 8/23/21 12:19 PM
SOURCE: Email
NAME: Alyssa Richards

COMMENT:

Dear Utah Department of Transportation,

I have recreated in Little Cottonwood Canyon since I was a baby. I learned to ski at Alta, experienced my first backpacking trip at Red Pine, and I ski at Alta every season. Protection of the Little Cottonwood Canyon means preserving drinking water for future generations, making Salt Lake City more resilient against the climate crisis, and maintains the natural beauty of the canyon. **(32.29G)**

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Alyssa Richards
Salt Lake City, UT

COMMENT #: 6577
DATE: 8/23/21 1:07 PM
SOURCE: Website
NAME: Alex Smith

COMMENT:

First of all, I appreciate the efforts you all are putting forth. I do wonder if a simpler solution has ever been discussed that wouldn't cause an eyesore or negatively impact our environment. During peak days/times no one is allowed up the canyon unless they take the bus. My example would be Zion NP where you may drive in before buses start at 7am or after buses stop running at 5pm but in between we increase the buses and make them free. **(32.2.2B)** As well as having less frequent ones that are designated to stop for hikers, backcountry skiers and sledders along the way because there are plenty of people of use the canyons for reasons other than skiing at resorts **(32.1.2C and 32.2.6.3C)** Thanks for reading!

COMMENT #: 6578
DATE: 8/23/21 1:26 PM
SOURCE: Website
NAME: Anita Drew

COMMENT:

Go with the gondola plan **(32.2.9D)**

COMMENT #: 6579
DATE: 8/23/21 1:29 PM
SOURCE: Website
NAME: Tom Campbell

COMMENT:

No one is mentioning that this is going to cost you on TOP of a ski ticket! How much? Bus round trip now \$9.00. Gondola? \$18-\$20??? To much and slower. Will see good use on red snake snowy days but hey, why use it on others? Save your money. **(32.2.4A)** Oh wait! Your going to toll the road too lol! I'm off to Powder MT. SO LONG LCC.

COMMENT #: 6580
DATE: 8/23/21 1:44 PM
SOURCE: Website
NAME: Lindsey McGuire

COMMENT:

My thoughts here are shared by countless individuals who adore and recreate in our amazing Little Cottonwood Canyon. I first was drawn to this issue because I am a boulderer and spend a significant amount of time rock climbing in LCC. My initial reaction was devastation because of how either of these permanent changes will destroy so many outstanding, world class boulders that I have climbed and have goals to climb. As I have done more research regarding the options UDOT is posing, I realize that not only will both choices harm the climbing in LCC, but also the beauty, environment, and overall experience in the canyon for anyone who visits it. **(32.4A, 32.4B, 32.4I, 32.13A, 32.13B, 32.17A, and 32.17B)** The gondola and road widening are both permanent choices that should not be considered until honest effort towards a less invasive approach has been attempted. **(32.29R, 32.2.9C, 32.2.9E, and 32.2.9A)** So many options such as incentivizing and enhancing public transportation systems, tolling, vehicle limiting, and many more creative strategies exist that are just as likely to solve the problem. **(32.2.9A and 32.2.4A)** Shouldn't we do our best to take care of our beautiful canyon in the most effective, yet least altering way? Once the road is widened or a gondola is built, there is no going back from that. There is no guarantee that either of those choices will solve the problem, so why start with such an aggressive approach when an easier, cheaper choice is present that can preserve the beauty, climbing, and experience. **(32.1.2B, 32.7B, and 32.7C)** Just because you can widen roads and build gondolas does not mean you should.

Regarding the gondola, it seems like it is a huge investment into a fixed system that only benefits those who are going to Alta or Snowbird. While skiing is prominent, that is only one of the countless reasons people visit LCC. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** There are truly only a handful of days a year where the gondola could be helpful, and for the rest of the year it will stagnantly sit, detracting from the beauty and standing in the place of previously well-used boulders, trails, and land. **(32.1.4D)** And for the days that the gondola would be necessary due to high volumes of people, can the ski resorts even support the extra bodies it will bring? **(32.20C)** On the busiest days, one can wait hours to get onto the ski lift. This will worsen if there is no limit to the amount of people who could potentially pile in from the gondola. The canyon is finite and precious, and I worry that the posed solutions focus too heavily on maximizing the amount of people to possibly to shuttle in to the canyon. Just because you can get up to 1000 individuals an hour into the canyon on the gondola, is that really a sustainable solution? Where will all those people go when they land? How will they reasonably fit once they arrive at Alta or Snowbird? **(32.20A and 32.20C)**

Human impact on nature can be devastating, and I worry that the natural beauty of the canyon will be trampled by too many humans trying to occupy such a small place at once. I wish that anyone and everyone could enjoy LCC on any given day, but realistically I believe there must be a compromise between the amount of people wanting to recreate and the physical space we have to work with in the canyon. **(32.20B)** I would gladly give up my unlimited access in my private car if it meant that the canyon could be preserved and I could still visit on designated days, or on a bus, or other similar alternative. I believe that the majority of people feel the same. What is the point of visiting a canyon that has been destroyed by infrastructure and human impact. People go to the canyon to be in nature, feel peace, enjoy the air and beauty, and so much more.

I am begging reconsideration of the two alternatives posed. Please consider a less invasive approach that can preserve the ever loved boulders and general canyon experience. Utah is fiercely loved for its mountains, and it is our responsibility to protect their integrity. **(32.2.9A and 32.2.2PP)**

COMMENT #: 6581
DATE: 8/23/21 2:01 PM
SOURCE: Email
NAME: Stefanie Naden

COMMENT:

Dear Utah Department of Transportation (UDOT),
I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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)**
- 6) I LOVE public transportation when I visit areas where it is well done. I take the bus when I visit Jackson Hole Mountain Resort and Aspen Snowmass. I've TRIED taking the bus on multiple occasions in our canyons and it has been an awful experience. Crammed, infrequent, and not well designed for the use as a ski bus. I've been writing to improve this option first for YEARS. **(32.2.6.3N)**
- 7) The "red snake" is often caused by someone who does not have the experience or proper car/tires on these exceptional delay time days. It would be unpopular for the businesses that UDOT seems beholden to, but there needs to be a limit on rental cars going up the canyon. These are the least prepared drivers, as well as the teenagers with balding tires on a Ford Fusion. We've all seen countless California license plates spun out on the side of the canyon road. I believe this can be addressed with the tolling option before any road expansion. **(32.2.2M and 32.2.2Y)**
- 8) Instead of the bus having a priority lane up the entire canyon, which is likely to be blocked on heavy snowfall days when the pavement markings can't be seen, I recommend that the buses get priority for the first 60-90 minutes on canyon closure days. **(32.2.2B)**

Sincerely,
Stefanie Naden
Salt Lake City, UT

COMMENT #: 6582
DATE: 8/23/21 2:06 PM
SOURCE: Website
NAME: Joel Whitmer

COMMENT:

Yes (32.29D)

COMMENT #: 6583
DATE: 8/23/21 2:08 PM
SOURCE: Website
NAME: K Smith

COMMENT:

I hate to see the classic serenity of La Qaille disappear ALMOST as much as the canyon itself **(32.4M)**

COMMENT #: 6584
DATE: 8/23/21 2:08 PM
SOURCE: Website
NAME: Tim Hall

COMMENT:

I support the gondola. (32.2.9D)

COMMENT #: 6585
DATE: 8/23/21 2:10 PM
SOURCE: Website
NAME: George Anderson

COMMENT:

GIVE ME BETTER BUSES! **(32.2.9A)** as an actual rider of these things, I do not want a gondola or cog rail. **(32.2.9E and 32.2.9M)** Just give me better buses and encourage Alta/Snowbird to help pay costs. **(32.2.7A and 32.2.4A)** Heres an even better idea for them: Create BUS DROP OFF LOCATIONS that don't suck! I'd love to be able to have a convenient spot to put on/take off gear. **(32.2.3A)** Also, they could charge for parking spots!!! **(32.2.2F, 32.2.2K, and 32.2.4A)**

COMMENT #: 6586
DATE: 8/23/21 2:12 PM
SOURCE: Website
NAME: Tiffany Casper

COMMENT:

I'm for the gondola or a monorail (above the roadway on rail that won't be affected by avalanche). **(32.2.9D and 32.2.2I)** Busses are archaic/way outdated/won't be used. **(32.2.9C)** AND \$20 per car should be instituted NOW! **(32.2.2Y)** The canyons are being loved to death by TMFP. We need to limit visitors to the canyon each day and when capacity is reached (say, 1000 cars), the canyon is shut down to further cars. **(32.2.2K, 32.2.2L, 32.2.4A, and 32.20B)** Thanks.

COMMENT #: 6587
DATE: 8/23/21 2:19 PM
SOURCE: Website
NAME: Grant Amann

COMMENT:

Im a professional Urban Planner. The lowest impact would be having zero humans in the canyon. This is obvious. The next best thing would be having the least amount of humans in the canyon. This would be discouraging use of the canyon. THIS IS HARD TO HEAR, I understand. But it teaches us some things about use. In reality, we want to make the most money with the least impact on the canyon. Can't you agree that this is your goal? **(32.1.2B)** The best economic benefit with the least amount of environmental impact. Chant that like a mantra! Then you will see the obvious: the best solution lies not in developing further/more construction in the canyon but in working with what we already have. Therefore, the best solutions are the SAME solutions we have in Metropolis Downtown areas around the world. (PAID PARKING and BUSES). **(32.2.9A and 32.2.4A)** The best solution is creating a better bus system that people will actually use. Why will people use it? Because it will cost money to park at the resort, just as it costs money to park on the sidewalk near a meter in any downtown city in the US.**(32.2.2F)** If people pay money to park, then the economic impact goes up! Which is what ya'll want, (remember the mantra?). As a bus rider, it is often inconvenient to ride the bus with all my gear. THATS the only problem you/Alta/Snowbird need to solve. If you solve that problem, then people wont mind riding the bus/taking public transit. IF THIS PROBLEM EXISTS on buses, IT WILL STILL EXIST ON GONDOLAS/RAIL. That problem should first be solved on buses, which have no more lasting impact than they already have. **(32.2.9A and 32.2.4A)**

COMMENT #: 6588
DATE: 8/23/21 2:27 PM
SOURCE: Website
NAME: Grant Amann

COMMENT:

in short: NO TO GONDOLAS! NO TO COG RAIL! **(32.2.9E and 32.2.9M)** YES TO IMPROVED BUSES!**(32.2.9A)** YES TO MAKING SNOWBIRD/ALTA PAY FOR THINGS THAT BENEFIT THEM! **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** YES TO PAID PARKING! YES TO FORCING ALTA/SNOWBIRD TO ENCOURAGE BUS RIDERSHIP BY CREATING BETTER PICK UP/DROP OFF LOCATIONS. **(32.2.4A and 3.2.2F)** If alta and snowbird don't do anything to encourage bus ridership, why would anyone ride the bus? NO GONDOLAS PLEASE GOD NO.

COMMENT #: 6589
DATE: 8/23/21 2:50 PM
SOURCE: Website
NAME: Jake Decola

COMMENT:

No gondola no road widening. **(32.2.9E and 32.2.7C)** No private vehicles during peek hours increased bussing. **(32.2.2B)** Busses every few minutes. **(32.2.6.3N)** Build a massive parking lot at base of canyons. **(32.2.6.2.1C)** Saves millions of dollars and is the best option for the people and the environment rather than the best option for the resorts.

COMMENT #: 6590
DATE: 8/23/21 2:59 PM
SOURCE: Website
NAME: David Comber

COMMENT:

I am a 5+ years resident of Salt Lake County. I strongly oppose construction of a sky tram to the commercial ski resorts in LCC. **(32.2.9E)** I strongly oppose widening the road; this would destroy iconic bouldering problems. **(32.2.9C, 32.4A, and 32.4B)** RE: Wasatch Backcountry Alliance podcast series on this problem... main takeaway is Return to the main goal! Major stakeholders clearly on not on same page that the main goal is: improving traffic mobility in LCC. **(32.1.2B)** Give buses a fighting chance before investing in major infrastructure changes. **(32.2.9A)**

COMMENT #: 6591
DATE: 8/23/21 3:13 PM
SOURCE: Website
NAME: Matt Nelson

COMMENT:

I would like to offer my support for the gondola alternative to the current traffic and safety problems confronting LCC. There are a number of reasons I support the gondola option. **(32.2.9D)**

1 - Safety: it is the only option under consideration that is not affected by avalanches and offers an egress solution to LCC that is not dependent upon road conditions.

2. Experience: the gondola will help provide a transportation experience commensurate with the grandeur of LCC, and actually add to the overall experience of going up LCC.

3. Better than bus: having used the ski bus multiple times, it is not a pleasant experience, whereas the alternative will be such a better experience. Additionally, the bus option, even with avalanche precautions does not provide the robust egress from the canyon the gondola does when road conditions are poor. **(32.2.6.3P)**

4. Environmental: the environmental impact of the gondola is far less than the bus option. LCC is only going to have more demand as the population in the area grows and tourists become increasingly aware of all that it has to offer. Protecting what we have should be a critical focus. Expanding the road is too large of a footprint in comparison to gondola towers. **(32.12A, 32.12B, 32.10A, 32.13A, 32.13B, 32.17A, and 32.17C)**

I would like to see the name of the base station changed. Naming it after the current name of a nearby restaurant seems weird given the vast number of "cool" names it could have given the area it will be in. Granite, Quarry, Cottonwood, Canyon, etc...

COMMENT #: 6592
DATE: 8/23/21 3:24 PM
SOURCE: Website
NAME: Martin Neunzert

COMMENT:

Oh, the glorious enticing gondola! People will be driving past it for decades. **(32.2.4A)** It cannot provide the flexibility, passenger rate or low cost of a transportation system evolving for decades to provide the maximum freedom and inclusiveness. **(32.2.4A and 32.2.9E)**

Martin Neunzert
Ogden, Utah

COMMENT #: 6593
DATE: 8/23/21 3:32 PM
SOURCE: Email
NAME: Mackenzie Domingues

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Mackenzie Domingues
Draper, UT

COMMENT #: 6594
DATE: 8/23/21 3:47 PM
SOURCE: Website
NAME: Sam Lightbody

COMMENT:

YES, GONDOLA! It's the obvious solution. **(32.2.9D)**.

COMMENT #: 6595
DATE: 8/23/21 3:50 PM
SOURCE: Email
NAME: Lewis Collins

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

I want to see the quality of the environment and experience preserved in Little Cottonwood canyon winter and summer. I reject both the gondola and road widening approaches. **(32.2.9E and 32.2.9C)** I feel the best approach is to limit the amount of people coming into the canyon summer and winter. **(32.20B)** This can be done through tolling at the mouth and higher season pass prices for the resorts in the canyon. **(32.2.2K, 32.2.2Y and 32.2.4A)**

Sincerely,
Lewis Collins
SALT LAKE CITY, UT

COMMENT #: 6596
DATE: 8/23/21 3:55 PM
SOURCE: Email
NAME: Dan Buehner

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Dan Buehner
North Salt Lake, UT

COMMENT #: 6597
DATE: 8/23/21 4:09 PM
SOURCE: Website
NAME: Gia Bower

COMMENT:

I am fully against a gondola situation in the canyons. **(32.2.9E)** I am a skier but do not feel the impact to the environment is worth the hope of easing congestion with the gondola system. Increased Bussing options feels like the best choice, with least impact, to our beautiful canyons. **(32.2.9A)**

COMMENT #: 6598
DATE: 8/23/21 4:15 PM
SOURCE: Website
NAME: Ann Treacy

COMMENT:

I am against both plans. **(32.2.9C and 32.2.9E)** Limit visitors, improve carpooling and busing. **(32.2.4A and 32.2.9A)** Don't ruin this pristine canyon.

COMMENT #: 6599
DATE: 8/23/21 4:19 PM
SOURCE: Website
NAME: Christopher Hammock

COMMENT:

Please, when implementing changes to bus system, design buses to have a majority of front-facing seats. Currently the buses have seats that mostly face perpendicular to the road, which is fine in city buses, but the long, fast, steep winding roads in the Cottonwood Canyons creates serious carsickness and motion sickness which dissuades potential riders. Having more front-facing seats would make the bus experience much more pleasant and would encourage more riders. **(32.2.6.30)** Thank you!

COMMENT #: 6600
DATE: 8/23/21 4:21 PM
SOURCE: Website
NAME: Sarah Ricketts

COMMENT:

The current proposals (gondola or roadway widening) are extremely expensive and will have a large impact on the surrounding landscape. **(32.13A, 32.13B, 32.17A, and 32.17B)** I think there are other solutions we could try that leverage the existing infrastructure before committing to the cost and environmental impact of the two proposals.**(32.2.2PP and 32.29R)**

What if there was a toll to drive a private car up the canyon? Something similar to Millcreek Canyon could help promote carpooling. A tolling station along the lines of an EZPass could be implemented to avoid long lines - this option might be more expensive but I imagine it would still be less than the existing proposals. Tolling private cars but reducing bus tickets (or making them free) could encourage carpooling or public transportation even more. **(32.2.4A)**

What if we take notes from Zion National Park and increase the number of buses up the canyon? If there are more buses that are running more often, people would be more inclined to use public transportation. What if, as part of that plan, we close the canyon to private vehicles during certain peak hours (perhaps Saturdays, Sundays, and holidays until noon). **(32.2.6.3N and 32.2.2B)**

What if we encourage Alta and Snowbird to charge for parking? That means in their specific parking lots and not the Town of Alta? What if we encourage Alta and Snowbird to upgrade and enhance their public storage / lockers? If people can leave their skis and gear at the resort, it would make it much easier to take the bus or carpool. **(32.2.2K and 32.2.4A)**

The gondola is very expensive and will have a significant impact on the surrounding environment. That public expense would primarily benefit two private businesses (Alta and Snowbird) while making access to our backcountry public lands more difficult. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Increasing parking capacity up the canyon is not ideal. We should do everything in our power to decrease the use of private vehicles, not encourage more people to drive up the canyon. **(32.2.4A)**

I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20A, 32.20B, and 32.20C)** I am against any future ski resort expansion outside of their current footprints.

COMMENT #: 6601
DATE: 8/23/21 4:22 PM
SOURCE: Website
NAME: Steve Hampshire

COMMENT:

Please do not turn our canyons I to amusement parks. The gondola does NOT work as I viable options. **(32.2.9E)**. I the idea of saving our canyons the gondola is only an solution for those who are in benefit to gain from it. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

If we were to out a gondola up the canyon then have the two resorts who benefit most from it pay for it. The idea of site lines be ruined by towers and cables makes me sad. **(32.17A)** instead of responsible stewardship to our lands we want to continue to just build.

The snow sheds can blend into the mountains. And in some cases like in Colorado this summer with the mudslides save lives. **(32.2.9K)**

NO GONDOLA! (32.2.9E)

COMMENT #: 6602
DATE: 8/23/21 4:22 PM
SOURCE: Email
NAME: Weston Gastrock

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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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- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** 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,
Weston Gastrock
Salt Lake City, UT

COMMENT #: 6603
DATE: 8/23/21 4:31 PM
SOURCE: Website
NAME: Liz Longhurst

COMMENT:

As a cottonwood heights resident, I would like to see a regulated bus system work at the canyon instead of building something new. On peak days or during peak seasons, if you were required to take a shuttle or have an overnight pass for the lodges, it would meet the goals of reducing traffic without the expense or harming the natural beauty of the canyon. I don't necessarily like that I have to take a shuttle at locations like Zions, but I understand what the system does to preserving the area. **(32.2.2B)**

COMMENT #: 6604
DATE: 8/23/21 4:31 PM
SOURCE: Email
NAME: Suzette Johnson

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Suzette Johnson
Draper, UT

COMMENT #: 6605
DATE: 8/23/21 4:33 PM
SOURCE: Website
NAME: Bill Ayers

COMMENT:

Both scenarios proposed within the draft EIS (gondola and road widening) fail the taxpayers of SLC in many ways. Neither option supports multiuse dispersed recreators, least of all the gondola. **(32.1.2C, 32.2.6.3C, and 32.2.6.3G)** The EIS is planned to cost over \$500 million dollars to solve a traffic problem that exists only a few months a year and specifically serves the ski resorts. **(32.1.2B, 32.1.2D, 32.1.4D, 32.2.7A, 32.7B, and 32.7C)** Beyond the economics (and the blatant gift to the ski resorts) we must consider the permanent alterations to the canyon. Both scenarios will have an irreversible impact on the environment (in a watershed canyon) while also destroying the experience dispersed recreators enjoy all year round. **(32.12A, 32.12B, 32.13A, 32.13B, 32.17A, and 32.17B)** I believe more reasonable, less expensive option (s) to solve traffic in the winter months should be exhausted before considering options of such magnitude. **(32.29R, 32.2.9A, and 32.2.2PP)**

COMMENT #: 6606
DATE: 8/23/21 4:36 PM
SOURCE: Website
NAME: John Pineau

COMMENT:

Please build this magnificent tram up the little cottonwoods. **(32.2.9D)**

COMMENT #: 6607
DATE: 8/23/21 4:37 PM
SOURCE: Website
NAME: Kara Sonntag

COMMENT:

I grew up skiing at Snowbird every weekend. My dad taught skiing there for over 25 years so I'm extremely familiar with Little Cottonwood Canyon. We mountain biked the temple quarry trail for years until moving to Davis County. We still hike secret lake, red pine and white pine trails. I have loved recreating up little cottonwood canyon until recently!!! We have had ski passes to snow bird and Alta and I will never get them again. Not only is there too much traffic on the roads there are TOO MANY PEOPLE at the resorts and careless skiers. There are too many people up Albion basin to enjoy the wildflowers. I know the solution is not to figure out how to get more people up the canyon. It needs to be how to reduce the amount of people up the canyon. **(32.20B and 32.1.2B)** I think the Icon and mountain collective passes (as well as epic) have ruined our canyons during the winter. There are too many people up there to enjoy it. I feel like the resorts don't care about the locals and just want money!! I think the solution to reducing traffic is put a toll booth at the mouth and have the resorts cap the amount of ticket sales and get rid of the multi park passes. **(32.2.4A, 32.2.2Y, and 32.2.2K)** The environmental impact on the mountains for having that amount of people up there during summer and winter must be huge. **(32.20A and 32.20C)** We need to LOVE our canyons not increase the lanes or build a multi million dollar gondola with tax payer money...that seems to benefit La Caille?!(**32.2.9C, 32.2.9E, and 32.6C**) That would be a HUGE waste of money!!! I Have 4 kids and definitely wouldn't use the gondola to get up to the resort. **(32.2.4A)** I also think the gondola wouldn't run with avalanches because the towers would need to be checked to make sure they are sound. **(32.2.6.5H and 32.2.6.5K)** I love skiing with my family but the amount of people in the mountains ruins it for me!! There should be the solution of reducing people up there, not increasing it. Utah's growing and if the highway is expanded or the atrocious gondola is installed I feel like UDOT is saying, "We don't care about what the locals think. We're doing this in the name of tourism!!" These are not solutions. Both of the proposed ideas only continue to wreak havoc on our precious mountains!"

COMMENT #: 6608
DATE: 8/23/21 4:41 PM
SOURCE: Website
NAME: Jeff Brown

COMMENT:

"We avoid LCC mainly because we've been locked out due to avi slides on our last 2 trips to Utah. This proposed Gondi would help avoid that."**(32.2.9D)**

COMMENT #: 6609
DATE: 8/23/21 4:42 PM
SOURCE: Website
NAME: Renae Richards

COMMENT:

My preference to resolve the congestion at Little Cottonwood Canyon is for enhanced bus service for a number of reasons. **(32.2.9A)** 1) Busses offer greater flexibility - they would benefit back and cross country skiers rather than just stopping at two commercial resorts as a gondola provides. **(32.2.6.3C)** 2- This option offers flexibility to add or subtract seat accommodations in line with increased or decreased demand and reduces emissions. **(32.2.6.3D)** 3- This option does not require users to transfer at 3 locations. **(32.2.6.5J and 32.2.6.4B)** 4- This option is minimally invasive to the aesthetics, geology and safety of the canyon. 5- This option would be less expensive to users. **(32.2.4A)** A current tram ride at Snowbird costs between \$20 and \$27 depending on demand. I am certain this option would be more costly as a much greater distance is traveled. **(32.2.4A)** A family of 4 could easily spend more than \$100 more simply for a day trip making it cost prohibitive for many. 6- The gondola option puts the highly impactful option in a permanent position - there is no option for change or improvement down the road if better options become available or additional flexibility is needed. **(32.2.6.5A)** The scaring on the mountain is lamentable. **(32.17A)** Please look beyond desire to imitate Europe and focus on what is best for Utah. Thank you.

COMMENT #: 6610
DATE: 8/23/21 4:43 PM
SOURCE: Website
NAME: Mimi Blackstone

COMMENT:

I am not in favor of the proposed gondola for many reasons including but not limited to: **(32.2.9E)** Cost to build, Cost to ride (which I'm sure will go up every year) Maintenance, Damage to the canyon and ecosystems, **(32.13A)** Amount of added traffic to the neighborhoods, **(32.2.6.5E)** Limited hours is runs. Many workers have touted the importance of this to help them get to and from work but 7a-7p leaves out many of the workers due to scheduling issues. **(32.2.6.5F)** The best solution/s I have heard are to stop overselling the ski resorts, charge a fee for less than 2 passengers per car and/or create a toll road on the way down similar to Millcreek. **(32.2.4A and 32.2.2Y)** Living in CH, I have no fear that our taxes will go up due to this endeavor. Will there be yearly passes to the gondola? Discounts for locals? Punch-tickets? **(32.2.4A)** I see no advantage to the gondola other than moving 1000s of people up and overcrowding the resorts even more. **(32.20C)** My prediction is that there will be just as much congestion on the road but we'll have thousands more on the mountains. I would definitely not support this unless there was a tunnel or overpass into and out of the 1500 stall parking pass. **(32.2.6.5E)** What a traffic nightmare.

COMMENT #: 6611
DATE: 8/23/21 4:46 PM
SOURCE: Website
NAME: Christian Weaver

COMMENT:

Hello,

I am writing in strong opposition to both proposed transit options being present for Little Cottonwood Canyon. **(32.2.9C and 32.2.7E)** I consider myself both a climber and a snowboarder and have done both sports in Little Cottonwood Canyon. However, I cannot comprehend the choices that are being proposed for this canyon. I have bouldered, trad climbed, and sport climbing in this world renown climbing destination but that is all being threatened. UDOT's gondola and additional lane (s) proposals would have an unacceptable impact on the climbing experience as well as year-round dispersed recreation access throughout all of Little Cottonwood Canyon. Both UDOT proposals threaten iconic climbing throughout Little Cottonwood and at least 64 boulders and 273 boulder problems. **(32.4A, 32.4B, 32.4G, and 32.4P)** <https://www.saltlakeclimbers.org/lcc-udot-eis> Iconic climbing will be lost for ever as prioritization of the corporate usage (ski resorts) is prioritized over pristine nature and other outdoor canyon users. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** This is having these types of amazing canyons at our disposal that make Utah one of the greatest outdoor experiences. I am asking you to please reconsider finding a new alternative based on an expanded electric bus service coupled with tolling and other traffic mitigation strategies that includes dispersed recreation transit needs before any permanent changes are made to Little Cottonwood Canyon that will forever alter the landscape. **(32.29R, 32.2.9A, 32.2.4A, 32.2.6.3F, and 32.2.2PP)** I would hope you would strongly consider all canyon recreationalist and not just the ski resorts.

Sincerely,
Christian Weaver

COMMENT #: 6612
DATE: 8/23/21 4:55 PM
SOURCE: Email
NAME: Olivia Maynard

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Olivia Maynard
Ada, MI

COMMENT #: 6613
DATE: 8/23/21 4:57 PM
SOURCE: Website
NAME: Martin Taylor

COMMENT:

For the love of the canyon please do not expand the road or build a gondola. **(32.2.9C and 32.2.9E)** I would rather see a bus system that works then finishing off the last bit of beauty we have left in this canyon **(32.2.9A)**

COMMENT #: 6614
DATE: 8/23/21 5:05 PM
SOURCE: Website
NAME: Bryan Anderson

COMMENT:

I have carefully studied the UDOT proposals and listened to the two public comments videos and have been an avid user of the LLC for 40 years.

The 2 proposals are far too expensive at half a billion dollars and will just make an expensive sport even more unaffordable for local skiers. **(32.2.9C and 32.2.9E)** Also they are far too destructive to our beautiful canyon to solve a problem that happens about 20 times a year. **(32.17A, 32.17B, and 32.1.4D)** Additionally, the resort lift capacity is not changing and the lift lines are already far too long now. On a powder morning the lift lines are already ridiculous, even on the snowiest of mornings. Why increase transportation up the canyon when the resorts can't handle what is already there? **(32.20C)**

The best solutions would be to do the following:

1. Build snow sheds at the only the very worst avalanche paths. **(32.2.9K)**
2. Increase existing bus service but do not widen the road in the canyon. Once up the canyon a little ways up the traffic flows well even on the worst of days. **(32.2.9A)**
3. Add just one (1) express bus lane on Wasatch Blvd from BCC to the mouth of LCC. This alone will incentivize people to use the bus because this is the area with the worst problem. Please don't wreck Wasatch Blvd. with more than one lane added!!! **(32.2.6.2.2A)**
4. Snowbird should continue to use the FREE parking reservation system to limit the number of skiers and cars. Alta should adopt the same system. This will also help with the end user experience. We don't need to increase skiers cost to limit the number of cars. It can be done for free!!! **(32.2.2K)**
5. Eliminate the ICON and Wasatch Collective passes for both LCC and BCC. This alone will greatly eliminate the demand for the canyons since those passes caused much of the problem. **(32.2.2K)**
6. Increase the snow removal and deicing capability. **(32.2.2II)**
7. Increase the busing and canyon transportation services for tourist who don't know how to drive in the canyon. **(32.2.9A)**

COMMENT #: 6615
DATE: 8/23/21 5:05 PM
SOURCE: Website
NAME: Karen Keeley

COMMENT:

I support an Enhanced Bus Service and Road Widening. This option gives us more flexibility versus erecting permanent structures. Unfortunately, climate change has made the future of LCC uncertain. **(32.2.9B and 32.2.2E)**

COMMENT #: 6616
DATE: 8/23/21 5:06 PM
SOURCE: Website
NAME: Morgan Brooks

COMMENT:

Air quality is important to me and I support the gondola. (32.10A and 32.2.9D)

COMMENT #: 6617
DATE: 8/23/21 5:07 PM
SOURCE: Website
NAME: Britney Justice

COMMENT:

I would feel so much safer taking a gondola up the canyon during heavy snow days than sitting in a bus. (32.2.9D)

COMMENT #: 6618
DATE: 8/23/21 5:09 PM
SOURCE: Website
NAME: Joey Contreras

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 #: 6619
DATE: 8/23/21 5:09 PM
SOURCE: Email
NAME: Joni Sweet

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Joni Sweet
Midvale, UT

COMMENT #: 6620
DATE: 8/23/21 5:10 PM
SOURCE: Website
NAME: Tyler McKenzie

COMMENT:

Widening the road and building snow sheds does more harm to the environment that is already at risk of being damaged and lost. **(32.2.9C, 32.2.9E, 32.2.9J, 32.13A, and 32.13B)**

COMMENT #: 6621
DATE: 8/23/21 5:11 PM
SOURCE: Website
NAME: Pepe Munoz

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 and my boyfriend to see Utah's beauty from a new perspective. **(32.2.9D)**

COMMENT #: 6622
DATE: 8/23/21 5:13 PM
SOURCE: Website
NAME: Lee Rhodes

COMMENT:

Too many times people get stuck up the canyon when an avalanche shuts down the road. It makes me worry for my elderly parents. A gondola takes that problem away entirely. **(32.2.9D and 32.2.6.5H)**

COMMENT #: 6623
DATE: 8/23/21 5:13 PM
SOURCE: Website
NAME: Darcy Link

COMMENT:

I understand why a gondola is ideal for skiers on peak snow days, but it also provides another activity for me to enjoy during the summer as someone who isn't a snow activity person. **(32.2.9D)**

COMMENT #: 6624
DATE: 8/23/21 5:14 PM
SOURCE: Website
NAME: Josh Wilkins

COMMENT:

Please choose the Gondola! My husband and I would love that for our many visits to Utah. **(32.2.9D)**

COMMENT #: 6625
DATE: 8/23/21 5:15 PM
SOURCE: Website
NAME: Daisy Wright

COMMENT:

The gondola is a cost-effective, long-term solution to problems that Utah has been trying to tackle for years. **(32.2.9D)**

COMMENT #: 6626
DATE: 8/23/21 5:15 PM
SOURCE: Website
NAME: Jon Messina

COMMENT:

It is ridiculous that the state is considering a gondola that is nothing more than an extension of the ski resorts at tax payer expense. With only 2 stops, Alta and Snowbird, this is nothing but catering to special interests. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Additional investment in busses should be made that access the entire canyon before catering to two small areas at the top of the canyon. Create a year-round free or low cost bus system and fund it through an oppressively expense toll (\$100/private vehicle) for those that feel they “need” to drive up the canyon. Do not allow any annual passes. **(32.2.9A, 32.1.2C, 32.2.6.3C, and 32.2.4A)**

If someone is paying \$500+/night to stay at the resorts, or \$150+/person to ski, the toll is a minor add to the expense of the vacation. Study the traffic impacts from a toll of that magnitude before spending hundreds of millions to expand roads and parking. **(32.29R and 32.2.2Y)**

COMMENT #: 6627
DATE: 8/23/21 5:16 PM
SOURCE: Website
NAME: Lena Owens

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 #: 6628
DATE: 8/23/21 5:17 PM
SOURCE: Website
NAME: Daniel Lemley

COMMENT:

I see no reason for either option to be put into place. This is to address a problem, that is really only a problem a handful of days every year. **(32.1.4D, 32.2.9C, and 32.2.9E)**. Even if the impacts of traffic were that bad, it would still be a lasting impact to address a problem that only occurs 1/4 to 1/3 of the year. Finally, tax payers should not be responsible for any upfront, or enduring cost for this project. This problem could 100% be addressed by the resorts up little cotton wood implementing a reservation system that limited the amount of people going up the canyon in the winter. **(32.1.2B, 32.1.2D, 32.2.2K, 32.2.4A, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 6629
DATE: 8/23/21 5:18 PM
SOURCE: Website
NAME: Maura O'Neil

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. **(32.7A and 32.2.9J)**

COMMENT #: 6630
DATE: 8/23/21 5:18 PM
SOURCE: Website
NAME: Katie Pohlman

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. **(32.2.6.3P)**

COMMENT #: 6631
DATE: 8/23/21 5:19 PM
SOURCE: Website
NAME: Ryan Greene

COMMENT:

I believe that more sustainable solutions should be considered before moving forward with the Gondola or Road widening occur in Little Cottonwood Canyon. **(32.2.9E and 32.2.9C)** I would support less impactful options first like limiting the amount of private vehicles with a variable toll or closing the canyon completely to only bus service only on certain high demand days to reduce traffic before we make a change that will permanently change the nature and use of the canyon. Please consider other options before proceeding with these two destructive options. **(32.2.9R, 32.2.4A, 32.2.2Y, 32.2.2B, and 32.2.2PP)**

COMMENT #: 6632
DATE: 8/23/21 5:19 PM
SOURCE: Website
NAME: Anthony Giandiletti

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.
(32.1.2C, 32.2.6.5G, and 32.2.6.3C)

COMMENT #: 6633
DATE: 8/23/21 5:20 PM
SOURCE: Website
NAME: Phillip Giandiletti

COMMENT:

Canyon closures due to planned avalanche mitigation will no longer be a problem with the gondola.
(32.7A, 32.2.6.5D, 32.2.6.5H, and 32.2.9D)

COMMENT #: 6634
DATE: 8/23/21 5:20 PM
SOURCE: Website
NAME: Ari Marks

COMMENT:

I think the gondola would be underutilized for the cost. **(32.2.4A)** Please investigate a Zion style bus system. No public traffic. Only employees and residents of the town of Alta. This would be the least environmentally and visually impactful. And you won't have cars driving up the canyon without proper traction. **(32.2.2M and 32.2.2B)**

COMMENT #: 6635
DATE: 8/23/21 5:22 PM
SOURCE: Website
NAME: Taurean Everitt

COMMENT:

Traffic in the neighborhoods surrounding the entrance of the canyon is unbearable when the canyon is backed up. **(32.7B)** A gondola will allow locals to commute without hassle. **(32.2.9D)**

COMMENT #: 6636
DATE: 8/23/21 5:24 PM
SOURCE: Website
NAME: Peyton Royal

COMMENT:

I would feel so much safer taking a gondola up the canyon during heavy snow days than sitting in a bus. (32.2.9D)

COMMENT #: 6637
DATE: 8/23/21 5:25 PM
SOURCE: Website
NAME: Matt Bogart

COMMENT:

Taking a gondola up the canyon would make me feel much safer. **(32.2.9D)**

COMMENT #: 6638
DATE: 8/23/21 5:27 PM
SOURCE: Website
NAME: Anna Gasset

COMMENT:

A gondola feels like the safest choice of all options. (32.2.9D)

COMMENT #: 6639
DATE: 8/23/21 5:29 PM
SOURCE: Website
NAME: Christine Williams

COMMENT:

We have a timeshare at iron blossom. We have to transport all of our food and essential items for a week do I need to be able to drive up the canyon. Want to ensure that we are not required to ride a bus or a gondola. **(32.2.4A)**

COMMENT #: 6640
DATE: 8/23/21 5:29 PM
SOURCE: Website
NAME: Brandon Whitmore

COMMENT:

Clean air is important to me, I support the gondola. (32.10A and 32.2.9D)

COMMENT #: 6641
DATE: 8/23/21 5:30 PM
SOURCE: Website
NAME: Brian Liebson

COMMENT:

Consistency is key for travel and daily plans, especially after spending money on a ski ticket. I choose the gondola. **(32.2.9D)**

COMMENT #: 6642
DATE: 8/23/21 5:31 PM
SOURCE: Website
NAME: Carly Sebouhian

COMMENT:

My husband, dog, and I love the canyon and don't want to see any more traffic or pollution. Please pick the gondola. **(32.7C, 32.10A, and 32.2.9D)**

COMMENT #: 6643
DATE: 8/23/21 5:33 PM
SOURCE: Website
NAME: Cooper Stanton

COMMENT:

Adding roads won't fix the problems long term, we need a new way to travel. That is clearly the gondola solution. **(32.2.9D)**

COMMENT #: 6644
DATE: 8/23/21 5:33 PM
SOURCE: Email
NAME: Julie Zamora

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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)**
- 6). We should not attempt to facilitate the recreation of one group at the expense of destroying recreation for another. LCC is home to WORLD CLASS bouldering, it is a regular destination for Utah climbers and we cannot undermine the impact on our lands. **(32.4A and 32.4B)**

Also, a gondola is a complete eye sore and puts an awful blemish against a beautiful backdrop. It is not worth it. **(32.2.9E and 32.17A)**

Sincerely,
Julie Zamora
Salt Lake City, UT

COMMENT #: 6645
DATE: 8/23/21 5:34 PM
SOURCE: Website
NAME: Daryl Tofa

COMMENT:

Utah is my home, I love it. I only want the best for it. Please choose the gondola. **(32.2.9D)**

COMMENT #: 6646
DATE: 8/23/21 5:35 PM
SOURCE: Website
NAME: Andy Tofa

COMMENT:

I think Utah is awesome, except our air quality. That sucks. Anything to improve that is what we should do. That seems like the gondola to me. **(32.10A and 32.2.9D)**

COMMENT #: 6647
DATE: 8/23/21 5:37 PM
SOURCE: Website
NAME: Garrett Hawe

COMMENT:

No more terrible traffic in the canyon. Choose the gondola, please! **(32.7C and 32.2.9D)**

COMMENT #: 6648
DATE: 8/23/21 5:37 PM
SOURCE: Website
NAME: Harris Milgrim

COMMENT:

A gondola is the most environmentally-friendly option that takes into account air quality, water quality, and energy efficiency. **(32.10A, 32.12A, 32.18A, and 32.2.9D)**

COMMENT #: 6649
DATE: 8/23/21 5:37 PM
SOURCE: Website
NAME: Katherine Bennett

COMMENT:

The gondola is the way to go, no doubt. Better for the environment and better for the traffic and movement of the people traveling up the canyon **(32.2.9D)**

COMMENT #: 6650
DATE: 8/23/21 5:38 PM
SOURCE: Website
NAME: Joel Douglas

COMMENT:

Gondola's are so much fun. Please choose the gondola! **(32.2.9D)**

COMMENT #: 6651
DATE: 8/23/21 5:38 PM
SOURCE: Email
NAME: Samuel Cook

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(32.20B)**
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- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** 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,
Samuel Cook
Salt Lake City, UT

COMMENT #: 6652
DATE: 8/23/21 5:40 PM
SOURCE: Website
NAME: Kamal Lado

COMMENT:

Please don't damage the already existing life around the canyon, save the habitat. (32.13A, 32.13B, and 32.29G)

COMMENT #: 6653
DATE: 8/23/21 5:41 PM
SOURCE: Website
NAME: Joe Swindler

COMMENT:

I feel like the gondola is the only viable option. Wider roads and more buses will only push the problem further down the road when everything is congested again. **(32.2.9D, 32.7B, and 32.7C)**

Also, by far my worst experiences with traffic in this canyon have been when the road was closed for hours because of avalanches or vehicle slide-offs from driving on snow and ice. **(32.7A)**

We absolutely must have a transit option that doesn't rely on driving.

COMMENT #: 6654
DATE: 8/23/21 5:41 PM
SOURCE: Website
NAME: Kristin Yancy

COMMENT:

I care about the ease of travel in the canyon. No more roads will fix the current condition. The gondola is THE choice. **(32.2.9D)**

COMMENT #: 6655
DATE: 8/23/21 5:47 PM
SOURCE: Website
NAME: Lisa Emery

COMMENT:

Busses allow for flexibility and accessibility to trailheads. **(32.2.1C and 32.2.6.3C)** Ban cars and require only busses such as Zion national park does **(32.2.2B)**

COMMENT #: 6656
DATE: 8/23/21 5:50 PM
SOURCE: Website
NAME: Skip Beitzel

COMMENT:

Busses! (32.2.9A)
Electric!! (32.2.6.3F)

COMMENT #: 6657
DATE: 8/23/21 6:03 PM
SOURCE: Website
NAME: Clint Karren

COMMENT:

Dear UDOT,

I have lived in Utah all my life and grew up in Sandy just minutes from the mouth of Little Cottonwood Canyon. The Cottonwood Canyons are my playground, and Little Cottonwood in particular is a special place to me. Having witnessed first-hand the popularity of this canyon grow over the past few decades I can't help but recognize the need to both increase access to the canyon as well as reduce the over-crowding traffic. As an engineer myself, I acknowledge that both proposed options, the Gondola and Express Bus, will meet the challenges of this unique goal... but neither option is perfect. However, one of the options is more versatile, dynamic and all-encompassing for the total usage of the canyon (both activities and times year), while the other focuses exclusively on the ski resorts in winter. The Gondola is a great option if the sole purpose is to reduce traffic to the ski resorts, however it provides very little benefit to anything other activities within the canyon. **(32.7C)** I do not ski, but I love using the canyon throughout the year to hike, backpack, camp, snowshoe and sled. The gondola will provide no benefit to these activities (as well as biking, rock climbing and back-country skiing too) nor will it ease the over-crowded parking lots at every trailhead between the mouth of the canyon and Snowbird. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I also have to mention the detriment it will have to the incredible views the canyon has to offer, with +200 ft columns towering above the forested canyon floor. **(32.17A)** Although, I fully admit that a widened road for express buses will not enhance the aesthetics of the canyon either;**(32.17B)** at least it will be much-less detrimental to the scenery. Simply put, the gondola is a one-dimensional option for a multi-dimensional problem. The Express Bus is much more versatile as it will aid in all uses within the canyon along the entire length of the road. **(32.2.9E, 32.2.9B, 32.1.2C and 32.2.6.3C)** It will allow for more dynamic solutions to address all sources of over-crowding and their unique circumstances (e.g. more buses on busier days, express buses vs. buses that stop along the route, usage on summer weekends, added lanes for cyclists when not in use, etc.), not to mention potential cost savings that come with more efficient usage. Although The Express Bus is not the perfect solution, for me and others like me (i.e. hikers, campers, backpackers, snowshoers, sledders, bikers, climbers and back-country skiers), it is the far superior option. Please consider all the stakeholders and their many uses of the canyon in your decision.

Regards.

Clint Karren

COMMENT #: 6658
DATE: 8/23/21 6:05 PM
SOURCE: Website
NAME: Coby Hudac

COMMENT:

I believe that in the interest of preserving little cottonwood canyon, an attempt should be made at making do before building an expensive and environmentally impactful gondola or wider road. **(32.2.9E and 32.2.9C)** More busses should be assigned to the route up the canyon, and parking at both Snowbird and Alta should be closed to the general public at risk of a ticket or towing. **(32.2.9A, 32.2.4A, 32.2.2B, and 32.2.2K)** A gate could be built at the base of the canyon and passes given to resort employees, residents, other essential people, and guests. **(32.2.2B)** Parking for backcountry access could remain free, so long as you don't park up above the white pine trailhead. This may require riding the bus to be able to get to grizzly gulch or superior, but I believe that it's a necessary compromise to be able to maintain general free backcountry access

COMMENT #: 6659
DATE: 8/23/21 6:17 PM
SOURCE: Website
NAME: Steven Gomez

COMMENT:

I continue to believe that the cost of a gondola is way to expensive, and is not the best step. **(32.2.9E)** Maintenance costs, and the fact that when, not if, this solution fails or breaks down, riders will be forced to use the better, less expensive solution of buses. **(32.2.6.5K)**

COMMENT #: 6660
DATE: 8/23/21 6:24 PM
SOURCE: Website
NAME: Elliot Gleich

COMMENT:

The extra bus express lane is the best for the canyon and it's people. **(32.2.9B)** It has the least effect on view and would reward people more for using less cars which should be the goal. **(32.17B and 32.2.4A)**

COMMENT #: 6661
DATE: 8/23/21 6:32 PM
SOURCE: Website
NAME: Carla Patton

COMMENT:

Alternative bus option please **(32.2.9A)**

COMMENT #: 6662
DATE: 8/23/21 6:44 PM
SOURCE: Website
NAME: Jeff Mikell

COMMENT:

I've the following questions of concern regarding the gondla option:

- 1) As lifts sometimes do - what happens if the lift breaks down? How are 7-8 miles of people on cable Gondola's evacuated? Wouldn't the road (SR210) need to be open to access the lift at select locations for evacuation/safety/maintenance or Is there a groomed "cat" road that goes up underneath the lift? If groomed "cat" road underneath the lift wouldn't that need to be the same road and/or other maintenance roads in the summer? Or are there merely roads/access off of SR210 to get to Gondola alighment and the base of each tower? Such needed access seems alot more of an environemtal impact or foot-print than presented in the EIS - i.e. a cable flying over everything without impact? **(32.2.6.5H, 32.2.6.5K, and 32.2.6.5L)**
- 2) How much would the gonola cost users? Most of the time folks will merely drive up the canyon, whilst the gondola runs, under-utilized. Who collects the revenue and where does it go? Are the ski areas contributing to the costs of construction or maintenace, seems appropriate they would be as they are primary benefactors. **(32.2.4A, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**
- 3) The gondola only addresses skier traffic to Alta or Snowbird (and that is why those resorts support it!) and the fact that it does not service any of the other canyon users seems unacceptable to me and a biased towards two private, for profit businesses. **(32.2.7A and 32.2.9E)**
- 4) The Gondola requires user (mostly, and on busy, snowey, needed days) - to use 3 forms of travel (Car, bus, gondola) and all the "changing" to the different moses (parking, walking, riding, changing, walking, riding, etc). Seems like too much effort/work/hasstle for the average person or family. **(32.2.6.4B and 32.2.6.5J)**
- 5) Goldola is pitched as fool-proof reliable access and use, yet storms and high winds frequently exist in the canyon that would shut it down (like all ski lifts). So what happens when if a bunch of people go up the gondola in the AM but it gets shut-down and cannot operate later in the day or early evening/apres ski? How do those people get down the canyon and/or are they not stranded up there - looking and needing to use a road? Does UDOT foresee an access scenario where the road is closed yet people are permiited to go up the Gondola? Going up the Gonda when the road is closed doesn't seem safe or an acceptable idea to me **(32.2.6.5K and 32.2.6.5H)**.
- 6) It seems like snow sheds and improvements to the road and enhancement of existing busing are needed anyway and regardless of whether a gondola is installed, why wouldn't UDOT first build the snow sheds, improve the road, improve bussing, and impliment the identified other controls (tolling and parking permits, limitted users) before we spend 1/2 billion dollars on a Gondola system that is more of an idea/experiment that "might" solve some problems only on some the snowiest of days (20-40 dyas of the year). **(32.2.9K, 32.2.9S, 32.2.9R, 32.2.9B and 32.1.4D)** Regarding the snowiest powder days, the resorts are either inter-lodged or have limmitted terrain/capacity to handle recreationalists being dumped at their door by a "non-stop" Gondola. Wouldn't not operate on those days anyway for fear of getting folks up the canyon with no-where to go and nothings to do? **(32.2.6.5H)** Respectfully - Jeff Mikell Cottonwood Heights.

COMMENT #: 6663
DATE: 8/23/21 7:01 PM
SOURCE: Website
NAME: Toni McKinnon

COMMENT:

I live close to the canyon and I am opposed to making it easier for Snowbird and Alta to bring in more skiers and more profit. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Stop the further destruction of our beautiful canyon. Limit the number of cars allowed in the canyon during ski season and make them pay a hefty fee to drive to one of these resorts. **(32.2.4A)** No gondola, no widening of Wasatch. **(32.2.9E and 32.2.9L)** Protecting the canyon and surrounding neighborhoods from over use should be the priority. **(32.20B)** Not catering to the resorts and special interests (like Wayne Neiderhauser) who plan to make a lot of money off your decision. The people that live close to the canyon and will be majorly impacted by your decision should be listened to.

COMMENT #: 6664
DATE: 8/23/21 7:05 PM
SOURCE: Website
NAME: Gabe Strand

COMMENT:

This is dope (32.29D)

COMMENT #: 6665
DATE: 8/23/21 7:05 PM
SOURCE: Website
NAME: Mindy Ramsey

COMMENT:

I prefer the UDOT bus proposal. **(32.2.9A)**

COMMENT #: 6666
DATE: 8/23/21 7:06 PM
SOURCE: Website
NAME: Andrew Adkins

COMMENT:

There don't need to be any changes in LCC. **(32.2.9G)** Adding more transportation will only help ski resorts cram more people on to their slopes and lifts. **(32.20C)** The gondola will be a permanent eyesore on a beautiful natural area. **(32.17A)** Bus lanes will just add more people to areas that are already at their limit. **(32.1.2B, 32.2.4A, and 32.7C)** No taxpayer dollars to boost ski resort profits! **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Thanks.

COMMENT #: 6667
DATE: 8/23/21 7:07 PM
SOURCE: Website
NAME: Janine Langer

COMMENT:

I am a life long avid skier and love the unique views and beautiful natural experience when skiing Snowbird and Alta. Adding a transportation gondola will take so much away from the incredible Little Cottonwood experience. **(32.17A and 32.4I)** Please consider alternatives that will not forever change the landscape and feel of this unique canyon. **(32.2.9A)**
Thank you!

COMMENT #: 6668
DATE: 8/23/21 8:08 PM
SOURCE: Website
NAME: Sandra Correa

COMMENT:

Stop this bs **(32.29D)**

COMMENT #: 6669
DATE: 8/23/21 8:14 PM
SOURCE: Website
NAME: Dale Wendell

COMMENT:

Do it! The future population and grid lock will only get worse. The gondola idea would have the least impact on the access road through the canyon. I am 71 years old and I hope this gets completed in my lifetime! **(32.2.9D)**

COMMENT #: 6670
DATE: 8/23/21 8:23 PM
SOURCE: Website
NAME: Ryan Rowland

COMMENT:

The gondola option is terrible and should not be considered. **(32.2.9E)** The footprint of the project will be enormous and will forever destroy the character of Little Cottonwood Canyon. **(32.4I and 32.17A)** There is already a highway up the canyon. Improve it **(32.2.9B)**. Do not create a second astronomically expensive transportation corridor up the canyon. Taxpayers will end up supporting two extraordinarily expensive modes of transportation that largely benefits a select sector of the population that is economically advantaged (skiers, tourists). **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The environmental footprint and cost of the gondola option is absurd when a highway already exists. The highway will have to be improved regardless. **(32.7C)** Do not provide a half billion dollar subsidy to the ski industry. Its absurd and a shameful use of public resources.

COMMENT #: 6671
DATE: 8/23/21 8:34 PM
SOURCE: Website
NAME: Ben Ricketts

COMMENT:

Let me start by saying that I am an avid user of LCC. I moved to Salt Lake City 15 years ago because of the access to recreation provided by the Wasatch Mountains. I believe that both of the preferred options will negatively impact my experience in the canyon in spring, summer, and fall. **(32.4I, 32.2.9C, and 32.2.9E)**

Both of the preferred alternatives destroy treasured bouldering resources in the canyon and both alternatives dramatically reduce parking and access to some of my favorite areas to rock climb. **(32.4A and 32.4B)**

The gondola would pass directly overhead of many, many boulder problems, and would be very close to one of the most popular climbing areas in the canyon. This would greatly change the climbing experience for the worse. **(32.4B)**

Widening the road would again, heavily impact all or destroy much of the roadside bouldering and reduce or eliminate parking at a time when we are maxing out and overflowing existing parking during spring, summer, and fall. **(32.4A and 32.4P)**

These 2 preferred alternatives would negatively impact my experience for 3 seasons of the year just so users can shave off a few minutes of time on weekends of winter months. This doesn't make sense. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

What about the option for increased bus service with no road enhancements? **(32.2.9A)** UDOTs summary says this will take the average user 46 minutes. Enhanced bus service with road expansion will reduce this by 9 minutes for a limited number of days a winter at the expense of users experience for the rest of the year and at the same time costing an additional \$155,000,000. **(32.1.4D and 32.2.7C)** This seems to do much more harm than good in my opinion.

While I am an Alta season pass holder, I also spend half my days in the winter backcountry skiing. Again, neither of the preferred alternatives would make backcountry skiing access better. Both alternatives seem to favor public subsidies for private businesses with little regard to users that recreate in Little Cottonwood outside these two ski resorts. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

I would at the very least prefer to see us try every alternative possible that has the least impact on the canyons, before we add major permanent infrastructure like a gondola or widening the road. It seems like we are jumping straight to construction before we've even tried some less invasive steps. **(32.29R)**

Zion National Park has a very successful bus model with no or very limited private vehicles up the canyon. Has this option been explored? **(32.2.2B)** What about dispersed parking locations throughout the valley with dedicated buses leaving at close intervals during peak hours? **(32.2.2I)**

COMMENT #: 6672
DATE: 8/23/21 8:35 PM
SOURCE: Website
NAME: Lillie Christensen

COMMENT:

The earth is not yours to mold and alter as you wish, but to coexist with. Why must humanity be so hellbent on destroying everything they get their hands on? **(32.29G)**

COMMENT #: 6673
DATE: 8/23/21 8:37 PM
SOURCE: Website
NAME: Karen Meredith

COMMENT:

What will happen to all the additional people who will arrive at the resort. Currently the ski resorts cannot manage the people who arrive. Lift lines and eating places are overwhelmed with the current users **(32.20C)**

COMMENT #: 6674
DATE: 8/23/21 8:45 PM
SOURCE: Email
NAME: Megan Karis

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Megan Karis
Millcreek, UT

COMMENT #: 6675
DATE: 8/23/21 9:00 PM
SOURCE: Website
NAME: Madison Merrill

COMMENT:

I would like to see us utilize existing infrastructure before we invest in something that will damage the environment. **(32.2.9A)** The gondola seems like a flashy option that will not actually solve the problem. **(32.7B and 32.7C)** The fact that you have to take a bus (waiting in two lines) to take the gondola seems very inconvenient. **(32.2.6.4B and 32.2.6.5J)** Tolling the road and only serving the ski resorts is inequitable for other canyon users (snow shoes, back country skiers, etc.)! **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Why should tax payers pay for a solution that only serves the ski resort? If I had to chose between the two alternatives, I'd rather have the road widening. However, closing the existing road to all vehicles and having frequent bus service (express route to ski resorts and a route servicing all major trailheads) seems like the most affordable and most effective option. **(32.2.2B)**

COMMENT #: 6676
DATE: 8/23/21 9:21 PM
SOURCE: Website
NAME: Chad Nanfito

COMMENT:

Please reconsider your plans to destroy the area for monetary gain. (32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C) Other options exist and I urge you to consider them over anything else. (32.2.9A and 32.2.2PP)

COMMENT #: 6677
DATE: 8/23/21 9:25 PM
SOURCE: Website
NAME: Tom Jow

COMMENT:

Of the two preferred alternatives I vote for enhanced bus service. It is cheaper, has less visual impact, has greater potential for increased people moving capability and can more easily service backcountry trailheads in the mid canyon. **(32.2.9B, 32.17B, and 32.2.6.3C)**

COMMENT #: 6678
DATE: 8/23/21 9:58 PM
SOURCE: Website
NAME: Aaron Griffith

COMMENT:

I am in favor of the gondola plan! This would be so good for those who travel this canyon year round. It would also be a major attraction for out of state visitors. This is the coolest idea!! **(32.2.9D)**

COMMENT #: 6679
DATE: 8/23/21 9:58 PM
SOURCE: Website
NAME: James Dillon

COMMENT:

There is no doubt that you all have received many solutions to the issues presented in the traffic patterns of Little Cottonwood Canyon. **(32.2.2PP)** My hope is that we will be able to reach a conclusion via majority consensus. **(32.2.9N)** One that is practical and simple and most importantly, solves the problem.

I was disheartened to see the train eliminated in the last round of discussion, however I feel that there is still a low-impact solution that would dramatically reduce car traffic, create revenue for the state and move people up and down the canyon safely and efficiently. **(32.2.9F)** The model comes from Zion National Park and is essentially a 'bus only' canyon. In this case, there would be operating hours, say 5:30 am to 8 pm, as an example, during the winter season, which is when the canyon sees the worst of its traffic problems. Buses would run every 20 or so and make the regular stops that UTA makes now with the addition of a trailhead stop at the White Pine lot. **(32.2.2B and 32.2.6.3C)**

Exceptions for the 'bus only' rule would be for canyon employees, lodge guests and those willing to drive up and down the canyon outside of bus operating hours.

It is debatable whether we would even need to widen the road for just buses and in the interest of safety, aside from the stellar job that UDOT does in mitigating avalanches in the canyon, perhaps snowsheds would be considered to shield the road from avalanches as is done in Roger's Pass and many other ski destinations. **(32.2.9K)**

A season bus pass would be necessary to quell backlash from potentially gouging pass holders who frequently travel in the canyon as well as a one-time, round-trip fare for visitors spending a single day in the canyon. I would suggest that the price of the single ride and the season pass not be terribly different to encourage purchase of the season pass even for day-use visitors, i.e. the American Fork day use toll vs. the annual fee. **(32.2.4A)**

Not only would a 'bus only' canyon be more efficient, it would also have the lowest environmental impact, which is a major concern for a large population effected by this infrastructure change. And that is something to be taken very seriously. As you know, the legacy and reputation of your decision will have a lasting effect on the Utah ski industry and the winter sports industry all over the world. Perhaps we could be a guiding light for areas facing similar problems and for the future of tourism as a whole.

Thank you for taking the time and I appreciate your consideration,
James Dillon

COMMENT #: 6680
DATE: 8/23/21 9:59 PM
SOURCE: Email
NAME: Dana Knudsen

COMMENT:

Dear Utah Department of Transportation (UDOT),

Hello,

As a former resident of Utah and a frequent visitor, 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? **(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. **(32.13B)** 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)**

Respectfully,

Dana

Sincerely,
Dana Knudsen
Palo Alto, CA

COMMENT #: 6681
DATE: 8/23/21 10:01 PM
SOURCE: Website
NAME: Connor Genter

COMMENT:

Hello. I am voicing my concern that I do not support either the gondola or the increased bus / road widening plan. **(32.2.9E and 32.2.9C)** Both of these plans drastically and permanently change the nature of the canyon. Climbing and other activities will be negatively impacted by the construction of either plan. **(32.4A and 32.4B)** In bothers me that Both plans are tax-payer funded but really they seek to boost the financials of Alta and Snowbird which are privately funded. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I am requesting that other solutions such as charging for parking or tolls (fees go to UDOT, not ski resorts) be considered instead. **(32.2.4A and 32.2.2Y)**

COMMENT #: 6682
DATE: 8/23/21 10:04 PM
SOURCE: Website
NAME: Mike Williamson

COMMENT:

The gondola would be a great asset to our community and easily makes the most sense to alleviate congestion in the canyon. **(32.2.9D)**

COMMENT #: 6683
DATE: 8/23/21 10:05 PM
SOURCE: Website
NAME: Jaclyn Long

COMMENT:

I think smaller scale interventions should be tested first. **(32.29R)**

1) more down canyon park and rides for carpooling **(32.2.6.2.1C)**

2) carpool only weekends, no single riders can drive up canyon, they must bus or carpool **(32.2.4A)**

3) from dec-march four wheel snow tire cars only up the canyon, pre screened prior with easy pass type scanners check point. Those that pass without are fined. The canyon is dangerous largely due to the incapable vehicles that continue to go up and down, not always by stubbornness but by need in getting stuck mid storm. **(32.2.2M)**

There are so many different types of users in the canyons. This plans do not serve our community and those that travel here for various reasons; they serve the ski resorts. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. Maximize enjoyment of the canyons and protection of our lands, views, watershed, wildlife. **(32.29G)**

Thank you

COMMENT #: 6684
DATE: 8/23/21 10:20 PM
SOURCE: Website
NAME: Ryan Hurst

COMMENT:

Little Cottonwood Canyon is bigger than just Snowbird and Alta. Pumping more people up the canyon will just increase lift lines. **(32.20C)** I would like to see the default transportation during peak hours to be buses. **(32.2.2B)** A gondola is expensive, destructive, and only serves the ski resorts. **(32.2.9E, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 6685
DATE: 8/23/21 10:23 PM
SOURCE: Email
NAME: Delaney Dangerfield

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Delaney Dangerfield
Salt Lake City, UT

COMMENT #: 6686
DATE: 8/23/21 10:29 PM
SOURCE: Email
NAME: Phyllis Mandel

COMMENT:

I have shared this article with you in the past, but am sending it again as part of my official comment on the proposed LCC "transit" plan. I will get to the relevance of the content of the article in my comments below.

The idea of building a gondola in LCC is absurd. It will destroy the natural beauty and scenic qualities of the canyon in an irreversible way. **(32.2.9E and 32.17A)** It is being touted as an option with minimal environmental impact, but it is likely that the work of putting the stanchions necessary to support the gondola will require blasting into the rock of the canyon. I find it hard to imagine that it will not disturb the wildlife, and would also be shocked if it doesn't run into tremendous cost overruns. **(32.13A)** And once it is there, it will completely scar the canyon. **(32.17A)** Not to mention the fact that a gondola only services the two resorts in LCC. It does not provide service for hikers or backcountry skiers. And why should two private corporations, Alta and Snowbird, have this built with taxpayer money, when they are the ones that benefit from it? **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

And if you still need to park remotely, and take a bus to get to the gondola, what's the point? It is so inconvenient, no families will use it if it means multiple transfers with children and gear in tow! **(32.2.6.4B and 32.2.6.5J)**

It makes much more sense to me to implement a better bus system. With more frequent, better busses, people will be more willing to ride them. They board one bus, and it takes them to their destination, whether it's a ski resort, or a hiking trail. **(32.2.6.3N and 32.2.6.3C)** And for every bus that goes up the mountain, that's probably twenty cars that won't! And why is there no discussion of electric, non-polluting busses? **(32.2.6.3F)** Put the park and rides at locations other than the canyon base, to help ease congestion. The 6200 South and 9400 south areas could be expanded and improved. **(32.2.6.2.1C)** And if a better bus system turns out to not solve the traffic congestion, you can always reconsider a gondola. But once you build a gondola, you can't un-build it! **(32.2.9A)**

And regarding the expansion of Wasatch Blvd, I would refer you to the attached article, sited below. **(32.2.6.2.2C)** As it currently exists, Wasatch Blvd is a mostly two-lane road, from Fort Union to the start of LCC, and it runs through a residential neighborhood. I live in that neighborhood, east of Wasatch. If I had wanted to live near a 6-lane road, I could have bought a house off 1300 East, or Highland Blvd, when I bought my house ten years ago. But I chose this location because it is QUIET! **(32.4F and 32.11B)** A house near 1300 East or Highland would probably have cost me a lot less, since the noise and pollution factors makes such neighborhoods very unappealing to many people, including myself. But I chose to live here. If you expand Wasatch, as proposed, you will completely destroy this quiet residential neighborhood. **(32.11B)** Such a plan is completely out of touch with modern urban planning thinking. It is a plan consistent with thinking from the 1960's and 70's. You should instead be thinking about how Wasatch Blvd can be improved in a way that makes it user-friendly to cyclists and pedestrians. There should be bike lanes, pedestrian paths and greenways in the plan. The speed limit should be 35 mph, to improve pedestrian safety. At least one person has already been killed while crossing the street. How many more deaths do you want to see? **(32.2.6.2.2A)** Take your lesson from the examples in this excellent article. Highways that were built in communities are being re-purposed as gathering and recreational places. **(32.2.6.2.2C)** Use I-215 as the major north-south route, supplemented by EXISTING larger roadways. Expand THEM if necessary. Don't take a quiet residential neighborhood, and destroy it in this way. Don't pave paradise! Thank you.

Can Removing Highways Fix America's Cities?

By Nadja Popovich, Josh Williams and Denise Lu May 27, 2021

ROCHESTER, N.Y. — Built in the 1950s to speed suburban commuters to and from downtown, Rochester's Inner Loop destroyed hundreds of homes and businesses, replacing them with a broad, concrete trench that separated downtown from the rest of the city.

Now, the city is looking to repair the damage. It started by filling in a nearly-mile-long section of the sunken road, slowly stitching a neighborhood back together. Today, visitors of the Inner Loop's eastern segment would hardly know a highway once ran beneath their feet.

As midcentury highways reach the end of their life spans, cities across the country are having to choose whether to rebuild or reconsider them. And a growing number, like Rochester, are choosing to take them down.

In order to accommodate cars and commuters, many cities "basically destroyed themselves," said Norman Garrick, a professor at the University of Connecticut who studies how transportation projects have reshaped American cities.

"Rochester has shown what can be done in terms of reconnecting the city and restoring a sense of place," he said. "That's really the underlying goal of highway removal."

The project's successes and stumbling blocks provide lessons for other cities looking to retire some of their own aging highways. Nearly 30 cities nationwide are currently discussing some form of removal.

Some, like Syracuse and Detroit, have committed to replacing stretches of interstate with more connected, walkable neighborhoods. Others, like New Orleans and Dallas, are facing pressure from local residents and activists to address the pollution, noise and safety hazards brought by the mega-roads.



The eastern section of Rochester's Inner Loop highway, before it was removed. City of Rochester



Shawn Dunwoody, a local artist and community organizer, walking along the new Union Street corridor, which replaced the Inner Loop. Mustafa Hussain for The New York Times

The growing movement has been energized by support from the Biden administration, which has made addressing racial justice and climate change, major themes in the debate over highway removal, central to its agenda.

In a wide-reaching infrastructure plan released at the end of March, President Biden proposed spending \$20 billion to help reconnect neighborhoods divided by highways. Congressional Democrats have translated the proposal into legislation that would provide funding over the next five years. And the Department of Transportation opened up separate grants that could help some cities get started.

Pete Buttigieg, who heads the department, has expressed support for removing barriers that divided Black and minority communities, saying that “there is racism physically built into some of our highways.” Midcentury highway projects often targeted Black neighborhoods, destroying cultural and economic centers and bringing decades of environmental harm.

Congress is still haggling over Mr. Biden’s infrastructure plan, but experts say the proposed funding for highway removal represents a shift in the way the government approaches transportation projects.

“As recently as a decade ago,” said Peter D. Norton, a transportation historian at the University of Virginia, “every transportation problem was a problem to be solved with new roads.” Now, the impacts of those roads are beginning to enter the equation.

Turning a Highway Back Into a Neighborhood

Federal and state funds have historically gone to building highways, not removing them. But in 2013, the city of Rochester, in upstate New York, won a nearly \$18 million grant from the Obama administration that allowed it to take out an eastern segment of its sunken Inner Loop freeway, known locally as “the moat.”

Photos from a bird’s-eye view show the road’s transformation:

The original highway spanned six lanes, with access roads alongside.

Dump trucks hauled thousands of tons of dirt to fill it in.

A narrower boulevard replaced the highway, and the rest of the land was opened up for development.

Today, apartments and bike lanes line
Union Street 2021
the street, with many projects still
under construction.

Now,
apartments

People have already moved into townhouse-style apartments where the highway once stood. Scooters and bicycles share space with cars along the new Union Street corridor, a once unlikely sight. Several cross-streets cut off by the highway have been reconnected, encouraging more walking in the area.

And the big fear of removing a highway — terrible traffic — hasn't materialized.

Lovely Warren, who has served as Rochester's mayor since 2014, said the project is proof the city can undo some of its mistakes.

In the past, "we created a way for people to get on a highway and go directly out of our community," she said, adding that highways also created "barriers that were really detrimental to the communities left behind."

Now, Rochester is trying a different approach: Instead of moving people in and out of downtown as quickly as possible, the city is trying to make downtown a more livable place.

The highway removal and other deconstruction projects are part of a long-term plan for a city still struggling to come back from years of economic and population decline. The big bet: Rebuilding more walkable, bikeable and connected neighborhoods will attract new investment and new residents. And city officials hope it might even reduce car-dependence in the long run.



A new apartment building under construction, next to a florist and interior design shop that sat atop the highway for decades. Mustafa Hussain for The New York Times

But rebuilding a neighborhood from scratch isn't easy, or quick.

Four years after the sunken freeway was filled, many buildings along the corridor are still under construction and new businesses have not yet moved into the space, including a planned pharmacy and grocery store.

Local residents and business owners said they were glad to see the highway go, but many of them had mixed feelings about what followed.

"The success was: It got filled. You now have people living somewhere that was just road before," said Shawn Dunwoody, an artist and community organizer who lives in Marketview Heights,

a neighborhood near the removal site.

“We don’t have the moat that was there,” he said, walking along the new corridor. “But now, when you look down, there’s just a whole series of walls,” he added, pointing to the large, new apartment buildings that repeat down Union Street.

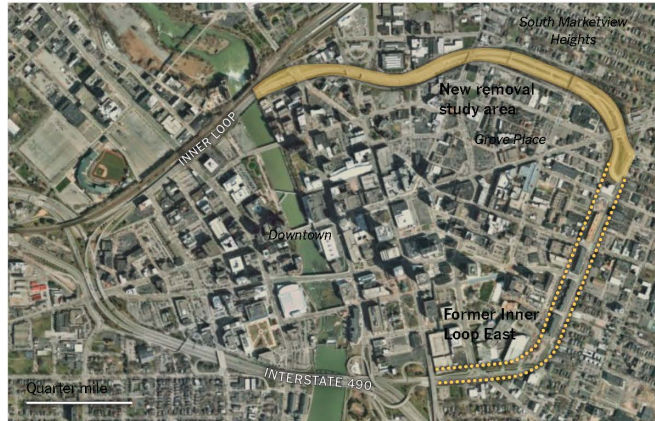
Others echoed the concern that the redevelopment project brought in too many higher-end apartments (though a portion are reserved for lower-income tenants and other vulnerable groups) without opening up any space for the public: No parks, no plazas.

Erik Frisch, a transportation specialist for the city who worked on the Inner Loop East removal, said the project has so far fulfilled its main goals: bringing in new investment and enlivening the city’s East End. But the new neighborhood is still a work in progress.

Rebuilding a neighborhood “is not just an ‘Add water, mix and stir’ type situation,” said Emily Morry, who works at the Rochester Public Library and has written about the neighborhoods razed by the Inner Loop’s construction. “You can set up all the infrastructure you like, but there’s the human factor, which takes all these different buildings and turns them into actual, viable communities.”

Rochester is now looking to take down more of the Inner Loop highway, starting with a northern arm. Officials hope the experience from the first removal will help expedite the process.

Rochester’s Inner Loop



By The New York Times • Source: City of Rochester, Nearmap

It took more than two decades of planning to break ground on the Inner Loop East removal, even though the project faced fewer obstacles than most.

The eastern highway segment never carried the traffic it was built to serve, so its removal faced scant opposition from daily commuters and business groups. The aging road was due for major

upgrades, which would have cost much more than the entire removal process. And there weren't a lot of people already living along the corridor.

Funding and expertise were the biggest barriers to removal.

A few highways had been taken down in the past, but there was no real template. San Francisco's Embarcadero Freeway was irreparably damaged by an earthquake in 1989 and removed two years later. Other, more recent removals targeted waterfront highways and short "spurs" rather than segments of a working highway.

"We are a bit of a proof of concept," said Mr. Frisch, the city's transportation specialist.

Removing the northern arm of the Inner Loop presents a new challenge. That section of highway carries much more traffic and its removal would reconnect two long-divided neighborhoods: Marketview Heights, a majority Black and Hispanic lower-income community north of the Inner Loop, and Grove Place, a whiter, wealthier enclave to the south.

For current residents of Marketview Heights, the crucial question is: What will reconnection bring? More opportunity and less pollution? Or another round of displacement?

Dozens of Projects Across the Nation

In recent years, more cities have started to seriously rethink some of their highways. The Congress for the New Urbanism, a group that tracks highway removals, counted 33 proposed projects in 28 American cities. And the idea is being discussed in many others.

Committed to removing highway or section



Removal under official study



Removal plan proposed



If rebuilding cities is done right, highway removal projects could make life better for local residents as well as the planet, said Dr. Garrick of the University of Connecticut, because denser, less car-centric neighborhoods are crucially important to reducing greenhouse gases that are causing climate change.

The proposed replacements, and their benefits, vary. Some follow Rochester's model, turning former highways into smaller, walkable boulevards. Others are covering highways with parks, or merely

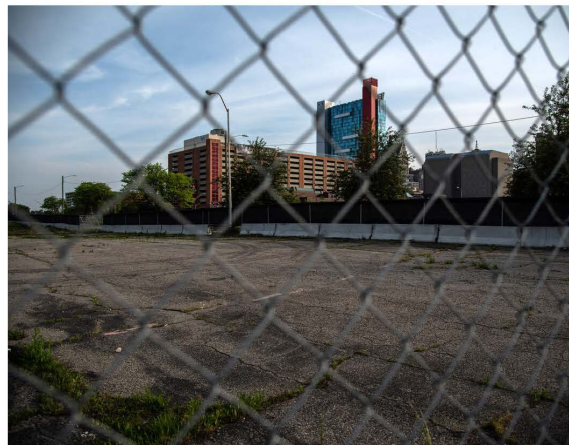
replacing them with highway-like streets. Nationwide, many cities also continue to expand highways.

A growing number of removal projects are grappling with the questions of environmental justice central to Mr. Biden's proposal. Historically, vulnerable communities have had little say in infrastructure decisions.

When the National Interstate Highway System was built in the 1950s and '60s, it connected the country like never before. But it plowed through cities with little concern for local effects. State highways and connector roads compounded the damage.

"Highways, freeways, expressways were always hostile to cities," said Dr. Norton of the University of Virginia. But they were particularly hostile to Black communities.

In cities like Detroit, New Orleans, Richmond, Va., and many more, federal interstates and other highways were often built through thriving Black neighborhoods in the name of "slum clearance."



Detroit's Black Bottom neighborhood, the center of the city's Black community, was demolished to make way for Interstate 375 and other urban renewal projects. Now, the highway is slated for removal. Burton Historical Collection, Detroit Public Library; Cydni Elledge for The New York Times

Most highway projects fit into a broader program of urban renewal that reshaped American cities in the mid-20th century, displacing more than a million people across the country, most of them Black. Cities replaced dense, mixed-use neighborhoods with mega-projects like convention centers, malls, and highways. When public housing was built, it usually replaced many fewer units than were destroyed.

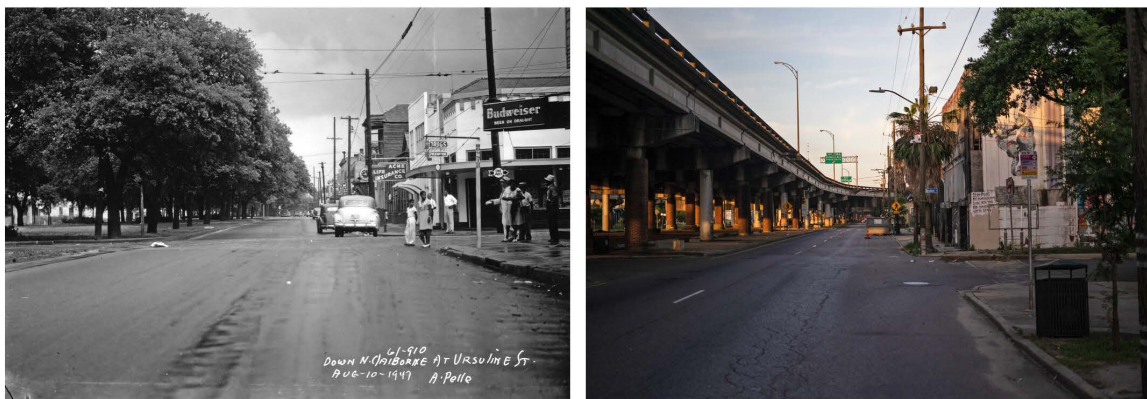
Clearing "blighted" neighborhoods, which was usually a reference to low-income and Black areas, was the intentional goal of many urban highway projects, said Lynn Richards, president of the

Congress for the New Urbanism, which advocates for more sustainable cities. “But, you know, where one person sees urban blight, another person sees a relatively stable neighborhood.”

Highways didn’t just destroy communities, they also often reinforced racial divides within cities.

White Americans increasingly fled cities altogether, following newly built roads to the growing suburbs. But Black residents were largely barred from doing the same. Government policies denied them access to federally backed mortgages and private discrimination narrowed the options further.

In effect, that left many Black residents living along the highways’ paths.



New Orleans' Claiborne Avenue, once a tree-lined boulevard, now sits in the shadow of the Claiborne Expressway. Local groups are pushing to remove the mega-road. The Historic New Orleans Collection; Abdul Aziz for The New York Times

In March, Mr. Biden named New Orleans’ Claiborne Expressway as a vivid example of how highway construction divided communities and led to environmental injustice.

The highway looms over Claiborne Avenue, once an oak-lined boulevard that served as “the economic heart and soul of the Black community of New Orleans,” said Amy Stelly, a local resident and urban planner, who has been pushing for the Expressway’s removal for most of the last decade. A part of the Tremé neighborhood, the Claiborne Avenue corridor was a central meeting space for local residents and the site of Black Mardi Gras celebrations at a time when the festival was still segregated.

In the mid-1960s, the oak trees were ripped out to make way for the highway, cleaving the neighborhood in two. Over the following decades, the once middle-class area fell into decline. Today, the Expressway corridor is polluted: Local residents suffer higher

than average rates of asthma and the soil is contaminated with lead, the result of years of leaded gasoline use in cars traveling into and out of downtown.

The idea of removing the highway, however, is raising some of the same concerns heard in Rochester.

Not Repeating Mistakes of the Past

Older residents of Rochester’s Marketview Heights neighborhood still remember the displacement caused by the construction of the Inner Loop. Many people now fear a second wave if it is removed.

A common argument, said Mr. Dunwoody, the artist and community organizer, is that if the highway is removed “folks are now going to be looking at our neighborhood, and bringing in yoga studios and coffee shops to move us out.”

“People don’t want to get gentrified, get pushed out, get priced out,” he said.

To make sure that city officials listen to these concerns, Mr. Dunwoody started a local advocacy group three years ago with Suzanne Mayer, who lives on the other side of the highway, in the Grove Place neighborhood. The group, called Hinge Neighbors, aims to bring local residents into the planning process.



Shawn Dunwoody and Suzanne Mayer stand on a bridge overlooking the Inner Loop's remaining northern arm. Mustafa Hussain for The New York Times

At a community meeting in Marketview Heights in early May, the biggest question on people's minds wasn't whether the highway should come down, but what will replace it.

Miguel Powell, a local resident and business owner working on a prison re-entry program, worried that more large-scale apartments, like those built in the East End, would come to the neighborhood. "That would totally change the whole dynamic," he said. Marketview Heights is mostly free-standing, single-family homes; some are subdivided and most are rented.

Nancy Maciuska, who is in her 60s, said she wants to see more family-centric development in the area if the highway is removed, and some parks to replace those torn down by the construction of the freeway. "So people can raise their families and enjoy Mother Nature," she said.

Hinge Neighbors helped Mrs. Maciuska, Mr. Powell and other local residents put some of their concerns about the Inner Loop North project into a presentation for city consultants and the mayor.

The project is still in early stages and Marketview Heights is only one corner of the area under study for removal. But Ms. Warren said her administration is exploring options that would help keep longtime residents in the neighborhood, including potential rent-to-own housing arrangements.

City officials are scheduled to present a series of options for the project to the community this summer.



Miquel Powell and Nancy Maciuska, both residents of the Marketview Heights neighborhood, presented their concerns about post-highway removal redevelopment to the mayor and other city officials. Mustafa Hussain for The New York Times

The big challenge, according to Dr. Garrick, is that new investments in American cities today tend to lead to gentrification. “We need to figure out how to change without displacing people,” he said.

Some of the positive effects of highway removals, like decreasing pollution and increasing property values, can lead to the displacement. A recent study looked at the effects of replacing the Cypress Freeway in Oakland, Calif., with a street-level boulevard and found that the project decreased pollution but increased resident turnover.

Such “environmental gentrification” can also happen when parks and other greenery are introduced to historically disadvantaged neighborhoods.

The proposed Democratic legislation hopes to avoid that paradox. The bill would fund community outreach and engagement by local groups. And it prioritizes capital construction grants for projects

that include measures like land trusts that would ensure the availability of affordable housing for local residents.

“It’s no longer good enough for us to remove a highway and make a replacement road beautiful,” said Ms. Richards of the Congress for the New Urbanism. “We have to reconnect the neighborhoods and invest in the legacy residents.”

Additional work by Claire O’Neill and Matt McCann.

Sources: Historic aerial images were taken between 1938 and 1969 and come from the United States Geological Survey. Current satellite and aerial images were taken between 2010 and 2021 and come from Google Earth and Nearthmap. A portion of the images were collected by Shane Hampton at The University of Oklahoma, and the rest by The New York Times. Images in the Inner Loop East removal sequence come from Nearthmap. A database of cities with active highway removal projects was compiled by Benjamin Crowther at the Congress for the New Urbanism.

Removal categories: The “committed” category covers projects where a highway authority has committed to removing some portion of a highway or removal is in progress. The “under study” category covers projects that are being considered in feasibility studies. The “proposed” category covers projects where an alternative vision and design for the highway corridor has been put forward by local groups.

COMMENT #: 6687
DATE: 8/23/21 10:31 PM
SOURCE: Website
NAME: Jason Vincent

COMMENT:

Since Snowbird and Alta stand to gain the most from either project occurring, they owe it to you and I (aka taxpayers) to pick up the lions share of the cost to make things happen. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I would also hope that our decision makers see this through from beginning to end and don't allow developers to walk away with fistfuls of money midway through the project by selling things off prior to completion.

COMMENT #: 6688
DATE: 8/23/21 10:39 PM
SOURCE: Website
NAME: Judy Hunsaker

COMMENT:

I do not support either plan. Both would be detrimental to the community and the canyon and the environment. (32.4I, 32.12A, 32.12B, 32.13A, 32.13B, 32.17A, 32.17B, 32.2.9C and 32.2.9E)

COMMENT #: 6689
DATE: 8/23/21 10:44 PM
SOURCE: Email
NAME: Franny Gleave

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Franny Gleave
Salt Lake City, UT

COMMENT #: 6690
DATE: 8/23/21 10:47 PM
SOURCE: Website
NAME: Paul Quilter

COMMENT:

I am so opposed to the gondola. **(32.2.9E)** Little Cottonwood Canyon is more than just a ski access corridor. It is used all year round and man made towers, cables, and gondola cars will permanently scar the canyon. **(32.17A)** I am an avid skier, hiker, biker, and patron of Alta and Snowbird and have been so for all my native Utah life. This is not a debate of safety, it is greed. Follow the money. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 6691
DATE: 8/23/21 10:47 PM
SOURCE: Website
NAME: Ryan Pratt

COMMENT:

I am happy to see that tolling the canyon is something that would happen regardless of the accepted plan. I do not agree either are the right choice. **(32.2.9C and 32.2.9E)** I see the need that something needs to be done to reduce vehicles in the canyon. Road widening and a gondola are both irreversibly damage the beauty in Little Cottonwood Canyon. **(32.17A and 32.17B)** I know that compromises must be made but I believe we are acting very prematurely for actions that CANNOT be undone. I believe that the toll booth and an expanded ski bus service could be implemented in less than 5 years. The toll booth would provide enough incentive to take vehicles off the road, and the better bus service would give them sufficient means to still navigate the cottonwood canyons. **(32.2.4A and 32.2.9A)**

The gondola or road widening would be a very long time to construct and likely only cause further traffic during the construction period. **(32.4C)** We must face the inevitable now, climate change is happening now. Some day in the not-so-distant future ski season will cease to be a reality, and when those days come what do we do with our \$590 million gondola or our \$500 million freeway? **(32.2.2E)** We must know that these structures can't be just disassembled, and the canyon will return to original grandeur, when they are no longer needed, they will remain as the biggest eyesore in the state.

We must consider that Little Cottonwood Canyon has a carrying capacity, and with multi-resort passes getting more popular LCC is reaching that capacity very quickly. **(32.20B and 32.2.2K)** If we allow a gondola to be built, how do we limit the number of people in the canyon? **(32.2.4A, 32.20A, and 32.20C)** Unlike we all like to think, not everyone is a good steward to the land and the more people that come up the canyon the more trash and human waste is left in the canyon. The proposed plan only tries to achieve one thing, fixing existing transportation issues. **(32.1.2B)** We must consider the future of the Wasatch, the mountains, the water shed, the shrinking water supply, the trees, and the hotter years that are going to come. **(32.12A, 32.12B, 32.13A, and 32.13B)** The more we develop the Wasatch the more we line the biggest corporations in the canyons, benefitting only the top of those corporations while the lowest struggle with seasonal housing. We set the fight as tourist vs tourist, local vs local, we make the cottonwoods just one massive fight, fighting for every sliver of fresh powder.

I don't understand the benefit of UDOT's sticker program when the entire 2020 -2021 ski season I did not see a single officer enforcing or checking any sort of tire tread, 4x4, or sticker. Unified claims they can't restrict the canyon until the weather becomes severe enough, often too late in the day when ill-equipped vehicles are up the canyon. Why can't we change that so that when a severe weather system is moving in, we restrict the canyons before the storm starts and before enough ill equipped vehicles have entered the canyons. **(32.2.2M)**

There are good parts of the proposed plan. Put parking structures at the gravel pit, run clean energy busses up the canyons. **(32.2.9A and 32.2.6.3F)** Toll the canyons. **(32.2.4A)** Allow most of the busses to travel straight to resorts but allow some of the busses to stop at major trailheads for the backcountry skiers. **(32.2.6.3N and 32.2.6.3C)** Let's accept the fact that some days skiing won't happen, looking at the storm this past season that kept Snowbird and Alta closed for nearly 3 days, not just because the road was closed but because the avalanche danger was too extreme even in-bounds.

If a few years from now the tolling and expanded busses prove to be ineffective, maybe then we can revisit these two plans. But let's not cause avoidable damage to LCC. **(32.29R)**

COMMENT #: 6692
DATE: 8/23/21 11:00 PM
SOURCE: Email
NAME: Gavyn Caldwell

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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)**
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Sincerely,
Gavyn Caldwell
Clearfield, UT

COMMENT #: 6693
DATE: 8/23/21 11:02 PM
SOURCE: Website
NAME: Gordon Mortensen

COMMENT:

Of the final alternatives the gondola is the best choice. (32.2.9D) I would have preferred a rail solution. (32.2.9F). The gondola creates a very good solution for winter skiing and summer hiking enthusiasts with the least impact on the waterways in the area. (32.2.6.5G and 32.12A) It offers parking expansion in the valley with future line extension options (32.2.2I). A wider road is never wide enough and busing options are not really a real solution at all. Looks at all the predominately empty public busses running now.

The gondola will be fast, unique and a tourist attraction in and of itself.

Do something great and put in the gondola!

COMMENT #: 6694
DATE: 8/24/21 5:27 AM
SOURCE: Website
NAME: Dan Baker

COMMENT:

A late comment, but no matter the choice, this "The Tragedy of the Commons" will happen again. Buy a plane; ferry Utah resident skiers to other resorts nationwide. May be cheaper. When the "Big One" (large earthquake) strikes, priorities will change. **(32.29D)**

COMMENT #: 6695
DATE: 8/24/21 5:59 AM
SOURCE: Website
NAME: Demie Moore

COMMENT:

As a now 35+ year user of Little Cottonwood Canyon (LCC), almost 30 year resident of UT, and visitor to a number of other major hiking/skiing alpine regions in Europe, I fully support improving transportation in LCC. In that regard, I find the Gondola B alternative to have many advantages over the Peak-Period Shoulder Lane (PPSL) alternative. **(32.2.9D and 32.2.9C)** The advantages of the Gondola B alternative are quite well presented in the impacts table in the executive summary of the EIS -and of course in further details in the chapters. However, I think there can be more emphasis in the document on some of these advantages -in contrast to the PPSL alternative and to doing nothing.

Starting with the Executive Summary, one thing that seems to me to be missing -although addressed more in the huge rest of the document -is more explanation of the current problems. Yes, the 'Purpose...' section mentions the goals/objectives, but I don't think the current problems are very well presented -thus allowing the 'No Action' alternative to be considered viable. It is probably assumed that the problems are recognized, however seeing some of the comments against the project (s), it seems that there are people who would just rather do nothing. I think it is important to make it clear that choice would be really just sticking heads in the sand, or kicking the can down the road etc. The case for doing something 'now' vs nothing needs to be spelled out as strongly as possible. **(32.2.6.1A)**

Looking at the goals and environmental impacts of for the project and EIS - while both selected alternatives help with the mobility goal, the Gondola B alternative has clear advantage for the goals of reliability and also safety. I think these differences -comparing the 2 - could be more extensively spelled out than in the current draft (particularly the ability to run when road is closed, and extra egress possibilities) -and that greater detail summarized in the final Executive Summary as well. **(32.2.6.5H and 32.2.6.5K)** Regarding environmental impact, the Gondola alternative also clearly has less impact both on the physical area, the wildlife, and air and water quality over time due to emissions. **(32.2.9D, 32.10A, 32.13A, 32.12A, and 32.17A)** Again, I think these differences (especially the difference in emissions!) could be more clearly spelled out -and summarized in final Executive Summary. **(32.2.6.1A)** While it is true that there will be some greater visual impact from the Gondola, that argument seems to come heavily from those who would prefer to do nothing; and at some point in the final EIS (which I hope will be for the Gondola) this can be addressed. Comparing all aspects like cost, impact, etc. -as summarized in the Executive Summary -the Gondola B alternative, even in short term has more advantages. I think the long term effects are better as well and that information could be presented in more detail as comparison.

My last comments relate to the frequent argument against the Gondola: that it 'only serves the ski industry', added value of a gondola, the 'life-cycle' of the alternatives, the long term impacts. Those that protest based on the Gondola only serving the ski industry seem to not want to recognize that the busses also only stop at the ski areas. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I am sure it will be, but this argument needs to be put down. **(32.2.6.3C)** Also -there are many others who do and would be more easily able to travel up beautiful LCC with no additional pressure on the road if the Gondola alternative is chosen. Related to this, the gondola provides added value for providing access/exposing/showing off the beauty, not only of LCC, but also the whole Salt Lake valley. **(32.17A)** Having visited other major hiking ski areas, especially in Europe, being able to increase access while at the same time limiting crowded roads and emissions has been embraced and is beautiful. It's time for us to do the same. Finally as far as long-term impacts and life-cycle -I think these topics are missing at least from the Executive Summary and, esp life-cycle, from the whole document (as far as I could tell.) **(32.2.7E)** The long-term impacts are addressed in the document -but, in my opinion, very factually and

not very critically/practically/completely. Clearly a no emissions gondola is going to have less overall impact on the environment of LCC (and beyond) -than increased busses. **(32.10A)** Strongly suggest including this. Likewise for the life-cycle of the alternatives. Based on the information from Gondola Works -the gondola option has a much longer life-cycle which most certainly should be considered in the EIS review and selection of the final candidate. All these points would be valuable in the final Executive Summary as well.

Thank you for the opportunity to comment. Success with the final deliberations which I sincerely hope will lead to presentation of the Gondola B alternative as the strong must do alternative of choice.

Sincerely,
Demie Moore
Resident Salt Lake City

COMMENT #: 6696
DATE: 8/24/21 6:26 AM
SOURCE: Email
NAME: Jacob Novotne

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Jacob Novotne
Lehi, UT

COMMENT #: 6697
DATE: 8/24/21 6:32 AM
SOURCE: Email
NAME: Hunter Klingensmith

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
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- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Hunter Klingensmith
Park City, UT

COMMENT #: 6698
DATE: 8/24/21 7:37 AM
SOURCE: Website
NAME: Neil Burk

COMMENT:

I do not support the LCC gondola because it primarily serves the ski resorts. **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The canyon is used by many that don't patronize the ski areas. The gondola restricts access points in the canyon, which will exclude certain canyon users (backcountry skiers, hikers and climbers). **(32.4G)** The best option is a transportation system that provides access to several locations in the canyon and not just the ski resorts. **(32.1.2C)**

COMMENT #: 6699
DATE: 8/24/21 8:20 AM
SOURCE: Website
NAME: Wesley Greenhalgh

COMMENT:

I have a comment and a question.

I think it is a great alternative to more lanes and more cars in the canyon. It would also allow a beautiful experience of seeing the canyon from top to bottom during all seasons for many who don't want to drive the steep and winding road. The simulation make it appear that the gondola cars will be hundreds of feet above the ground as it goes up the canyon this I think is not realistic and could be harming the effect of promoting this alternative. My question is on average how tall will the support towers really be above the adjacent ground? **(32.2.9D and 32.2.6.5L)**

COMMENT #: 6700
DATE: 8/24/21 8:28 AM
SOURCE: Website
NAME: Chet Brett

COMMENT:

Better for everyone and the environment! **(32.29D)**

COMMENT #: 6701
DATE: 8/24/21 8:31 AM
SOURCE: Email
NAME: Lina Farra

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
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- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Lina Farra
Heber City, UT

COMMENT #: 6702
DATE: 8/24/21 8:37 AM
SOURCE: Email
NAME: Ryder Patano

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Ryder Patano
Salt lake city, UT

COMMENT #: 6703
DATE: 8/24/21 8:42 AM
SOURCE: Website
NAME: Evan DeGray

COMMENT:

Dear UDOT,

As an active user of all the canyons along the Wasatch front I love and respect our state. Having traveled throughout the world I've seen other countries techniques for mitigating risk of avalanches and increasing access. The use of snow sheds with increased Lane capacity for public transit fits with my experience as the best option for LCC. I look forward either way to the increased access. **(32.2.9B and 32.2.9K)**

Thanks,
Evan

COMMENT #: 6704
DATE: 8/24/21 8:42 AM
SOURCE: Email
NAME: Robert Coffman

COMMENT:

Dear Utah Department of Transportation,

The city has grown way faster than it has in decades over the last couple years. This requires a drastic change in order for the city to adjust. The “red snake” of brake lights all the way up the canyons is as bad for the environment as it is frustrating for the avid mountain goer. We can not have this issue continue. Which is why I am happy we are having this discussion.

However, the proposed plans currently are, to be Frank, as asinine as I have ever seen. I followed a link here and the prewritten script was useless. You do NOT get to state it's between either a gondola or a more buses. That's criminal. This is a republic and it should practice according to the majority vote and you as the elected official have no right to vote otherwise. Put every option placed forth on the ballot and allow everyone to pick their favorite. **(32.2.9C, 32.2.9E, and 3.2.9N)**

So, in hopes to not sound conceited, here is my proposed plan:

The state of Utah's department of transportation builds a Trax line up the canyon. **(32.2.9F and 32.2.2I)**

Here's why:

1. The university of Utah has almost solved it's parking issues with the use of trax. It's a proven TRUSTED method among constituents.
2. You can have multiple stops along the track so more access is provided than just to the resorts **(32.2.6.6A)**
3. Most businesses supply their workers with a UTA pass. And that's more revenue for the state if more people buy passes **(32.2.4A)**
4. The electric trax will cut down emissions from cars which has been proven to be the cause of the inversion we see seasonally in SLC **(32.2.2I and 32.2.3B)**
5. Have you ever tried to walk onto a bus in ski boots? Trax allows ADA access and does not require stairs making it even more appealing to mountain goers. **(32.2.6M)**
6. This is a method is used in Europe. They have designs and they have data from what worked and what didn't. Which we can utilize to avoid mishaps and costly errors in building ours
7. You don't obstruct the view of the canyon. **(32.17D)**
8. The tax payers will be more happy paying for something that does solve the problem than with paying off the grant you write for the third party gondola. **(32.2.7A)**
9. You don't get pulverized in the news for having your pockets greased by lobbyists.
10. It's the right thing to do.

Thank you for your time. Please do the right thing and solve the issue of the city not just the issue of where you vacation this year with your lobbyist money.

Sincerely,
Robert Coffman
Salt Lake City, UT

COMMENT #: 6705
DATE: 8/24/21 8:50 AM
SOURCE: Website
NAME: Melissa Newberry

COMMENT:

Please go the Gondola route. Not only will it help save the canyon but it will have the best impact on our environment and people will enjoy it! My vote is FOR the Gondola! **(32.2.9D)**

COMMENT #: 6706
DATE: 8/24/21 8:54 AM
SOURCE: Email
NAME: Leah Oland

COMMENT:

I appreciate the hard work that has gone into plans to improve the traffic situation in Little Cottonwood Canyon. I moved to LCC in 1981. I was an employee there for 7 years and lived in the canyon. I then lived in the canyon and commuted to work in the valley for 14 years. I currently live in Sandy. LCC is a very special place. I believe that calling it a sacred place is not over stating it. I am an avid skier. As a weekend skier for over 30 years I have spent a fair amount of time stuck on the road trying to get to and from Alta. It is certainly an inconvenience. I also think that it is just part of the deal. If we cherish the wildness of our canyon are we willing to ruin it for convenience? Being able to ski Alta and Snowbird is a very special experience with all that a mountain environment involves and can't be taken for granted. It is also important to remember that it is not always a problem but is dependent on weather, holidays and weekends. **(32.1.2B)** The options that you are suggesting have their own set of inconveniences. I believe that neither option is a good one. **(32.2.9C and 32.2.9E)** Both plans will change recreation in the non resort areas of the canyon forever. It is important to remember that LCC is not ONLY used for skiing. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I especially enjoy hiking in the canyon because of the beauty and opportunity to experience nature. I seldom choose to hike in the ski areas because I feel that the ski structures interfere with my ability to enjoy the natural beauty. The idea of huge gondola towers is horrifying. **(32.17A)** I also think the "Alta station" will change the character of the town of Alta. The public needs more information and an idea what the station will look like. Once again it is important to realize that Alta is also a summer destination that gives people the opportunity to get away from a growing urban center **(32.4I and 32.4O)**.

There is no doubt that the gondola is a unique idea. I understand that it captures peoples imagination. I do not agree with Dave Fields, the general manager for Snowbird Resort that it is "unobtrusive". "An amazing experience to get this new perspective of the canyon from above" was another comment of Mr. Fields. Seriously? Not Disneyland! It will be a permanent scar in a beautiful, natural canyon. It will be a visual distraction for an expensive, unproven solution that is only to be used in the winter. **(32.17A, 32.2.6.5K, and 32.2.6.5F)** It is an advantage for the two businesses in the canyon. It is not faster, probably not cheaper, not convenient and unproven. **(32.2.6.5BB)** It appears to be an attempt to bring more people to an already overcrowded canyon. **(32.20C)** I would also say that there is more to Salt Lake City than tourism. How many people can the canyon hold? **(32.20B)** That is another question that has not been addressed. Of course there is the cost! The funding has not been determined. Are taxpayers expected to finance an expensive gondola for the good of Alta Ski Lifts and Snowbird? What will be the cost to ride the gondola? **(32.2.7A and 32.2.4A)** The public has the right to know that as well. I often hear the comment that in Europe they have this and that. This is Not Europe. It is Little Cottonwood Canyon a beautiful and relatively pristine environment. It should remain as pristine even if people are inconvenienced.

Of the two options I prefer but do not support the road option. I believe that the environmental impact is a serious concern. I do not think the road should be widened without more attempts to use nonpermanent strategies first. More and convenient buses (electric buses will help with emissions), carpooling, both resorts using vans for their employees, continuing the sticker program, monitoring for snow tires, are all strategies that have not been given enough of a chance to make a difference. **(32.2.9A, 32.2.4A, 32.2.2M, 32.2.6.3F, and 32.2.9R)** And what about that base station at the base of the canyon? It certainly seems that 1,500 easily accessed parking spaces could help the bus system! **(32.2.6.2.1C)** I use the park and ride lot in both canyons all the time in the summer to organize car pooling. Wouldn't it be great if the base station was set up for buses and carpooling. We don't only ski with the people next door. Getting together with people from both sides of the valley on a powder day can be tricky. I have read that Niederhauser and McCandless say that they won't make any money selling the land to UDOT. If that is the case then they should be willing to sell it to UDOT for a

transportation hub at the bottom of LCC. That would give 3 options for people to ride the bus and carpool.

I understand that this is a difficult and complicated situation. Let's put the canyon first. Let's hold on tight to the resources that we all depend on. It is time to put good stewardship of the land ahead of profit. Please protect LCC! Let's all take a step back and consider what is most important.

Leah Oland

COMMENT #: 6707
DATE: 8/24/21 8:54 AM
SOURCE: Email
NAME: Curtis Hunt

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

STOP CATERING TO SNOWBIRD AND ALTA!! Not everyone going up the canyon is going to ski at the resort. Please realize this.**(32.1.2D)**

Sincerely,
Curtis Hunt
Sandy, UT

COMMENT #: 6708
DATE: 8/24/21 9:08 AM
SOURCE: Website
NAME: Cannon Holbrook

COMMENT:

To be honest, I really struggle with forming an opinion to determine what would be best for the Canyons.

I am a recreational user. I ski. I hike. I bike.

What I would like to see: 1) Less traffic/congestion in the canyon. 2) Minimal environmental impact to the canyon. **(32.7C and 32.29G)**

As a Utah skier, I prefer not to see more people on the mountains without more areas served by lifts. Often times, the lift lines are horrendous. Why add to that. **(32.1.2B and 32.20C)**

As a back country user, I'd like to see improved access to trailheads. **(32.1.2C, 32.2.6.3C, and 32.2.6.5G)** That being said, I would not want to see a lot of under-prepared people head off into the backcountry creating safety/emergency response issues.

I also would like a plan that contemplates the use of both Canyons, not just LCC. **(32.1.1A)**

We live in a beautiful place. Very accessible to a major metropolitan area. What a blessing to all who want to use it.

At this point, I hesitate to support any plans that increase user traffic and invades sensitive areas beyond the current road system. I'd just assume leave everything as is. Perhaps add a toll to the road to reduce traffic and increase bus service. **(32.2.4A and 32.2.9A)**

COMMENT #: 6709
DATE: 8/24/21 9:29 AM
SOURCE: Website
NAME: Scott Mershon

COMMENT:

Both the gondola and road widening are expensive ideas that will make the canyon overused and harm its natural beauty. **(32.2.9C and 32.2.9E)** There are more options for improving traffic flow up the canyon. An alternative to the gondola and lane widening should be chosen. Improved carpooling, canyon entrance fees, and electric buses are all options that would better serve all the users of the canyon. **(32.2.4A, 32.2.9A, 32.2.6.3C, and 32.2.6.3F)** Widening lanes or a gondola mostly benefit the ski resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 6710
DATE: 8/24/21 9:38 AM
SOURCE: Website
NAME: Bob Preite

COMMENT:

I am confused why there is so much attention and money being thrown at a “traffico” problem when in reality, there are only a handful of big powder days (usually on the weekends) when the canyon traffic is bad. **(32.1.2B and 32.1.4D)** I skied 120 days last year and even with limited carpooling due to the pandemic, most days were easy to get up and down the canyon. The limited amount of parking actually controls the number of skiers that can enter the canyon and preserves the skiing experience for those who made it up. **(32.1.2B)** When the parking spots are full, close the canyon. **(32.2.4A and 32.2.2K)** A gondola would only allow way too many skier to enter the canyon and it might help the traffic but will ruin the skiing! **(32.20C)** If you are going to do something, the additional lane would help and give room for cars to maneuver on those snow days when getting down the canyon can be slow and slippery **(32.2.9B)**. UDOT should also dedicate more plows to the road on those days and not let the road get so bad. **(32.2.2II)** The gondola only benefits the ski resorts and the tours and leaves the locals with all the costs! **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 6711
DATE: 8/24/21 9:39 AM
SOURCE: Website
NAME: Nicholas Pitcher

COMMENT:

I am a big fan of the gondola idea. I love the idea of having quick, safe, and reliable public transportation that is environmentally friendly. **(32.2.9D)**

COMMENT #: 6712
DATE: 8/24/21 9:49 AM
SOURCE: Website
NAME: David Stein

COMMENT:

I am in favor of additional buses with no road widening and NO snowsheds. **(32.2.9A, 32.2.9C, and 32.2.9J)** The additional buses can simply be run from a distributed number of existing parking lots around the valley with more on busy days. No “mobility hub” as that will be a bottleneck. The traffic jams are always up-canyon in the morning and down-canyon in the afternoon. During peak hours (08:00-12:00, 2:00-6:00?) on peak days, implement the following: **(32.2.2I)**

S.R. 210 in LCC on busy days in the morning: The right up lane for usual traffic. Left lane alternate up/down traffic (like trains going through Donner Pass, single track). Buses only in the left lane going up. After last bus, wait until that bus gets to Alta. Then allow empty buses and queued cars go down (after last bus leaves, queue cars to go down). After last bus/car gets down, switch back to upward buses. **(32.2.2D and 32.2.2EE)**

On busy days in the afternoon: The right down lane for usual traffic. Left lane alternate down/up traffic. Buses only in left lane going down. After last bus, wait until that bus gets to LCC mouth. Then allow empty buses and queued cars go up. After last up bus leaves, start queue of cars to go up. **(32.2.2EE)**

With cell communications this would be relatively simple to set up, with minimal signage. People are used to not being able to drive in the left lane on S.R. 210, especially with police enforcement. Add tolling to discourage automobile usage and to pay for bus O&M costs. **(32.2.4A)** Only 9 miles from mouth of LCC to Alta/Albion. At 45 mph that is 12 minutes. Relatively short up/down cycling time. Switch from diesel buses to EV buses when the technology advances to make it advisable. **(32.2.6.3F)**

The snowshed design is dangerous and destructive with very limited benefit (10 days a year). **(32.7A)** With a 50' wide roof at a 12% grade, melt water and rain run-off will accelerate across the roof then drop 20' in a sheet of high-pressure waterfall, eroding and destroying any “bike path” and eroding and destroying the road shoulder. This will also seriously degrade water quality and access by wildlife on the north side of S.R. 210. Look under any 20' waterfall to see the effects of falling water. It would also funnel wildlife seeking water to the ends of the snowshed, increasing predation. After the first rainstorm the bike path (with an average 8% grade, which is a steep hill) will be strewn with sand, gravel, sticks, sagebrush and potholes. With concrete columns on one side and a rocky drop into Little Cottonwood Creek on the other, suicidal. Unusable. **(32.12E)**

I am against a gondola for many compelling logical reasons. **(32.2.9E)** It would destroy the beauty of LCC. **(32.17A)** Since there are only three access points (La Caille, Snowbird, and Alta) it will still be a bottleneck, just moved a little. **(32.2.6.5E)** It does a very poor job on the CWC Staff Recommended Attributes and Objectives for a MTS. When technology advances and a MTS is developed that actually has these Attributes and meets the Objectives for a MTS, the gondola will go out of business in a Very short time. **(32.1.2E)** At that time it will become an unused or underused relic and be considered a boondoggle. Who will be responsible (labor and cost) for removing it and, if even possible, mitigating the environmental and scenic damage? The taxpayers who paid for it to be built will then need to pay for it to be removed? **(32.2.7I)**

Will a gondola (G) have the CWC Staff Recommended Mountain Transportation System (MTS) Attributes: **(32.1.2E)**

o Environmental impacts are minimal and compatible with sustainable environmental results. G: Disruption during construction. Construction roads and maintenance paths. Bridges to any towers on

south side of LC Creek. Watershed impact of sheave lubricant drippings. Low-level noise impact. Large high-level visual impact. **(32.4C, 32.2.6.5L, 32.12A, 32.11D, and 32.17A)**

- o Reliability during all mountain conditions. G: Must be closed during avalanche control. Must be closed during wildfires. **(32.2.6.5K)**
- o Adequate frequency. G: Limited schedule. Limited capacity. Only three access points. **(32.2.6.5G, 32.2.6.5F, and 32.2.6.5N)**
- o Effect on the quality of recreational opportunities are protected. G: No utility for hikers, climbers, cyclists. **(32.2.6.5G and 32.2.6.5N)** Ineffective for lodging guests with luggage. **(32.2.4A)** No BCC or Wasatch Back access. **(32.2.2Q)**
- o Equitable access. G: Limited access points give poor tie-ins to TRAX and UTA transit systems. **(32.2.2I)** Tolls would be regressive taxation. Taxes to fund O&M costs affect all Utahns, even those not using system. **(32.2.4A and 32.2.7A)**
- o Safety. G: Avalanches occasionally happen outside avalanche control. Susceptible to wildfires, earthquake impacts. Mechanical issues can cause closure or evacuation. **(32.2.6.5K)**
- o Efficient in moving people. G: Limited hours, capacity, and convenience. Subject to bottlenecks (only moving where they occur). **(32.2.6.5C, 32.2.6.5G, 32.2.6.5F, and 32.2.6.5N)**
- o Enhance experience for Central Wasatch Mountain visitors. G: Only benefit is nice views (for those on the outside of each group of gondola passengers). You have to stand the whole time. **(32.2.6.5C)** Will a gondola (G) satisfy the CWC Staff Recommended Mountain Transportation System (MTS) Objectives: **(32.1.2E)**
- o Improve Transit. G: Replaces some auto traffic but slower (without road widening to three lanes) and less convenient (limited hours of operation, more changes of mode of transportation **(32.2.6.5J and 32.2.6.5F)**)
- o Disincentivize vehicles. G: 2-3 modal changes (auto to bus to gondola, maybe to shuttle bus). Limited hours, slow. **(32.2.6.4B, 32.2.6.5J, and 32.2.6.5F)**
- o Assure year-round transit. G: Expensive to operate during shoulder seasons and during times of little or no utilization. Budget and maintenance will dictate down periods. **(32.2.6.5F)**
- o Ensure trailhead access. G: No trailhead access without slowing travel and major capital and O&M expense. **(32.2.6.5G)**
- o Evaluate mix of private and public funding options. G: Public funding (taxes). **(32.2.7A)**
- o Achieve a sustainable result. G: Powered by grid electricity, as grid transitions to renewable energy so will the gondola. Currently mainly fossil fueled generation. Uses power during all times of operation, whether utilized or not. **(32.18A)**
- o Preserve wilderness characteristics in suitable areas. G: Wildernesses do NOT have gondolas. **(32.3A)**
- o Improve trailheads as part of transportation improvements. G: Trailheads will not be served by a gondola. **(32.2.6.5G)**
- o Reduce traffic congestion. G: Any decrease in congestion will be temporary due to population and canyon usage growth. **(32.7B and 32.7C)**
- o Improve resort-user amenities as part of MTS. G: Gondolas are not amenable to skiers/riders carrying gear bags and gear. Especially with multiple mode transfers. **(32.2.6.4B, 32.2.6.5J, and 32.2.3A)**
- o Provide better ski resort connections. G: Only Snowbird to Alta, and inconvenient. **(32.2.6.5G)**
- o Increase transit use. G: Will have some usage but it's not compelling. Gondolas are used most when there is no other option (such as accessing remote peaks). **(32.2.4A)**
- o Provide access for homeowners. G: "Really not at all convenient or useful for homeowners. **(32.1.2B)**
- o Protect the environment. G: Major visual impact. Tower sheave lubricant drips (look under any ski lift sheaves for example). Low-level noise pollution. Construction impact, maintenance roads, bridges to towers on far side of Little Cottonwood Creek. Large end stations and angle station (s) with electrical, water, passenger, and vehicle access. **(32.4C, 32.2.6.5L, 32.12A, 32.11D, and 32.17A)**
- o Assure protection of the watershed and water quality. G: Additional erosion from construction and maintenance roads and bridges. Sheaves lubricant water pollution. **(32.12A)** Will not reduce auto traffic much, and not at all during off-hours. Traffic will grow back to current state in short time and gondola capacity cannot be increased. **(32.7B, 32.7C, 32.2.4A, and 32.20E)** No benefits to BCC or Wasatch Back watersheds or water quality. **(32.12A)**

- o Development around transit nodes. G: Since all nodes are in already developed spaces, will have no positive effect on development sprawl in canyons. **(32.20F)** No positive effect in BCC or Wasatch Back.
- o Use technology to optimize a MTS. G: Gondolas are 1960's technology. They haven't improved much in decades. **(32.2.6H and 32.2.2JJ)**
- o Reduce or eliminate personal vehicles. G: Will never eliminate use of personal vehicles. Will temporarily reduce use, but with population growth that won't last. **(32.2.4A and 32.7C)**
- o Emergency egress. G: Cannot operate in a wildfire, almost no protection from smoke. Interlodge Restriction would shut down access. Very limited evacuation capacity. **(32.2.6.5H and 32.2.6.5K)**
- o Reduce fuels/wildfires. G: Increased wildfire starting risk due to overhead travel and thoughtless casting of cigarette butts. **(32.2.6.5K)**
- o Reduce or continue to limit parking in the canyons. G: Will have little effect on number of vehicles, especially over time with population growth. No effect outside hours of operation. **(32.2.4A, 32.7C, and 32.20C)**
- o Improve communications to the public about traffic conditions. G: No effect.**(32.2.4E)**
- o Accommodate current and increasing recreation demand. G: Not expandable or extendable to BCC or the Wasatch Back. Limited capacity. Limited hours/days of operation. **(32.2.2Q, 32.2.6.5F, and 32.2.6.5N)**
- o Consider both short-term solutions and long-term solutions. G: A short term, inadequate "solution" that doesn't solve the root problems. Doesn't address BCC, the Wasatch Back, or regional transportation issues. **(32.2.9E and 32.1.1A)**
- o Protect visual quality of the Central Wasatch Mountains. G: Visually intrusive structures that does little to reduce air pollution that obscures views. **(32.10A and 32.17A)**

COMMENT #: 6713
DATE: 8/24/21 9:50 AM
SOURCE: Website
NAME: Adam Cook

COMMENT:

Hello and thank you for your consideration; I live in the Glendale area of Salt Lake City and regularly access Little Cottonwood Canyon for cycling, running, and backcountry skiing. I recognize the need to redesign transportation in the canyon as the present system is wholly inefficient and unnecessarily impactful. I wish to add my comments to express my support for any measures which disincentivize personal vehicle use, give consideration to non-resort canyon users (including preserving natural features close to the highway), and which avoid increased impact due to induced demand. **(32.1.4A)** While I do not feel a strong preference for a gondola or expanded bus service, I trust that UDOT will perform a sufficiently rigorous analysis to determine which is ideal. I do wish to express my strong feeling that personal vehicle use must be disincentivized, and that any reduction in congestion without deterrents to car travel will be lost as induced demand results in increased use. **(32.2.4A and 32.20E)** While high-quality transit is the obvious solution, I do not believe that its existence alone is enough to break reliance on cars; rather, direct limitations must be imposed on personal transportation such that, in certain scenarios, transit use is compulsory. **(32.2.4A)** I feel that traffic metering would be a good measure to address this. **(32.2.200)** The toll system currently proposed would be helpful but would be more burdensome for less wealthy canyon users. **(32.5A)** Monitoring vehicle counts and limiting the total number bound for resorts would be more equitable while also allowing for a distinction between resort and non-resort traffic (for instance, vehicles could still reach trailheads while being denied access to resort parking lots at full capacity). **(32.2.2K and 32.2.4A)** In this scenario, the only burden imposed would be one of convenience, and it would fall on resort users, who are already responsible for most congestion while also being a highly affluent demographic. Thank you again for your consideration of my comments; I look forward to seeing UDOT's finalized plans.

COMMENT #: 6714
DATE: 8/24/21 9:51 AM
SOURCE: Website
NAME: Dallen Garner

COMMENT:

I am an avid climber and backcountry skier. I see the logic and obvious reasons why a gondola is the best solution to every problem faced with transportation in little cottonwood canyon. I vote gondola.
(32.2.9D)

COMMENT #: 6715
DATE: 8/24/21 9:58 AM
SOURCE: Email
NAME: Carol Hansen

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Carol HANSEN
Salt Lake City, UT

COMMENT #: 6716
DATE: 8/24/21 10:01 AM
SOURCE: Website
NAME: Abraham Haggart

COMMENT:

We should not extend lanes or add a gondola. **(32.2.9C and 32.2.9E)** Expand the bus system to get people to the base of the canyon as well as up it and make a \$50 toll capped at a predetermined amount of cars and non-UTA buses. It encourages car pooling by splitting the cost or taking buses to negate the fee. **(32.2.9A and 32.2.4A)**

I've lived here since 2002- albeit there are many more people here in the last two decades, the mountains are more accessible than ever. There are literally seven ski resorts within a two and a half hour drive of each other. In the case whomever reading this does not do winter sports I will list them- Powder Mountain, Nordic valley formerly Wolf Mountain, Snowbasin, Park City one of the largest in the world, Deer Valley, Sundance, and that's EXCLUDING LCC and BCC.

I really believe this will lay the groundwork to destroy a lot of wildlife and the nature around it in the not so distant future- which attracts so many people here in the first place. **(32.13A and 32.13B)** What will happen when there is a fire in the canyon- worse if the construction of this gondola starts it? **(32.2.6.5K)** What happens if it gets damaged by a fire in the future, is it repaired, who pays for that or does it sit like the one in Moab as a failed experiment? **(32.2.7A)** The Parleys canyon fire is a prime example of a fire happening- and it's a much wider canyon with double sided entry for fire crews, unlike LCC or BCC.

Thank you for your time,

Abraham Haggart

COMMENT #: 6717
DATE: 8/24/21 10:13 AM
SOURCE: Website
NAME: Antony Lapointe

COMMENT:

I think this is a great eco friendly way to get up the mountain. As long as there is enough parking I would take this everytime. **(32.29D)**

COMMENT #: 6718
DATE: 8/24/21 10:13 AM
SOURCE: Email
NAME: Rachel Jepsen

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Rachel Jepsen
Salt Lake City, UT

COMMENT #: 6719
DATE: 8/24/21 10:18 AM
SOURCE: Website
NAME: Mark C

COMMENT:

From what i know about this. I really like the idea. I am a supporter. (32.29D)

COMMENT #: 6720
DATE: 8/24/21 10:29 AM
SOURCE: Website
NAME: Victoria Schmidt

COMMENT:

I believe the goal is not to feed private resorts but remains reducing traffic by 30%. **(32.1.2D and 32.7C)** This should also include the traffic immediately surrounding the entrance to the canyon ie 9400 s. And wasatch blvd. since the east end of these roads have no alternate egress. **(32.7B)** The gondola adds an additional tourist attraction to the canyon that surely increases traffic instead of reducing it in these these key feeder routes. **(32.2.6.5E)** With the gondola you are permanently ruining a significant part of the canyons appeal on a gamble that existing drivers will be persuaded to leave their cars and switch to the gondola. Aside from that gamble which has multiple challenges, it is a for sure fact that it will be well advertised and that you will now attract more people to this congested canyon. That was not the original assignment. **(32.1.2D, 32.2.4A, 32.7C, 32.20A, and 32.20C)**

Buses. Before we blast away the beauty we came to the canyon to see I believe bus more priority measures should be tried. What if the road was bus only between 7- 9 or 10am and between 4 to 5 pm. **(32.2.2B)** The resorts have publicly stated that they won't allow any car restrictions but their voice should not be controlling this decision. Those unwilling or unable to use the bus can still go but they won't be first in line. It's a choice. **(32.2.4A)** We are mainly talking about resort skiers who 2-3 days a year can not get to their resort of choice. **(32.1.4D)** How does this rate as a reason to permanently change this pristine landscape and rate as one of our states highest funding priorities? **(32.1.2B)**

COMMENT #: 6721
DATE: 8/24/21 10:37 AM
SOURCE: Website
NAME: Maya Kobe-Rundio

COMMENT:

I live in Salt Lake City and have recreated in Little Cottonwood Canyon for years. I'm tired of hearing massive, expensive, and invasive plans for "fixing" LCC when we haven't really tried a more holistic approach. The fact is, these mountains are changing. The future that we should be planning for is hotter, drier, and water scarce. **(32.2.2E)** These mountains have a limit, and in many ways we've already reached their carrying capacity. **(32.20B)** We have to look beyond the money to be made by developing and consider an environmentally sound plan that gives all people, in all seasons, access to LCC, while acknowledging that there are some days when we simply won't be able to go into the mountains. A gondola or road expansion will only worsen our current problems while further degrading the canyon. **(32.7B and 32.7C)** I do support some parts of the current DEIS. I support building a large parking structure at the gravel pit, and running clean fuel busses up Big and Little Cottonwood canyons. The bus system shouldn't just support ski resorts, but should be a system that allows people to reach the canyons year round. **(32.2.9A and 32.6.6.3C)** During the canyon's busiest hours and days, let's dedicate variable lanes that only allow high-occupancy vehicles and busses. **(32.2.4A)** Let's start here before we completely lose Little Cottonwood to industrial development.

COMMENT #: 6722
DATE: 8/24/21 10:40 AM
SOURCE: Email
NAME: John Wilder

COMMENT:

Dear Utah Department of Transportation (UDOT),

To whom it may concern:

As someone who was born in the foothills of the Wasatch and has spent years enjoying the scenic beauty of the Wasatch, it shocked me to hear that UDOT was even remotely considering putting a gondola up Little Cottonwood. **(32.2.9E)** I've been climbing and recreating in the mountains of the Western US and Canada for 20 years and one of the biggest draws to that recreation is the solitude that being in the mountains brings- even when there is a road close by. A few steps around a corner or up a hill, and the quiet is upon you and it is blissful and life changing. I first went to Squamish, BC in the late 00's, and I experienced that- a major climbing destination right off a major highway, but just a few minutes hike and it was quiet and just lovely to experience. After the Whistler Winter Olympics, a company convinced the province to allow them to put a Gondola in next to the Chief- and ever since, the low hum of the Gondola has absolutely ruined the backside hiking and climbing experience in that area. **(32.11D)** There are no more animals, the hum can be headache inducing- it's just awful and absolutely tarnishes what was once one of the best climbing destinations on earth. **(32.4B and 32.13A)**

UDOT- Little Cottonwood is a world class climbing destination during the summer months and the thought of a gondola running up that canyon makes me cringe- the view would be forever tarnished, the hum would hurt peoples and animals ears, and it doesn't seem to be a real solution to the problem. **(32.4B, 32.11D, and 32.13A)** Please reconsider this option- I can tell you from experience that it will impact visitation and people's experience. **(32.4I)** The Squamish Gondola has has such a negative impact, that the cables on it have been cut not once, but twice in its short lifespan by vigilantes- costing the gondola millions and endangering lives- and that gondola is a tiny fraction of the size of gondola UDOT is proposing.

Please, please, please do not do this.

Thanks,
John Wilder
Bountiful, UT (born)

Sincerely,
John Wilder
LAS VEGAS, NV

COMMENT #: 6723
DATE: 8/24/21 10:43 AM
SOURCE: Website
NAME: Doug Winder

COMMENT:

It sounds like the best plan. **(32.29D)**

COMMENT #: 6724
DATE: 8/24/21 10:50 AM
SOURCE: Website
NAME: Jessica Connelly

COMMENT:

I'm for it! Let's anticipate the pop. growth and help the environment. (32.29D)

COMMENT #: 6725
DATE: 8/24/21 11:00 AM
SOURCE: Website
NAME: Cindy Enkhtugs

COMMENT:

Gondola For Sure (32.2.9D)

COMMENT #: 6726
DATE: 8/24/21 11:02 AM
SOURCE: Website
NAME: Scott Steele

COMMENT:

I honestly don't understand why anyone would not want the gondola. It makes complete sense and over the long term, sets up our canyons for the future with less pollution, less impact and less cost. I completely 100% support the gondola. **(32.2.9D)**

COMMENT #: 6727
DATE: 8/24/21 11:03 AM
SOURCE: Website
NAME: Tonia Fuller

COMMENT:

I am not a skier. But I do breathe air. I don't like paying for unnecessary projects. But I do like looking ahead, making smart decision and paying smart costs before they become more costly. The gondola seems like a well-thought out plan to preserve access to recreation, to preserve a beautiful canyon, and limit bus emissions in a targeted, guaranteed way. I support the gondola. **(32.2.9D)**

COMMENT #: 6728
DATE: 8/24/21 11:05 AM
SOURCE: Email
NAME: Emmeline Wang

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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)**

As a climber, I'd hate to see the beauty of our natural world continue to degrade and turn into an industrialized area that is meant to only serve a niche group of people. **(32.4A, 32.4B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Sincerely,
Emmeline Wang
Salt Lake City, UT

COMMENT #: 6729
DATE: 8/24/21 11:08 AM
SOURCE: Website
NAME: Graeme Milton

COMMENT:

Dear UDOT,

The Gondola will not accomplish its goals of reducing traffic, as it will increase traffic to the Gondola base. **(32.1.2D, 32.7B, 32.7C, and 32.2.6.5E)** I suggest restricting travel to buses during peak periods - the period can be adjusted from season to season or year to year according to needs **(32.2.2B)**

COMMENT #: 6730
DATE: 8/24/21 11:08 AM
SOURCE: Email
NAME: Roxy Sylvester

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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)**

This money should be put to focus on expanding bussing systems outside of the canyon leading to the bottom of the canyon bus stop. **(32.2.2I)** A gondola sounds interesting and attractive until the consideration of how awful it will be to the sights and natural beauty of our canyons. Do not take this away from all the people. **(32.17A)**

Sincerely,
Roxy Sylvester
Salt Lake City, UT

COMMENT #: 6731
DATE: 8/24/21 11:17 AM
SOURCE: Website
NAME: Sean Menk

COMMENT:

Please do not allow a gondola in LCC. **(32.2.9E)** This project would only serve the ski areas and would be funded by tax payers and I do not support that as a tax paying citizen. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 6732
DATE: 8/24/21 11:28 AM
SOURCE: Email
NAME: Dimitri Cocorinis

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Dimitri Cocorinis
Salt Lake City, UT

COMMENT #: 6733
DATE: 8/24/21 11:34 AM
SOURCE: Email
NAME: Adam G

COMMENT:

I grew up in Sandy, and spent lots of time up and around Little Cottonwood canyon. It's wild coming home and seeing how much Salt Lake has changed. I've lived in big cities, small towns, and the issues facing Salt Lake valley are to be found everywhere. I've yet to see a magic solution that solves all the problems of a growing population. Here's my suggestion regarding the traffic problems in the canyon: Do Nothing. Just maintain the road as it is and let people suffer in the traffic. Is it necessary to ensure that we can get tens of thousands up the canyon quickly? **(32.1.2B)** Doesn't that fundamentally change the thing that people are headed up there to find (peace and solitude)? I see no reason that the road out of civilization needs to be wider than one lane in either direction. If the ski resorts want to find ways to get more customers and increase their profits, let them figure that out on their own dime using the existing infrastructure. Let's not ruin a good thing we have. **(32.2.9G)**

Thank you for your time.

Best,
Adam

COMMENT #: 6734
DATE: 8/24/21 11:50 AM
SOURCE: Email
NAME: Shawna Noyes

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Shawna Noyes
Sandy, UT

COMMENT #: 6735
DATE: 8/24/21 11:51 AM
SOURCE: Email
NAME: Caleb Robinson

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(32.20B)**
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Sincerely,
Caleb Robinson
Salt Lake City, UT

COMMENT #: 6736
DATE: 8/24/21 11:53 AM
SOURCE: Website
NAME: Steve Noall

COMMENT:

Please find another solution that doesn't involve permanently changing the canyon. **(32.2.2PP)** Perhaps more electric buses on the existing road, and stricter enforcement of carpooling. **(32.2.6.3F, 32.2.9A and 32.2.4A)**

COMMENT #: 6737
DATE: 8/24/21 11:57 AM
SOURCE: Website
NAME: Jordann Player

COMMENT:

I think this would be so cool I couldn't imagine all the views you would get to see I am 100% in for having a gondola for little cottonwood canyon **(32.2.9D)**

COMMENT #: 6738
DATE: 8/24/21 12:20 PM
SOURCE: Email
NAME: Eden Sloan

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Eden Sloan
Salt Lake City, UT

COMMENT #: 6739
DATE: 8/24/21 12:25 PM
SOURCE: Email
NAME: Andrea Faust

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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)**
- 6). Also as someone who has visited Colorado many times, I had hopes of climbing there in the future; so this is very sad to hear **(32.4A and 32.4B)**.

Sincerely,
Andrea Faust
Watertown, MA

COMMENT #: 6740
DATE: 8/24/21 12:40 PM
SOURCE: Email
NAME: David Chambers

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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. **(32.13B)** 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,
David Chambers
Park City, UT

COMMENT #: 6741
DATE: 8/24/21 12:48 PM
SOURCE: Website
NAME: Barbara Eastman

COMMENT:

NO TO GONDOLA!!!!!! (32.2.9E)
YES TO IMPROVED BUS SERVICE-year around (32.2.9A, 32.1.2C, and 32.2.6.3C)
OFFER MORE INCENTIVES FOR CARPOOLING (32.2.4A)
ROAD WIDENING ONLY IF NECESSARY

I have been a resident and avid outdoors person for 40 years. I ski (both area, crosscountry and backcountry), hike, cycle and was a former world class climber. Now that I'm retired, I ski anywhere from 80-100 days a year with about 25 of those days being at resorts; I'm an Alta season pass holder. I've read many articles and letters on the various proposals. I unequivocally say NO To the Gondola. (32.2.9E) It will only serve two ski areas, and offer little flexibility for changing needs and traffic. (32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C) Much environmental damage will occur in the building of the towers and they will create an eye sore. (32.12A, 32.13A, and 32.17A) I question using public funds to service two privately owned ski resorts that service only the middle class and wealthy. (32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C) Then there are the problems of how do you get people to the Gondola loading zone, and provide for adequate parking at that sight. (32.2.6.5E and 32.2.6.5J)

Of the two options: I support the improved bus system. (32.2.9A) It can service various trailheads as well as the 2 ski areas during all seasons. (32.1.2C and 32.2.6.3C) We need public transport in Little Cottonwood in the summer and fall hiking seasons. (32.1.2C) White Pine trail head has had over 300 cars parked along the road on some of the busiest days. (32.2.6.2.4A) During the ski season there needs to be Alta express buses; that would encourage Alta skiers to ride the bus. (32.2.6.3N) We have all read the climate predictions that predict lower snow accumulations at ski areas and shortened seasons. (32.2.2E) Using buses will allow for adjustment in ridership and seasonal demands. I've recently read about the impact the widening of Little cottonwood road would have on our world class climbing boulders and area near the Gate Buttress. I think every effort should be made to preserve this climbing area. (32.4A) I came to Salt Lake 40 years ago, because I knew that Salt Lake offered year round climbing and was viewed as world class. I hope you will maintain a conversation with the climbing community as to how to mitigate any damage to this world class area.

Also an effort needs to be made to encourage car pooling.
NO TO GONDOLA!!!!!!
YES TO IMPROVED BUS SERVICE-year around
IMPROVE INCENTIVES FOR CARPOOLING
ROAD WIDENING ONLY IF NECESSARY

COMMENT #: 6742
DATE: 8/24/21 1:23 PM
SOURCE: Email
NAME: Max Jones

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Max Jones
Midvale, UT

COMMENT #: 6743
DATE: 8/24/21 1:27 PM
SOURCE: Website
NAME: Deborah Ehrman

COMMENT:

I do not support the gondola option. **(32.2.9E)** It would serve skiiers and the resorts but not others who want to use the canyon for other forms of recreation year round. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** We don't need to encourage more tourists (op ed piece in 8/22 SL Trib by Scott Anderson). The solution should effectively and efficiently serve locals first. I support the bus solution along with finding less-polluting vehicles to increase the frequency of a bus/shuttle. **(32.2.9A and 32.2.6.3F)**

COMMENT #: 6744
DATE: 8/24/21 1:38 PM
SOURCE: Email
NAME: Sierra Hastings

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Sierra Hastings
Salt Lake City, UT

COMMENT #: 6745
DATE: 8/24/21 1:55 PM
SOURCE: Website
NAME: Webb WhatcottWebb

COMMENT:

Yeah do this project. The bigger the better! I can't wait to see this functioning! **(32.29D)**

COMMENT #: 6746
DATE: 8/24/21 2:03 PM
SOURCE: Email
NAME: Zach Galla

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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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- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** 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,
Zach Galla
Suwanee, GA

COMMENT #: 6747
DATE: 8/24/21 2:09 PM
SOURCE: Email
NAME: Andy Haley

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

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- Traffic controls **(32.2.4A and 32.2.9R)**
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- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Andy Haley
June Lake, CA

COMMENT #: 6748
DATE: 8/24/21 2:10 PM
SOURCE: Email
NAME: Colter Hulet

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Colter Hulet
Provo, UT

COMMENT #: 6749
DATE: 8/24/21 2:19 PM
SOURCE: Email
NAME: Rebecca Babicz

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Rebecca Babicz
Salt Lake City, UT

COMMENT #: 6750
DATE: 8/24/21 2:33 PM
SOURCE: Website
NAME: Sean Canterbury

COMMENT:

Hello,

As a resident of Salt Lake City and a frequent user of BCC and LCC I vehemently oppose the proposed widening of the road or the construction of a Gondola. **(32.2.9C and 32.2.9E)** The canyons that we have right at our doorstep are too great of an asset to put yet another scar on. **(32.17A and 32.17B)** Once the damage is done it can not be undone. I believe there are other ways we can reduce the traffic issues and over crowding without either of the two proposed methods. Why are we jumping straight to these large destructive solutions without trying simpler methods first? **(32.1.2B and 32.29R)** I really hope UDOT decides to listen to the people and not the corporations who this would mainly benefit. **(32.2.9N, 32.29G, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Thanks for you time.

Sean Canterbury, SLC Resident

COMMENT #: 6751
DATE: 8/24/21 2:37 PM
SOURCE: Email
NAME: Cameron Clarke

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Cameron Clarke
Alpine, UT

COMMENT #: 6752
DATE: 8/24/21 2:38 PM
SOURCE: Website
NAME: Ginny C

COMMENT:

I believe that option A, combined snow sheds and a toll booth at the base of the canyon with the option of an annual or season-only pass is a reasonable alternative method. **(32.2.9A and 32.2.4A)** The gondola is an innovative idea however I think there are less impactful options such as mentioned above. **(32.2.9E)** The gondola also wouldn't stop at most places locals and others might use for recreation such as climbing, hiking, and mountain biking trails. **(32.2.6.5G and 32.2.6.3C)**

COMMENT #: 6753
DATE: 8/24/21 3:03 PM
SOURCE: Website
NAME: William Kennedy

COMMENT:

Widening the road for extra bus lanes would bring in foreign resources that will have a direct impact on LCC's ecosystem. **(32.13B)** I truly feel the amount of gravel/topsoil needed to widen the road would harm the caynon along with destroy the natural beauty the caynon has to offer. **(32.17B)** Once this action is pursued it cannot be taken back. I believe that we need to keep Alta and snowbird wild. The development needs to happen down caynon. Installation of a gondola seems like a much more sustainable and regenerative way to protect LCC. **(32.2.9D)** Develop sandy, cottonwood heights and keep development out of the canyons. The last thing these canyons need is more rich families that buy/build houses up caynon to then not even enjoy the landscape up there. **(32.20F)** When I am up there skiing I want to look at the beautiful Wasatch range. Not a mansion next to a Starbucks. Alta is for skiers, keep it that way. Park city is right close enough so let's remember our target market and aim to please these sort of people.

COMMENT #: 6754
DATE: 8/24/21 3:17 PM
SOURCE: Email
NAME: Kelly Burnham

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Kelly Burnham
Salt Lake City, UT

COMMENT #: 6755
DATE: 8/24/21 3:25 PM
SOURCE: Website
NAME: Coltin Kerstin

COMMENT:

Build the parking garage and make it \$5-10 and make solo skier parking at the resort \$30+ Between 7:30-11. Ether you get there early or late or pay. Don't ruin the canyon with a gondola or years of building a road. **(32.2.2K, 32.2.4A, 32.2.9E, and 32.2.9C)**

COMMENT #: 6756
DATE: 8/24/21 3:29 PM
SOURCE: Website
NAME: Greg Bell

COMMENT:

Please consider requiring snowtires or 4wd for all cars all winter season. **(32.2.2M)**
The gondola will move people in most any weather. **(32.2.6.5K)**

COMMENT #: 6757
DATE: 8/24/21 3:30 PM
SOURCE: Email
NAME: Erin Davidson

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Erin Davidson
Salt Lake City, UT

COMMENT #: 6758
DATE: 8/24/21 3:32 PM
SOURCE: Website
NAME: Sally Gallagher

COMMENT:

I am writing to voice my concern about UDOT's gondola and additional lane (s) proposals. This would have an unacceptable impact on the climbing experience as well as year-round dispersed recreation access throughout all of Little Cottonwood Canyon. **(32.4A, 32.4B, 32.4G, and 32.4P)**

UDOT must find a new alternative based on an expanded electric bus service coupled with tolling and other traffic mitigation strategies that includes dispersed recreation transit needs before any permanent changes are made to Little Cottonwood Canyon that will forever alter the landscape, **(32.2.9A, 32.2.6.3F, and 32.2.4A)**.

Both UDOT proposals threaten iconic climbing throughout Little Cottonwood and at least 64 boulders and 273 boulder problems. **(32.4A and 32.4B)**

UDOT's proposed parking lot "improvements" would severely limit access to the most popular climbing in the canyon by dramatically reducing the already limited parking currently available at the Gate Buttress, Grit Mill, and at the lower Little Cottonwood Park and Ride. **(32.4N and 32.4P)**

I originally moved to Salt Lake City for the skiing. Although I introduced my children to skiing at a young age they found climbing to be their passion. Little Cottonwood Canyon is just as valuable a resource to the climbing community as it is to the skiers. Please take a long term view and find solutions that are in no way harm this unique resource. **(32.29G and 32.2.2PP)** There will be no going back!

Sincerely,

Sally Gallagher

COMMENT #: 6759
DATE: 8/24/21 3:39 PM
SOURCE: Website
NAME: Jake Hayward

COMMENT:

GO GONDOLA WOOOOO

PLEASE DO THE GONDOLA (**32.2.9D**)

COMMENT #: 6760
DATE: 8/24/21 3:42 PM
SOURCE: Website
NAME: Meherban Khalsa

COMMENT:

I favor enhanced bus service but not as presented. I am opposed to widening the road. Instead, run many more buses up the canyon and give them precedence. **(32.2.9A and 32.2.6.2.2A)** Give the bus its own lane at places where the road is already wide enough for car lanes plus bus lane. When the road gets narrow, cars have to stop as bus goes through. This is an inexpensive solution and will strongly encourage people to take the bus. **(32.2.4A)**

COMMENT #: 6761
DATE: 8/24/21 3:59 PM
SOURCE: Website
NAME: James Udall

COMMENT:

I am opposed to the construction of a gondola or any mode of transportation that would further detract from the natural setting of the Canyon. **(32.2.9E and 32.2.9C)** I am supportive of the building of snow sheds/tunnels, and enhanced bus service. **(32.2.9K and 32.2.9A)** Additionally, I think a fee for drivers to use the Canyon is warranted. **(32.2.4A)**

COMMENT #: 6762
DATE: 8/24/21 4:14 PM
SOURCE: Website
NAME: Seth Evans

COMMENT:

I believe that we should not do either option and just add more bus options to the table without widening the road. **(32.2.9A)** The resorts don't have the slightest care for their land or the people that live around them. Putting tax payers money towards the resort is absurd and i'm not sure why this is even at question **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. the gondola is more destructive and won't help traffic below the resorts. **(32.2.6.5E, 32.7B, and 32.7C)** If we just cut off the road in the winter and only had buses we would reduce emissions and lessen risk. **(32.2.2B and 32.10A)**

COMMENT #: 6763
DATE: 8/24/21 4:20 PM
SOURCE: Website
NAME: Jack Dahlquist

COMMENT:

Please consider protecting a natural landscape over profiting off of a major infrastructure project that is not needed. **(32.29G)** Please consider the climate forecasts and the newly released IPCC Climate Change 2021 report in the decision to add anything to a small glacial valley that has a limit on the number of users and recreationists it can support. **(32.2.2E)** No investigation was conducted on if it is a good idea to pump people up to the top of the canyon so ski resorts can sell more tickets, make more money, and have overcrowded ski slopes. **(32.20A, 32.20C, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Do any of the decision-makers ski? Do you want to have promotional videos that show lines longer than the red snake (cars waiting on SR-210) to get on the lift? **(32.20C)** There are so many issues with expanding the capacity to travel up and down LCC that the motives of the decision-makers are clear; it isn't what's best for the canyon and the community as a whole, but what is best for business and how we can "grow." **(32.2.9W and 32.29G)** I implore you to reconsider what action is needed, and if it is inevitable for development, then consider what is the least impactful to the resource, the Canyon. As an avid recreationist and user of LCC for far more than just winter skiing, I am happy to report that the traffic isn't that bad and I'd be super happy to require permits to drive up the canyon and ride the bus along with everyone else. **(32.1.2B, 32.1.4D, 32.2.2K, and 32.2.4A)** Yes, avalanches occur and block the road. Yes, it sucks missing out on good skiing. But if everyone and their dog is at the resort skiing with "easy and appealing transportation up canyon" what would set us apart from other overcrowded ski resorts. Again, there is too much to address in this comment, but know that there are many citizens who would rather wait longer to get up the canyon or even miss a day altogether to prevent unneeded development in one of the best natural resources that the State of Utah has, Little Cottonwood Canyon. **(32.20F)**

COMMENT #: 6764
DATE: 8/24/21 4:23 PM
SOURCE: Email
NAME: John Werner

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
john werner
Salt Lake City, UT

COMMENT #: 6765
DATE: 8/24/21 4:28 PM
SOURCE: Email
NAME: Bradley Penrod

COMMENT:

Dear Utah Department of Transportation,

I pay property taxes in the Little Cottonwood Area. I've never once used a ski resort since moving to Salt Lake 11 years ago, I've done nothing but spend my time on skin tracks, 5 days a week or more, I hate chair lifts. I don't think my money should go to something I hate. **(32.1.2B)**

I think we should have to purchase a season pass to drive up the canyon that I would gladly pay as I am an avid dawn patroller. **(32.2.2K and 32.2.4A)** This pass would push most people who don't do anything but ski at the resorts to use public transportation, the pass would probably be used only by die-hards who nothing but work for their own tracks. **(32.2.4A)**

Please, no gondola. **(32.2.9E)** It would break the hearts of so many that depend on being away from other humans. Some people don't enjoy powder days with other people. Some of us enjoy that desolation, our very souls are dependent on that abyss of alone time that winter can provide.

Sincerely,
Bradley Penrod
Sandy, UT

COMMENT #: 6766
DATE: 8/24/21 4:42 PM
SOURCE: Email
NAME: Stephanie Aswad

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Stephanie Aswad
Salt Lake City, UT

COMMENT #: 6767
DATE: 8/24/21 4:49 PM
SOURCE: Website
NAME: Rebecca Hall

COMMENT:

I have been skiing Little Cottonwood Canyon for the last 14 years and also commute up and down the canyon almost every day for work. As a resident of Alta I am going to 100% vote for the option of more bus use and NOT the gondola. **(32.2.9A and 32.2.9E)**

My vote is to increase bus capacity with no additional road work. Build the parking lot at the mouth of the canyon and let people take the bus from there with direct access to Alta and Snowbird. Make Little Cottonwood Canyon a BUS ONLY road (i.e. Zion National Park) during the busy hours, holiday weeks, or weekends only to start. **(32.2.2B)** If people feel the need to drive, I agree that there should be a toll gate at the mouth of the canyon. **(32.2.4A)** Maybe the pilot sticker (from the pilot sticker program) has a RFID chip in it, and people with fully equipped and capable vehicles could enter the canyon through the toll gate, almost like the EZ-pass used on major highways. The RFID should be attached to a credit card and charged if driving the road in a personal vehicle. If your car does not have the correct credentials, someone could man the booth at the mouth and let cars up as they see fit and charge the fee. This would keep track of the amount of cars in the canyon and help alleviate the amount of incapable cars up the canyon. **(32.2.4A)**

If the amount of cars allowed up canyon has maxed out for the day, turn people around at the mouth. **(32.2.2K, 32.2.2L, and 32.2.4A)** Inform them of where they can catch the nearest bus or come back at a later time. No one should be idling on the bypass road, waiting for a parking spot at Alta. Also, the busses had to wait behind all the cars on the bypass road during peak skiing hours making the bus times longer and inconsistent.

The bus system should be free for everyone, therefore encouraging people to use public transit. **(32.2.4A)** The buses should have the right to skip all traffic at the mouth and head up the canyon swiftly and easily. The toll money collected from private vehicles should then be used to fund the bus transportation, public roads, and the forest service.

I believe that there were maybe around 10-15 days where Alta and Snowbird parking was full and even less days people were stuck in traffic trying to get up and down the canyon. **(32.1.4D)** Why are we even contemplating the idea of a gondola or cog railway for a maximum of 20 days out of 365 where people are "inconvenienced" by not being able to get to the ski resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Little Cottonwood Canyon is one of the most beautifully natural canyons in the world. I would hate to see its views ruined by huge towers and gondola stations. **(32.17A)** This is NOT the solution.

COMMENT #: 6768
DATE: 8/24/21 4:51 PM
SOURCE: Website
NAME: Phil Secker

COMMENT:

Great idea although some more skiable terrain up top might be needable **(32.29D and 32.20C)**

COMMENT #: 6769
DATE: 8/24/21 4:57 PM
SOURCE: Website
NAME: Keely Carolan

COMMENT:

As a Utah resident I am urging the UDOT to not put a gondola or widen the lanes in Little Cottonwood Canyons. **(32.2.9E and 32.2.9C)** The impact on the environment and local recreation would just be too detrimental. I implore you to explore other means of regulation, such as limiting traffic capacity. **(32.2.2PP, 32.2.2K, 32.4I, and 32.2.4A)** Thank you.

COMMENT #: 6770
DATE: 8/24/21 4:59 PM
SOURCE: Website
NAME: Justin Bowling

COMMENT:

Please do not build this gondola. **(32.2.9E)** Little Cottonwood Canyon is one of the most beautiful and scenic canyons. Even when traffic is rough in the canyon, the massive granite walls and beautiful scenery are a great respite. The value of skiing and snowboarding for a lot of people is the beautiful natural feel of it. Building this gondola would destroy the soul and beauty of LCC. **(32.17A)** Not only will it be an eyesore, but creating more infrastructure will open the canyon and the Wasatch in general to more development. **(32.20F and 32.20H)** The LCC resorts are great because they're tucked away in the back of a box canyon. There's not a ton of development and that's what real skiers and snowboarders want. This gondola will also limit access to many different groups such as climbers and other outdoorspeople and endanger our watershed. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, 32.7C, and 32.12A)** There are no dogs allowed in the canyon but you want to build a \$500 million gondola? Please stop trying to turn Alta and Snowbird into Park City. Stop being concerned with the almighty dollar by pushing massive amounts of people up from the city into the ski areas and worry about the intrinsic value and experience these ski resorts bring in their current state. **(32.1.2B)** You will ruin this canyon with this gondola and drive long time locals and people who love the LCC ski areas away. Please do not build this gondola.

COMMENT #: 6771
DATE: 8/24/21 5:02 PM
SOURCE: Website
NAME: Justin Grisham

COMMENT:

As a backcountry skier, resort skier, climber, and hiker I support a bus only option for LCC. **(32.2.2B and 32.2.9A)** A gondola would be unsightly, cause a large ecological disruption, and would not support the thousands of non ski resort users that use LCC. **(32.2.9E, 32.17A, 32.13A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** A bus option similar to Zion NP is the most environmentally friendly option that also supports more than just the ski resorts. **(32.2.2B, 32.1.2C, and 32.2.6.3C)**

COMMENT #: 6772
DATE: 8/24/21 5:02 PM
SOURCE: Email
NAME: Mollie Delahunty

COMMENT:

Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

For the last five months, I lived and worked in Zion National Park. One of the most visited parks in the nations. They have so many visitors that they could not reasonably let all the tens of thousands of visitors in the main canyon each day. Their solution is to make the main canyon only accessible via shuttle. Obviously those who work and stay at the lodge have a code to go to and from the main canyon. But the rest of the guest must take the shuttle.

My idea for a solution to the little cottonwood canyon traffic problem is to follow the Zion Model. **(32.2.2B)**. During the busiest winter season, close the canyon to traffic completely, regulating the road like how the NP does and run shuttles like how Zion does it. It works for them and they have so many more visitors than LCC. And open it in the evenings so that the early birds can get the alpine start at 3 am for back country skiing. Maybe this is something that could be considered. I know I am a small fish in a big pond. But if it works for Zion, I imagine it could work for us.

And most importantly it would preserve our pristine wilderness.
Thanks for listening,

Mollie Delahunty
Outdoor enthusiast, Utah Native and skier
Sincerely,
Mollie Delahunty
Provo, UT

COMMENT #: 6773
DATE: 8/24/21 5:02 PM
SOURCE: Email
NAME: McKenzie Peterson

COMMENT:

Dear Utah Department of Transportation (UDOT),

I was born and raised in Sandy, just a 7 minute drive from the mouth of LCC. I've seen the traffic increase each winter at Alta and Snowbird have become increasingly popular for tourists and as Utah's population grows. The traffic is frustrating and even maddening at times when I'm in a rush to get home. **(32.7B)** More maddening though, is the thought of destroying natural land in order to accommodate more skiers/reduce traffic. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** A gondola is not the answer. Destroying climbing, biking, and hiking routes is not the answer. **(32.2.9E, 32.4A, 32.4B, 32.4G, 32.4I, and 32.4P)** Destroying homes for local floral and fauna is not the answer. **(32.13A and 32.13B)** It's incredulous that we would rather increase profits at ski resorts than protect and cherish natural land. Please halt this project at all costs. Preserve the Wasatch. **(32.2.9G)**
-Kenzie Peterson

Sincerely,
McKenzie Peterson
Sandy, UT

COMMENT #: 6774
DATE: 8/24/21 5:03 PM
SOURCE: Website
NAME: Devin Logan

COMMENT:

I think the bus plan is the best option to continue to access and conserve our amazing canyon
(32.2.9A)

COMMENT #: 6775
DATE: 8/24/21 5:05 PM
SOURCE: Website
NAME: Matthew Ellis

COMMENT:

Hello,

My concern for attempting to get more people up the canyon is that then instead of waiting to get in the canyon, we will then be waiting at the resorts to even get on the hill. **(32.1.2B and 32.20C)** This proposal just shoves the problem uphill, literally. I am a bigger fan of implementing fees for driving and supporting the bus system. **(32.2.4A and 32.2.9A)**

Thank you

COMMENT #: 6776
DATE: 8/24/21 5:05 PM
SOURCE: Website
NAME: BJ Viehl

COMMENT:

No expanded lanes. No gondola. No train. **(32.2.9C, 32.2.9E, and 3.2.9M)**

Only more buses and a car hub. **(32.2.9A)**

We don't need to figure out how to cram more people up into the canyon. There are already too many people due population growth and the ikon pass. **(32.1.2B and 32.2.2K)**

None of the proposed solutions that alter the canyon are viable solutions. We need to protect the canyon, not hurt it and cramming 1000 people per hour up it will forever damage the canyon. **(32.20C)**

The only solution is to increase buses, and to cap the resorts with the amount of people that can use the resort at a time. **(32.2.2K)**

Make a bigger parking lot with bus access near the canyons. Cycle buses every 15 minutes during peak hours. **(32.2.6.2.1C and 32.2.9A)**

Don't add more people to the canyon. It will only destroy the environment and it won't fix the problem of vehicle traffic. **(32.1.2B, 32.4A and 32.7C)**

Adding lanes, a train, or a gondola will not fix the vehicle traffic problem. **(32.7B and 32.7C)** Incentivize people to use mass transit or car people. **(32.2.4A)** Limit the amount of people they can get up there. Snowbird and Alta are the only other benefactors od these proposals. The canyon and the locals will lose at the tax payers expense. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

This won't pan out. Just leave the canyon alone. Thank you for coming to my Ted talk.

COMMENT #: 6777
DATE: 8/24/21 5:07 PM
SOURCE: Website
NAME: Vanessa Wall

COMMENT:

As a multi-sport user in LCC, I want to strongly voice my opposition to proposals that physically and permanently alter Little Cottonwood Canyon. **(32.2.9C, 32.2.9E, and 32.2.9M)** These should only be considered after less impactful options have been implemented and shown not to be effective. **(32.2.2PP and 32.2.9A)** One model that could be particularly beneficial would be the addition of parking structures near the base of the canyon with continual free shuttle services up to ski areas. **(32.2.6.2.1C, 32.2.9A, and 32.2.4A)** While ski resorts are one aspect of the Wasatch, these canyons are not the property of ski resorts and their access should not be dictated by the resorts. It is important to consider options that will serve the whole community. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Thanks

COMMENT #: 6778
DATE: 8/24/21 5:09 PM
SOURCE: Website
NAME: Jeff Moore

COMMENT:

The canyon needs a tolling system for peak traffic times to make any real difference in canyon capacity. Weekends and holidays. **(32.2.2Y and 32.2.4A)**

COMMENT #: 6779
DATE: 8/24/21 5:10 PM
SOURCE: Website
NAME: Thomas Gilman

COMMENT:

The gondola will not be used by anyone more than once. **(32.2.4A)** Why would anyone sit in a gondola line and than on a gondola when they can sit in their air conditioned car drink a cup of coffee and drive up the canyon. **(32.2.4A)** I ask you to scrap this option and instead please lean toward bus lanes and snowsheds. **(32.2.9E and 32.2.9B)**. Thank you

COMMENT #: 6780
DATE: 8/24/21 5:13 PM
SOURCE: Website
NAME: Omeed Nagahi

COMMENT:

Ok I live up big cottonwood and recreated in these mountains my entire life. (31 years). Gondola alternative is a trash idea that will destroy the land and cost the tax payers only to benefit the ski resorts that operate in Little Cottonwood Canyon. **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. All that is truly needed is better parking near the gravel pit at the bottom of big Cottonwood Canyon and the possibly near the bottom LCC . **(32.2.6.2.1C)**. Possible Tolls to limit vehicles in both canyons and more incentive to take the bus. **(32.2.4A)**

COMMENT #: 6781
DATE: 8/24/21 5:15 PM
SOURCE: Website
NAME: Luke Greminger

COMMENT:

I am for no on either one but if it is going to happen no matter what then whichever one hurts the least amount of climbing area has my support **(32.4A and 32.4B)**

COMMENT #: 6782
DATE: 8/24/21 5:17 PM
SOURCE: Website
NAME: Marcus Porter

COMMENT:

I have been climbing in little cottonwood canyon for 35 years. Please let my sons enjoy that experience like I did. We need to stop developing our canyons now! **(32.20F)** Let everyone enjoy the canyon, not just the resort people. This is all about revenue for the ski resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** How much public land do they need to destroy! Stop the development! Thank you.

COMMENT #: 6783
DATE: 8/24/21 5:21 PM
SOURCE: Website
NAME: Galen Graham

COMMENT:

It's simple. Don't be greedy. The canyon is known for climbing, hiking, and yes skiing. This plan needs to address the concern of traffic in the canyon during ski season without causing great harm to the other activities the area is known for. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Do not build a gondola or expand the road as that will destruct the very things that the canyon is known for. **(32.2.9E and 32.2.9C)** Listen to SLCA and seek other options. PLEASE **(32.2.9A, 32.2.4A, and 32.2.2PP)**

COMMENT #: 6784
DATE: 8/24/21 5:27 PM
SOURCE: Website
NAME: Kyle Coffman

COMMENT:

Traveling with my snowboard on a gondola would be so much more efficient than trying to squeeze it into my small car. **(32.2.9D)**

COMMENT #: 6785
DATE: 8/24/21 5:28 PM
SOURCE: Website
NAME: Leslie Flesner

COMMENT:

I imagine myself going up the canyon a lot more than I already do if there was a gondola option.
(32.2.9D)

COMMENT #: 6786
DATE: 8/24/21 5:28 PM
SOURCE: Website
NAME: Donald DeBlieux

COMMENT:

I don't want a gondola or widening of the roads because they will impact climbing areas that I have been enjoying for 20 years. **(32.2.9E, 32.2.9C, 32.4A, and 32.4B)** Please find a suitable alternative to this plan that only caters to winter users, which I am one of, but primarily benefits the ski corporations. **(32.2.9A, 32.2.2PP, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 6787
DATE: 8/24/21 5:30 PM
SOURCE: Website
NAME: Michael Hartung

COMMENT:

My fiance and I wanted to take our wedding party somewhere special, with such a large group it makes it hard to navigate the canyon. The gondola would be a perfect solution for so many people. **(32.2.9D)**

COMMENT #: 6788
DATE: 8/24/21 5:31 PM
SOURCE: Website
NAME: Mikayla Renfrow

COMMENT:

I think gondolas are so romantic. It sounds like a perfect date night after having dinner at LaCaille.
(32.2.9D)

COMMENT #: 6789
DATE: 8/24/21 5:33 PM
SOURCE: Website
NAME: Ryan Steel

COMMENT:

As someone who enjoys beer, it would be so much safer for me to be able to park my car at the base of the canyon and safely take a gondola up instead of driving, having to wait until I sober up after a long night and am tried to drive down the canyon again. **(32.2.9D)**

COMMENT #: 6790
DATE: 8/24/21 5:36 PM
SOURCE: Website
NAME: Sara Meahl

COMMENT:

I care so much about the environment and its safety and wellbeing. The gondola is the best option for our beautiful state. Please protect the wilderness. **(32.2.9D and 32.29G)**

COMMENT #: 6791
DATE: 8/24/21 5:38 PM
SOURCE: Website
NAME: Shonica Gooden

COMMENT:

My baby and I cannot drive up that scary canyon in the dark or in bad road conditions. I need a safer option that takes me off the road and protects me and my baby without exposing us to COVID. Choose the gondola. **(32.2.9D)**

COMMENT #: 6792
DATE: 8/24/21 5:39 PM
SOURCE: Website
NAME: James McCloskey

COMMENT:

As a local Sandy resident I support a phases approach of beginning to implement strategies which have not been attempted to date. **(32.29R)** These would include a number of approaches such as an advertising campaign to promote ride sharing/partnering with supporting app and increasing the occupancy based toll system to 4 people per car. **(32.2.2K, 32.2.4A and 32.2.2Y)** The core of these approaches is to change the public attitude in these changing times not changing the wilderness character of the canyon which cannot be fundamentally improved since conservation not addition is essential. I am opposed to a gondola project as it would damage the natural environment and would essentially become a resort of entertainment in and of its self. **(32.2.9E, 32.13A, and 32.17A)** This would also be a complete distraction from the natural beauty which currently exists. There still is an obvious need for more research and brainstorming into these non additive approaches. The options under current consideration are ones that demand the conversion of wild and natural characteristics of the Wasatch for monetary purposes. **(32.2.2PP)**

The present transportation situation in LCC is not an isolated case, the entire Wasatch as a region has yet to deal with transportation as a regional issue. Since locals and tourists alike love variety, the movement from one canyon to the next and throughout the region indicates the need for a comprehensive plan instead of a fragmented one. **(32.1.1C)** The greatest public benefit is to focus on investments on mass-transit in the Salt Lake Valley that treats all the canyons of the Wasatch as a whole with a single comprehensive strategy to deal with transportation not simply in each "isolated" case. **(32.2.2I)** Up to now the focus of these issues has been too narrowly defined and is still not being addressed that I can see. As an example: Is there a plan if demand and crowding from Big and Little Cottonwood canyons' mobility hubs increases? **(32.1.1A and 32.20D)** This question is not being addressed or investigated within the current scope of UDOT.

Thank you for your time.

COMMENT #: 6793
DATE: 8/24/21 5:39 PM
SOURCE: Website
NAME: Waldy Villanueva

COMMENT:

"I understand why a gondola is ideal for skiers on peak snow days, but it also provides another activity for my family to enjoy during the summer. This would be something I could share with out-of-town visitors for a day outing." **(32.2.9D)**

COMMENT #: 6794
DATE: 8/24/21 5:40 PM
SOURCE: Website
NAME: Jessica Smith

COMMENT:

I am in support of the gondola option. I feel it is not only efficient but is a far safer option for both employees of the resorts and those who use the canyon recreationally. **(32.2.9D)**

COMMENT #: 6795
DATE: 8/24/21 5:44 PM
SOURCE: Website
NAME: Derek Marsden

COMMENT:

I love any type of ride at all. The gondola would be a big incentive to go up the canyon. It's like a roller coaster but more relaxing. **(32.2.9D)**

COMMENT #: 6796
DATE: 8/24/21 5:46 PM
SOURCE: Website
NAME: Tara Janae

COMMENT:

Please choose the Gondola! **(32.2.9D)**

COMMENT #: 6797
DATE: 8/24/21 5:46 PM
SOURCE: Website
NAME: Slade Dahlen

COMMENT:

There's a near infinite number of people that want to ski. There's not an infinite amount of space to ski. In every other outdoor sport, the access is limited to maintain the environment and the experience. Wanna go hunting? Get your tags. Wanna take a trip down the grand? Get your permit. So why are we looking at building more infrastructure (on tax payers dime) just to get more people up to Snowbird and Alta? **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** When there is higher demand then supply, we need to share the supply. If you wanna drive up then register for that day. **(32.2.4A)** Otherwise, the bus is always available. **(32.2.9A)** A system like that would cost far less and would preserve the entire canyon."

COMMENT #: 6798
DATE: 8/24/21 5:47 PM
SOURCE: Website
NAME: Jake Hart

COMMENT:

Please don't widen the roads in Little Cottonwood Canyon! The gondola is a much better choice.
(32.2.9C and 32.2.9D)

COMMENT #: 6799
DATE: 8/24/21 5:47 PM
SOURCE: Website
NAME: Tara Suter

COMMENT:

Large parking structure at gravel pit. **(32.2.6.2.1C)** Clean-burning busses up both big and little from there and 9400 highland. **(32.2.6.3F)** Some busses making backcountry stops. **(32.2.6.3C)** Variable lanes for busses and HOVs during peak hours. **(32.2.9B and 32.2.6.5B)** Limit cars up canyon on specific days. **(32.2.4A and 32.2.2L)** Start with less invasive solution before jumping to building a gondola that may not even help with traffic **(32.29R)**

COMMENT #: 6800
DATE: 8/24/21 5:48 PM
SOURCE: Website
NAME: Scot Struble

COMMENT:

Air quality is important to me and I support the gondola. (32.10A and 32.2.9D)

COMMENT #: 6801
DATE: 8/24/21 5:48 PM
SOURCE: Website
NAME: Tyler Clark

COMMENT:

Widening the road and building snow sheds does more harm to landscape that is already at risk of being damaged and lost. **(32.2.9C, 32.2.9J, 32.13B, and 32.17B)**

COMMENT #: 6802
DATE: 8/24/21 5:49 PM
SOURCE: Website
NAME: Jackson Stewart

COMMENT:

Too many times people are stuck up the canyon when an avalanche shuts down the road. A gondola takes that problem away entirely. **(32.2.6.5H and 32.2.9D)**

COMMENT #: 6803
DATE: 8/24/21 5:50 PM
SOURCE: Website
NAME: Trevor Hamblin

COMMENT:

I want to be able to enjoy Utah's nature for my entire life. I am so young, and we as a society need to do more to protect it. The gondola is a smart choice for that. **(32.2.9D)**

COMMENT #: 6804
DATE: 8/24/21 5:51 PM
SOURCE: Website
NAME: Amy Hamblin

COMMENT:

My son cares so much about the environment and it has inspired me to do the same and support him. Pick the more environmentally friendly option, the gondola! **(32.2.9D)**

COMMENT #: 6805
DATE: 8/24/21 5:52 PM
SOURCE: Website
NAME: Chris Souther

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 kids to see Utah's beauty from a new perspective. **(32.2.9D)**

COMMENT #: 6806
DATE: 8/24/21 5:53 PM
SOURCE: Website
NAME: Brittany Souther

COMMENT:

My family and I want a better way to enjoy the canyon. When my husband is at work I don't want to feel like I can't handle small kids on a canyon trip, so I would really appreciate the help of an option that isn't a bus or car. **(32.2.9D or 32.2.9F)**

COMMENT #: 6807
DATE: 8/24/21 5:54 PM
SOURCE: Website
NAME: Jaycee Harris

COMMENT:

Please choose the Gondola! **(32.2.9D)**

COMMENT #: 6808
DATE: 8/24/21 5:55 PM
SOURCE: Website
NAME: Chris Rogers

COMMENT:

I am fervently against the proposed expansions in LCC. They benefit only the ski resorts' profits and destroy climbing in the canyon. **(32.1.2D, 32.2.7A, 32.7B, 32.7C, 32.4A, and 32.4B)** The SLCA has drafted concise points that I have copied below that expound on this, and I stand with them to represent climbers' interests in Little Cottonwood. Climbers are a large portion of Utah and Salt Lake's population and this is the equivalent of carving out chunks of the mountain that host historic ski runs to expand a road there.

UDOT's gondola and additional lane (s) proposals would have an unacceptable impact on the climbing experience as well as year-round dispersed recreation access throughout all of Little Cottonwood Canyon. **(32.4A, 32.4B, and 32.4G)**

UDOT must find a new alternative based on an expanded electric bus service coupled with tolling and other traffic mitigation strategies that includes dispersed recreation transit needs before any permanent changes are made to Little Cottonwood Canyon that will forever alter the landscape, **(32.29R, 32.2.6.3F, 32.2.9A, and 32.2.4A)**

Both UDOT proposals threaten iconic climbing throughout Little Cottonwood and at least 64 boulders and 273 boulder problems. **(32.4A and 32.4B)**

UDOT's proposed parking lot "improvements" would severely limit access to the most popular climbing in the canyon by dramatically reducing the already limited parking currently available at the Gate Buttress, Grit Mill, and at the lower Little Cottonwood Park and Ride. **(32.4N and 32.4P)**.

COMMENT #: 6809
DATE: 8/24/21 5:55 PM
SOURCE: Website
NAME: Ashtyn Roskelly

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 #: 6810
DATE: 8/24/21 5:55 PM
SOURCE: Website
NAME: Tiare Walker

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. **(32.2.6.3P)**

COMMENT #: 6811
DATE: 8/24/21 5:56 PM
SOURCE: Website
NAME: Blake Walker

COMMENT:

Pick the gondola, please. (32.2.9D)

COMMENT #: 6812
DATE: 8/24/21 5:57 PM
SOURCE: Website
NAME: Tom Rudd

COMMENT:

Canyon closures due to planned avalanche mitigation will no longer be a problem with the gondola.
(32.2.6.5H and 32.2.9D)

COMMENT #: 6813
DATE: 8/24/21 5:57 PM
SOURCE: Website
NAME: Braden Duke

COMMENT:

I would feel so much safer taking a gondola up the canyon during heavy snow days than sitting in a bus. (32.2.9D)

COMMENT #: 6814
DATE: 8/24/21 5:58 PM
SOURCE: Website
NAME: Rachel Marsden

COMMENT:

The Gondola is the smart, safe and popular choice! **(32.2.9D)**

COMMENT #: 6815
DATE: 8/24/21 5:59 PM
SOURCE: Website
NAME: Abby Ford

COMMENT:

The reliability of a gondola makes it easier to plan a day around skiing, hiking, or rock climbing. Which means more fun with friends and family. **(32.2.6.5F, 32.2.6.5G, 32.2.9D)**

COMMENT #: 6816
DATE: 8/24/21 6:00 PM
SOURCE: Website
NAME: Liam Hunsaker

COMMENT:

I want to take my girlfriend up the canyon in a romantic gondola ride and propose to her when we get to the top. Doesn't that sound perfect? **(32.2.9D)**

COMMENT #: 6817
DATE: 8/24/21 6:01 PM
SOURCE: Email
NAME: Tiffany Richmond

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Tiffany Richmond
Layton, UT

COMMENT #: 6818
DATE: 8/24/21 6:05 PM
SOURCE: Website
NAME: Martin Suhr

COMMENT:

I think the gondola plan is the way to go. It will be world class and talked about all over the world, putting you on the map bigger than you are already. **(32.2.9D)**

COMMENT #: 6819
DATE: 8/24/21 6:13 PM
SOURCE: Website
NAME: Joad Stein

COMMENT:

Please reconsider just adding more busses and giving them priority, for example the bus gets to be the first one through the last traffic light leading into the canyon. **(32.2.6.2.2A and 32.2.9A)** That way the bus can zip up and not get stuck behind 2wd. And PLEASE ADD WVEN MORE BUSSES PEOPLE WILL USE THEM **(32.2.9A)**

COMMENT #: 6820
DATE: 8/24/21 6:13 PM
SOURCE: Email
NAME: Sarah S

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Sarah S
Golden, CO

COMMENT #: 6821
DATE: 8/24/21 6:21 PM
SOURCE: Email
NAME: Rachael Richmond

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Rachael Richmond
Millcreek, UT

COMMENT #: 6822
DATE: 8/24/21 6:22 PM
SOURCE: Website
NAME: Clark Hendry

COMMENT:

Gondola is a no. annual up keep to \$\$\$ (32.2.9E) more damage to terrain using it. (32.13A)
Extended bus with enlarged parking area. extras lane. less cost easier to maintain best option. (32.2.9B and 32.2.7C)

COMMENT #: 6823
DATE: 8/24/21 6:25 PM
SOURCE: Website
NAME: Sara Batt

COMMENT:

I do not support the widening of the road or gondola in Little Cottonwoof Canyon. (32.2.9C and 32.2.9E)

COMMENT #: 6824
DATE: 8/24/21 6:37 PM
SOURCE: Email
NAME: Shannon Conk

COMMENT:

Dear Utah Department of Transportation (UDOT),

Some of the best years of my life were spent working in Alta in the LCC. The beauty of the Wasatch Mountains is inherently valuable, as is the habitat for wildlife and plants in the ever-shrinking wilderness, and the many ecosystem services the canyon provides to the Salt Lake City community. 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? **(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. **(32.13B)** 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,
Shannon Conk
Minneapolis, MN

COMMENT #: 6825
DATE: 8/24/21 6:43 PM
SOURCE: Email
NAME: Seamus Foster

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Seamus Foster
Salt Lake City, UT

COMMENT #: 6826
DATE: 8/24/21 6:54 PM
SOURCE: Website
NAME: Trenton Cladouhos

COMMENT:

A tram in Little Cottonwood Canyon is a great idea! Lower emissions, less traffic, less parking hassles, etc. **(32.2.9D, 32.10A, and 32.7C)**

COMMENT #: 6827
DATE: 8/24/21 7:14 PM
SOURCE: Website
NAME: Michael Clark

COMMENT:

The unique appeal to SLC and a contributing factor to the growth of silicone slopes is the quick access to natural beauty. A gondola will be a scare of urban life in the natural world not allowing visitors to feel like they are escaping the city. **(32.2.9E, 32.17A and 32.4I)** Additionally, there is great historical value in the climbing community with the boulders along the road that would be impacted. **(32.4B and 32.26B)** LLC is the root of why SLC has become the climbing capital of the US.

COMMENT #: 6828
DATE: 8/24/21 7:33 PM
SOURCE: Website
NAME: Jessica Stobaugh

COMMENT:

The gondola is a complete waste of money & resources. **(32.2.9E)** Y'all know that people are still going to want to drive their cars so they can haul all their stuff up the mountain **(32.2.4A)**. Also think about all the people staying in lodges in LCC, highly unlikely they will take the gondola. Along with this if the gondola was present during covid, what does social distancing look like. **(32.2.6C)** I live in Portland right now and we have a gondola but it makes sense for where it's located & the purposes it's serving. This gondola does not make the same kind of sense. Being someone who studied urban planning, environment & sustainability & deeply looked into the solutions for transportation, this does not make a whole lot of sense when looking at all the factors that go into this. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** There are better solutions out there than spending precious money & finite earth resources. Being someone who is educated on the many layers of impact this gondola has, I'm not a fan.

COMMENT #: 6829
DATE: 8/24/21 8:01 PM
SOURCE: Email
NAME: Annie Platt

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Annie Platt
Salt Lake City, UT

COMMENT #: 6830
DATE: 8/24/21 8:05 PM
SOURCE: Email
NAME: Joshua Paterson

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Joshua Paterson
Salt Lake City, UT

COMMENT #: 6831
DATE: 8/24/21 8:17 PM
SOURCE: Website
NAME: Robert Osborne

COMMENT:

I am OPPOSED to the gondola proposal. **(32.2.9E)** I'm in favor of making road improvements such as exist in the French Alps: avalanche tunnels / covers over the road to prevent avalanche snow/ debris from shutting down the road to bus and car traffic. **(32.2.9K)**

Respectfully,
Robert Osborne

COMMENT #: 6832
DATE: 8/24/21 8:18 PM
SOURCE: Website
NAME: Arnold Reitze

COMMENT:

I support the enhanced bus service without increasing the capacity of the road. **(32.2.9A)** We may need to limit the use of the Canyon during high peak use times to protect the Canyon's environment. **(32.1.2B and 32.2.4A)** We also need to consider all users of the canyon, including its wildlife, and not use large amounts of public money to primarily benefit two ski resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, 32.7C, and 32.29G)**

COMMENT #: 6833
DATE: 8/24/21 8:26 PM
SOURCE: Website
NAME: Sean Parent

COMMENT:

I oppose the gondola and cog rail options for little cottonwood canyon. **(32.2.9E and 32.2.9M)** The main issues that LCC are facing are not how people access the land, but rather the volume of people accessing the land. **(32.20B)** While the gondola does offer a way to shove more people up there, Alta, Snowbird, the backcountry, and the canyon itself does not have the capacity to do so. **(32.1.2B, 32.20B, 32.20A, and 32.20C)** The canyon is a natural beauty just as bcc is and it does need to be preserved. One of the main arguments I have heard for the gondola is the emissions. This is a silly argument as the bus system has great potential to actually produce less emissions than the gondola. **(32.10A)** This can be achieved through an investment in electric busses powered by clean energy. **(32.2.6.3F)** While the gondola on the other hand may be powered by electricity, that electricity is most likely coming from coal. And when that power fails (and it will) the APU is going to be diesel. **(32.10A and 32.18A)** The other issue is safety. LCC is home to gale force winds and extreme weather patterns. As climate changes worsens, these storms will become more severe and more damaging to high altitude lines such as a gondola. Look at noaa records for evidence of such weather events. We had many the past couple years at Solitude that shut down lifts for days. The gondola would create mass casualty scenarios should an evacuation need to take place. This would lead to the local ski areas and SLCSAR being overrun and a lack of trained personal to help. **(32.2.6.5K)** Truly the best option is to create a bus hub, widen wasatch, invest in clean energy and buses, and enforce a winter driver's license that allows a fast track for certified drivers. **(32.2.6.2.1C, 32.2.6.2.2A, 32.2.6.3F, and 32.2.2M)**

COMMENT #: 6834
DATE: 8/24/21 8:43 PM
SOURCE: Website
NAME: Ryland Hosenfeld

COMMENT:

The suggestion of a gondola or a cog rail shows the intentions of UDOT and others involved. They want to solve the congestion issue in the canyon, and nothing else. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

People go to the canyons to get away from development and the city life. Placing a gondola or train in the canyon is 10x worse than the city. You will ruin the canyon experience for us locals and there is no going back from that. **(32.4I)**

These options place a damn eyesore in Utah's most important place. There is an extreme amount of pride in the ski community, to live in Utah. These options will destroy any pride that I have and most likely others too. **(32.17A and 32.17D)**

If any measure is to be taken, it must be the addition of snow sheds. **(32.2.9K)**

Leave the canyons alone. Limit the amount of tickets and passes purchased. **(32.2.2K)** If it takes awhile to get to the resorts, so be it. I would wait an incredible amount of time, stalled in the canyon, before wanting this change.

Don't you dare let greed get in the way of Utah's locals. This is [REDACTED] insane

COMMENT #: 6835
DATE: 8/24/21 8:47 PM
SOURCE: Website
NAME: Robert Erhardt

COMMENT:

The gondola is a bad idea. **(32.2.9E)** There is only a traffic problem in the winter. **(32.1.2C)** An eye sore like the gondola would only really be utilized in the winter. Increase the bussing and add a toll booth like milcreek. **(32.2.9A and 32.2.4A)**

COMMENT #: 6836
DATE: 8/24/21 8:53 PM
SOURCE: Website
NAME: Lauren Frommer

COMMENT:

It's so unnecessary, all this is going to do is promote more traffic on a already dangerous road and mess with the wildlife more than we already have. **(32.1.2B, 32.7B, 32.7C, 32.13A, and 32.13B)** Salt lake is under enough construction as it is. Vote NO xoxo **(32.2.9G)**

COMMENT #: 6837
DATE: 8/24/21 9:07 PM
SOURCE: Website
NAME: Aaron Babbitt

COMMENT:

A good solution to the traffic situation for Little Cottonwood canyon would be to provide parking passes to people who need to drive to the resorts for work and invest in more busses for the public that drive up and down the canyon regularly. **(32.2.2B or 32.2.9A)** Use the money that would otherwise be used for the construction of a gondola for more busses. The city saves money, the climbing in the canyon is protected, and Alta/Snowbird still get a lot of business. Alta and Snowbird could sell discounted UTA bus passes to those who purchase season passes so we can take the bus. **(32.2.4A)**
Win, win, win.

COMMENT #: 6838
DATE: 8/24/21 9:15 PM
SOURCE: Website
NAME: Kylie Mitchell

COMMENT:

Shoving more people up the canyon is not the answer. **(32.1.2B)** None of the options are best for the environment. The gondola directly supports the privately owned ski resorts only and would be a huge eye sore. **(32.17A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Climate change will probably destroy the canyon before any of these plans actually happen **(32.2.2E)**

COMMENT #: 6839
DATE: 8/24/21 9:19 PM
SOURCE: Website
NAME: Stephanie Ubelhor

COMMENT:

I urge you to not build a gondola! **(32.2.9E)** This will ruin such a beautiful canyon and destroy local habitat and several climbing areas. **(32.17A, 32.13A, and 32.4B)** Preserve!

COMMENT #: 6840
DATE: 8/24/21 9:23 PM
SOURCE: Website
NAME: Justin Hicken

COMMENT:

I am in favor of the Gondola. **(32.2.9D)**

COMMENT #: 6841
DATE: 8/24/21 9:31 PM
SOURCE: Email
NAME: Ben Hanna

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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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- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** 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,
Ben Hanna
Salt Lake City, UT

COMMENT #: 6842
DATE: 8/24/21 9:38 PM
SOURCE: Email
NAME: Tom Giarratano

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Tom Giarratano
Salt Lake City, UT

COMMENT #: 6843
DATE: 8/24/21 9:45 PM
SOURCE: Website
NAME: Zanna Stutz

COMMENT:

As a canyon employee and user, I am strongly opposed to the gondola proposition. **(32.2.9E)** Increased capacity is not what is needed for the health and longevity of the canyon. **(32.1.2B and 32.20B)** Because a gondola will not replace the car users but rather increase the canyon users in an unsustainable way. **(32.2.4A, 32.7C, and 32.20C)** Using the existing road infrastructure to implement bussing and other incentives for responsible canyon usership is a much more appealing, effective, and sustainable way to manage canyon traffic while maintaining the canyon's wilderness authenticity. **(32.2.9A and 32.2.4A)**

COMMENT #: 6844
DATE: 8/24/21 9:53 PM
SOURCE: Website
NAME: Colton Oberhansly

COMMENT:

Hello my name is colton I am was born and raised near Ogden. But I found happiness in the cottonwood. I dont believe that this project is good for nature, the locals and any one that wants to enjoy the beautiful scenery without a giant hunk of metal in your face. **(32.13A, 32.4I, 32.17A, and 32.2.9E)**

COMMENT #: 6845
DATE: 8/24/21 9:56 PM
SOURCE: Email
NAME: Chris Ashby

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Chris Ashby
Alpine, UT

COMMENT #: 6846
DATE: 8/24/21 10:02 PM
SOURCE: Website
NAME: Dean Raynes

COMMENT:

Thank you for extending the public comment period and allowing sufficient time for the public to form opinions. I am fully in support that we need to begin mitigating the use of the road in Little Cottonwood Canyon. I will start by saying that we need to make sure that any solution needs to provide solutions for all user groups and be something that is sustainable for the next 30+ years. **(32.1.2D)** That is why I am in support of the Cog rail System. **(32.2.9F)** I understand that this option is much more expensive. However, this solution can be adapted to provide TH stopping points for all user groups including summer. **(32.2.6.6A and 32.1.2C)** This is something that the Gondola truly fails to incorporate. This is why it at least appears to be only a solution for the resort user group only with all others not being considered, including the views of this incredibly beautiful canyon and very few others. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I also believe that the cog system should be adapted to stop all traffic into the canyon except emergency & special permission vehicles only. **(32.2.2L and 32.2.4A)** This allows for minimal road clearing needed and the savings from that. By stopping traffic or majority of traffic in the canyon will allow for building the train on the road and minimize the need to excavate more of the canyon. **(32.2.6.6D)** This of course would require a robust train schedule all year. This solution can also be phased in using paid canyon entry only, with a good bus system all year. Then narrowing that down to bus only, this will for easier passage during construction periods. Building a very large system like a Gondola will put a scare on the canyon that will be permanent and really define the area. **(32.17A)** Once again in 30 years what is the population of SL Valley, and the growth of outdoor sports especially in this city. We can not afford to be such short sighted to think of only resort users and that will be only group increasing in size and need for solutions as well. All other user groups are increasing and need to be considered in such a long term plan.

COMMENT #: 6847
DATE: 8/24/21 10:13 PM
SOURCE: Website
NAME: Nathan Eggleston

COMMENT:

As a climber, resort skier, backcountry skier, and supporter of the conservation of our canyons, I oppose both proposals. **(32.2.9C and 32.2.9E)** Lane widening and gondola construction would destroy recreational resources (world renown bouldering), forever scar the canyons, and change the wild/natural feel of LCC. **(32.4A, 32.4B, 32.4I, 32.17A, 32.17B, 32.13A, and 32.13B)**. I believe less invasive options need to be prioritized and explored first. Increased parking infrastructure, increased bus service and how-to-ride signage, as well as a peak-time private vehicle restriction (i.e. 3+ carpool only or bus only 7-9:30am) would be a more economical and ecologically sustainable option. **(32.29R, 32.2.9A and 32.2.4A)** This would serve all user groups instead of providing tax payer funded infrastructure to private ski resorts. **(32.2.6.3C, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Current bus service has little to no appeal to skiers as you are stuck in the same traffic as anyone else and parking is difficult/fills up quickly. Restricting private vehicles at peak times, providing convenient/ample parking, and efficient bus service would encourage widespread use. **(32.2.9A, 32.2.4A, and 32.2.6.2.1C)**

COMMENT #: 6848
DATE: 8/24/21 10:14 PM
SOURCE: Website
NAME: Steve Metcalf

COMMENT:

The Little Cottonwood Gondola proposal is - by far - the best solution to improving safety for residents, guests and local visitors to the area. **(32.2.9D)** Without it, no one government agency, business, friend or parent can guarantee to evacuate any persons in need of emergency medical assistance.
(32.2.6.5H)

Beyond the emergency imperatives that this project will immediately alleviate, a project of this forward thought and magnitude will also honor the inclusive and welcoming spirit which is foundational to Utah tourism and attractions.

Let us welcome the world to our beautiful canyon without the fear or stigma attached to driving up/down safely with frequent storms, curves and impatient locals. Let this project literally rise above the static of debate to showcase the wonder of the Wasatch range without the danger or stress of forging a path through dangerous avalanche conditions or treacherous rockfall.

This project, if successful, will be remembered as a true gift - not just to Utahns, but to an entire world that has long craved to view the idyllic crags and cornices of Little Cottonwood Canyon.

All the traffic and accidents and tourism pressure we are all now enduring is simply emblematic of the moment and opportunity at hand: the opportunity to do the right thing; to put each persons safety to the front of the line while also advancing the Little Cottonwood experience to be on par with some of the greatest alpine attractions on the planet. Chamonix France. Grindelwald & Zermatt Switzerland. Whistler British Columbia. Little Cottonwood Canyon, Utah.

To the naysayers and far left barkers, elevating Little Cottonwood with the gondola project will provide an unlimited opportunity for visitors to personalize the entire scope and intrinsic value of the Wasatch Range environment. It will provide a platform like none other through which to implore the world to protect this natural wonder through advocacy, action and donations.

If we just rise above the fray of discord and debate, we (and future generations) can truly have it all.

Sincerely,
Steve Metcalf

COMMENT #: 6849
DATE: 8/24/21 10:23 PM
SOURCE: Email
NAME: Meredith Lenz

COMMENT:

Dear Utah Department of Transportation,

There is enough man made [REDACTED] already. We gotta protect the wilderness by preserving it as it is. People need to learn patience if they want to explore beautiful wild places. Utah does not need any more tourists. Our economy is thriving already. We do not need bigger roads or to cater to more cars on the roads. We need more preservation of wilderness.

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Meredith Lenz
Salt Lake City, UT

COMMENT #: 6850
DATE: 8/24/21 10:27 PM
SOURCE: Website
NAME: Sarah Eby

COMMENT:

Please no gondola. **(32.2.9E)** This is invasive, disruptive to the canyon experience, and will ultimately be a silly relic of years gone by when there used to be enough snow to ski LCC. **(32.4I, 32.17A, and 32.2.2E)** . Unfortunately probably sooner than later. Save taxpayers' money. Save the mountain skyline. No gondola.

COMMENT #: 6851
DATE: 8/24/21 10:36 PM
SOURCE: Website
NAME: Scott Poelman

COMMENT:

I prefer the bus option over the aerial tram option. The aerial tram option will require buses anyway and will be unsightly. (32.2.9A, 32.2.6.5J, and 32.2.9E) Thank you.

COMMENT #: 6852
DATE: 8/24/21 10:38 PM
SOURCE: Website
NAME: Michael Vetter

COMMENT:

I am strongly against the gondola transportation proposal. **(32.2.9E)** I am strongly in favor of a serious expansion in bus access, with or without widening lanes. **(32.2.9A or 32.2.9B)** This should prioritize reducing total traffic on peak days, with as little environmental impact as possible. **(32.2.4A and 32.2.9G)** And emphasis on reducing noise through electric busses would also be great. **(32.2.6.3F)** Further, I want to express that simply expanding the bus service will not be enough. There needs to be sufficient parking at the bus service point to allow for high volume. **(32.2.6.2.1C)** There should also be infrastructure to protect and separate cyclists and pedestrians from the canyon road if possible. **(32.9A)** Tolling, our parking in the canyon, or simply reducing access through restrictions are all poor alternatives that will disproportionately affect the poorest residents that enjoy the canyons. **(32.2.4A and 32.5A)**

COMMENT #: 6853
DATE: 8/24/21 10:45 PM
SOURCE: Website
NAME: Ariel Hanson

COMMENT:

As an avid explorer of little cottonwood, I enjoy going to LCC for the convenient trip to the outdoors. I really enjoy the two lane road and sitting in traffic is just a way of life with the canyons. Creating a wider freeway or gondola is only going to create traffic worst somewhere else such as in cottonwood heights or Sandy. **(32.7B, 32.7C, 32.2.6.5E)** Leave the canyons as they are because these two ideas will ruin the landscape that we are so fortunate to have so close to our homes. **(32.2.9G)** If snowbird or Alta want more business then they can build more parking garages. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Leave the rest of the canyon alone. Please listen to those who frequent the canyons the most.

COMMENT #: 6854
DATE: 8/24/21 10:54 PM
SOURCE: Website
NAME: Noah Humphrey

COMMENT:

This is no way that I want to see my tax dollars being wasted towards some huge project, our dollars should be put towards practical real solutions not some pie in the sky gondola. **(32.2.9E)** Keep Utah's natural beauty while we still can, this really is our greatest asset. And once we fill all the empty spaces with man made structures, well there's no reset button.

COMMENT #: 6855
DATE: 8/24/21 11:01 PM
SOURCE: Email
NAME: Brenna Moody

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Brenna Moody
Lehi, UT

COMMENT #: 6856
DATE: 8/24/21 11:27 PM
SOURCE: Website
NAME: Griffin Rasmussen

COMMENT:

Little Cottonwood canyon, the town of Alta, and the general public that has been, and will be using this area would benefit most with no alteration to Highway 210. Widening the road would devastate the ecosystem, delicate water shed, and world class recreation climbing area, and hiking areas. **(32.13B, 32.12B, 32.4A, 32.4I, and 32.4P)**. There would be more accidents with more fatalities in addition to widening the road. **(32.2.9C)**

A gondola would be a massive view obstruction, and could prevent search rescues, via helicopter, from executing operations. **(32.17A, 32.2.6.4C, and 32.2.9E)** The best and only option is to enhance the bus system as well as recognize Little Cottonwood canyon as state park and toll highway 210, much like Millcreek canyon. **(32.2.9A and 32.2.4A)**

Please hear my words and consider them, thank you for you time.

Best,
Griffin Neil Rasmussen

COMMENT #: 6857
DATE: 8/25/21 1:52 AM
SOURCE: Website
NAME: Elijah Gregory

COMMENT:

I do not think it is a smart use of money to permanently add an additional lane or a gondola system to Little Cottonwood Canyon. **(32.1.2B)** Adding additional buses without an extra lane would be vastly more affordable and could be scaled up just when it's needed. **(32.2.9A)**

I've lived in SLC for nearly 40 years and have always been incredibly proud of how we've kept from overdeveloping our beautiful canyons. It would be a betrayal of the character of the city to build a gondola and an extra lane is not necessary to implement increased frequency shuttles. **(32.2.9E and 32.2.9C)**

COMMENT #: 6858
DATE: 8/25/21 6:00 AM
SOURCE: Email
NAME: Robert Thomas

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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)**

I would propose a required bus and lot at base system. Private cars only allowed off peak hours. **(32.2.2B)**

Sincerely,
Robert Thomas
Ogden, UT

COMMENT #: 6859
DATE: 8/25/21 6:42 AM
SOURCE: Email
NAME: Matthew Conn

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Matthew Conn
Cottonwood heights, UT

COMMENT #: 6860
DATE: 8/25/21 6:59 AM
SOURCE: Website
NAME: Kirk Davis

COMMENT:

New Gondola plan would be such a great solution **(32.2.9D)**

COMMENT #: 6861
DATE: 8/25/21 7:08 AM
SOURCE: Website
NAME: Adam Goff

COMMENT:

No gondola! It would be expensive, ugly, and inefficient! **(32.2.9E, 32.2.7C, and 32.17A)** Yes, there's a traffic problem, but a gondola is not going to fix that. There are better alternatives including limits on cars, ticket/pass office, providing more busses from UTA **(32.2.2K, 32.2.4A, and 32.2.9A)**. All of these would be more efficient, less expensive, and less obstructive to the views and the environment.

COMMENT #: 6862
DATE: 8/25/21 7:18 AM
SOURCE: Website
NAME: Steph Jones

COMMENT:

Im a year round resident up in Big Cottonwood, and I do support making some changes to the existing nightmare that is traffic in the canyons but I feel like there are a few VERY simple changes that people are skipping over. The issue with snow tires is so monumental because one tiny accident in the watershed has regulation that requires UDOT to stop all traffic and move the car while thousands of cars idle and wait. In my time in the Canyon I've seen that take well over 6 hours on some days. Those thousands of Idling cars can't have a lower environmental impact than one crashed car sitting for an extra 10 hours? And this happens nearly EVERY SINGLE snow day. The accidents are the main reason we have traffic. And also cars without snow tires driving 20 below the speed limit inching down the road. There are a few very easy changes that can greatly reduce this. **(32.2.2M)**

1- UDOT and UPD complain that they don't have enough staffing to actually have someone sit at the mouths of the canyon every snow day dawn to dusk. Understandable but these proposals show we have huge budgets that can be dedicated to these issues. This can't be more than a say a ~20,000 extra budget to have dedicated staff. If we have millions or even billions to dedicate to gondolas or other plans, I think we have enough money to set aside a dedicated budget to that. Maybe if you're willing to since it's so hard to hire workers at the moment, build a little mini shack with a heater at the base of the canyons and have staff that sits there all day every day, and if there is the money, maybe at the exits of the parking lots leaving the resorts at the end of the day too. But we NEED to get this snow tire situation figured out better. **(32.2.2M)**

2- canyon, UDOT, and watershed regulations. Currently there are 2 regulations really hurting traffic in the canyon. The first, by watershed regulation, is that UDOT & UPD must removed crashed cars immediately and stop all traffic for it rather than letting them sit on the side of the road for 10 hours for traffic to die down by say 8 or 9pm. We wouldn't have such bad traffic if UDOT wouldn't stop it every single day for hours for the various (non snow tire) cars. Everyone understands getting dangerous situations removed, but a car off the road needs to stay there till the end of the traffic cycle. By all means set up regulation too so that it's obvious all costs of the extraction must be paid by any car without proper snow tires. If they don't have the tires make that car sit in the ditch for 5 days for the storm to end for all I care, but stop making traffic wait for the tow trucks to help these people if we can just let the thousands of people go by. **(32.2.2M)**

The second piece of regulation is that UDOT is only allowed to put on the flashing lights Snow Tire/ Chain Law based on current conditions. We have good snow forecasting now, and we know with certainty that some days storms blow in at 10am, and by then thousands of cars that don't meet the chain law standards go up canyon and will try to come down at the end of the day. We NEED to have that UDOT regulation changed so that storm days block any non-snow tire cars from dawn. The PM snowy traffic with all those cars is a nightmare every single day that this happens. And it always happens so frequently. And we always have accidents. That regulation is a hazard. It should be some set snow amount decided by the forecasters like any day with greater than 20% chance of snow at any time of the day has the flashing lights on from dawn with people checking tires. **(32.2.2M)**

People complain about UDOT, but their hands are tied by these regulations and they can't actually fix or help the current problems we have that cause the traffic. The local and state governments need to adjust these regulations.

If we have as much money to dedicate to this issue as all these proposals suggest, I think we certainly have enough to make a budget for a snow tire checking employee force. I know the developers pushing the big plans have lobbyists dedicated to having that money go to them, but these two tiny changes would make a huge difference in traffic without any construction. Try it out for this coming year while you debate the next big plan. **(32.2.2PP and 32.29R)**

COMMENT #: 6863
DATE: 8/25/21 7:42 AM
SOURCE: Website
NAME: Andrew Caraballo

COMMENT:

Road widening and gondola construction will destroy 100s of boulders and other climbing resources. **(32.4A and 32.4B)** We must preserve the beauty and nature of our canyon. Please pursue less destructive options. **(32.2.9A and 32.2.2PP)**

COMMENT #: 6864
DATE: 8/25/21 7:49 AM
SOURCE: Website
NAME: Willie Maahs

COMMENT:

I am AGAINST the LCC gondola and I am for productive and consistent backcountry buses and carpool abilities. **(32.2.9E, 32.2.9A, and 32.2.6.3C)** As someone who doesn't use the canyon for Snowbird or Alta I would never ride it, and so many others wouldn't either. **(32.2.4A)** Buses would be far more beneficial to all.

COMMENT #: 6865
DATE: 8/25/21 8:20 AM
SOURCE: Website
NAME: Marcus Lyon

COMMENT:

I would like to support the proposed gondola solution. Having skied many times at Sunshine Village in Alberta, Canada, who moved from buses to a gondola decades ago, I feel the gondola proposal for Little Cottonwood Canyon is the best solution. **(32.2.9D)**

COMMENT #: 6866
DATE: 8/25/21 8:22 AM
SOURCE: Website
NAME: Aaron Ollivier

COMMENT:

Please don't build a gondola. Think about the future and climate change. (32.2.9E and 32.2.2E)

COMMENT #: 6867
DATE: 8/25/21 8:36 AM
SOURCE: Website
NAME: David Ream

COMMENT:

The parking lot on Wasatch Blvd seems to be the best place to develop a parking lot and transportation hub for the canyons. **(32.2.6.2.1C)** I believe that a slow measured approach to canyon transportation issues is the best approach. **(32.2.29R)** The gondola should NOT be built! **(32.2.9E)** Along with the parking lot, expanded bus service will be the best alternative before widening the road. **(32.2.9A)** However snow sheds should be constructed on the Little Pine, White Pine and White Pine fingers slide paths to improve safety on LCC road. **(32.2.9K)** Implement reasonable restriction to encourage car pooling and bus ridership. **(32.2.4A)** The wilderness acts should be modified to allow for the modernization of avalanche control technology allowing for the installation of Wyssen avalanche towers, gas X, etc. on critical avalanche paths affecting the road, and leading to the eventual removal of military weapons currently being used. **(32.2.2TT)** Thank you for the chance to comment on these important issues.

COMMENT #: 6868
DATE: 8/25/21 8:42 AM
SOURCE: Website
NAME: Ashley Reynolds

COMMENT:

Please do not destroy the bouldering in Little Cottonwood Canyon. **(32.4A and 32.4B)**

COMMENT #: 6869
DATE: 8/25/21 8:44 AM
SOURCE: Website
NAME: Justin Mott

COMMENT:

These boulders and routes are part of a longstanding tradition of climbing in the area. They are so important not only to those who learned on them but to those who are learning and will learn on them. Climbers like me who are just starting out will never get to experience them and each climb is too unique to ever replicate. Please consider how much will be lost before taking permanent action, we will never get them back. **(32.4A and 32.4B)**

COMMENT #: 6870
DATE: 8/25/21 8:45 AM
SOURCE: Website
NAME: Hannah Schindler

COMMENT:

Proposals that physically and permanently alter Little Cottonwood Canyon should only be considered after less impactful options have been implemented and shown not to be effective. **(32.2.9A, 32.2.2PP, and 32.29R)** Don't permanently change the beautiful canyon with widening roads or gondola!!!**(32.2.9C and 32.2.9E)**

COMMENT #: 6871
DATE: 8/25/21 8:53 AM
SOURCE: Website
NAME: Nathan Perry

COMMENT:

I would like to see an enhanced roadway for busses, NO gondola. **(32.2.9B and 32.2.7E)**

COMMENT #: 6872
DATE: 8/25/21 8:59 AM
SOURCE: Website
NAME: Harini Ilam

COMMENT:

Please don't widen the roads. **(32.2.9C)** Cottonwood canyons is used by all ages for recreational rock climbing and it will be disrupted by this project **(32.4A)**.

COMMENT #: 6873
DATE: 8/25/21 9:05 AM
SOURCE: Website
NAME: Joseph McDowell

COMMENT:

Instead of destroying even more land in the Wasatch why don't you we look into more reasonable ideas of levitating traffic in LCC. **(32.2.2PP and 32.29D)** More buses and tolling could help congested traffic. **(32.2.9A and 32.2.4A)** Possibly not charging tolls for those who carpool to save on congestion in the canyon. **(32.2.4A)** Why must we always jump to wooden roads and destroying wild areas before looking at other measures of fixing this issue. Wouldn't it be more cost effective to not widen roads or build a gondola. **(32.2.7C)** It would save tax payers money as well as preserve our beautiful canyon. How would construction affect our watershed as well. **(32.12A and 32.12B)** Building in the watershed could lead to spills and contamination of water we are already trying to protect. We are already in a drought and having issues with water why risk even more issues.

COMMENT #: 6874
DATE: 8/25/21 9:07 AM
SOURCE: Website
NAME: Joe Rawlings

COMMENT:

This plan will ruin / destroy an iconic climbing destination. This can't be approved. **(32.4A and 32.4B)**

COMMENT #: 6875
DATE: 8/25/21 9:08 AM
SOURCE: Website
NAME: Daniel Rodriguez

COMMENT:

These bouldering areas are vital to the local climbing community! Additionally many visitors to the climbing area come from out of state and bring tourism dollars so the destruction of these climbing areas would negatively affect the local economy! **(32.4A, 32.4B, and 32.6D)**

COMMENT #: 6876
DATE: 8/25/21 9:12 AM
SOURCE: Website
NAME: Jordan Forgie

COMMENT:

Please do NOT build a gondola or widen the roads. **(32.2.9E and 32.2.9C)** There are better alternatives. **(32.2.2PP)** Save our natural Utah landscape. This will destroy wildlife, habitats, and everything that Utah stands for. **(32.13A and 32.13B)** This isn't Aspen. We don't need the eye sore. **(32.17A and 32.17B)** Not to mention all the natural climbing routes and locations that will be destroyed. **(32.4A and 32.4B)** Please keep our little canyon clear of the commercialized attractions that "some" people want.

COMMENT #: 6877
DATE: 8/25/21 9:12 AM
SOURCE: Website
NAME: Tasha Woolley

COMMENT:

UDOT's gondola and additional lane (s) proposals would have an unacceptable impact on the climbing experience as well as year-round dispersed recreation access throughout all of Little Cottonwood Canyon. **(32.4A, 32.4B, and 32.4G)**

UDOT must find a new alternative based on an expanded electric bus service coupled with tolling and other traffic mitigation strategies that includes dispersed recreation transit needs before any permanent changes are made to Little Cottonwood Canyon that will forever alter the landscape, **(32.2.6.3F, 32.2.9A, and 32.2.4A)**

Both UDOT proposals threaten iconic climbing throughout Little Cottonwood and at least 64 boulders and 273 boulder problems. **(32.4A and 32.4B)**

UDOT's proposed parking lot "improvements" would severely limit access to the most popular climbing in the canyon by dramatically reducing the already limited parking currently available at the Gate Buttness, Grit Mill, and at the lower Little Cottonwood Park and Ride. **(32.4N and 32.4P)**.

COMMENT #: 6878
DATE: 8/25/21 9:18 AM
SOURCE: Website
NAME: Jerry Eldredge

COMMENT:

I believe that the best solution is a gondola. **(32.2.9D)**

COMMENT #: 6879
DATE: 8/25/21 9:19 AM
SOURCE: Website
NAME: Philip Johnson

COMMENT:

Consideration for canyon capacity must be held high. **(32.20B)**

COMMENT #: 6880
DATE: 8/25/21 9:20 AM
SOURCE: Website
NAME: Teri Jenkins

COMMENT:

Please, please, please, do NOT build a gondola up Little Cottonwood Canyon to appease and please the two major ski resorts, Alta and Snowbird. **(32.2.9E)** Not only is it an extremely pricey option, it only benefits the wealthy who ski and frequent these two resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I am a hiker, and snowshoer, and I have hiked and snowshoed in this canyon for almost fifty years. I am a Salt Lake native, who finds LCC to be one of the most beautiful canyons we are blessed to have for recreating both in summer and winter. To put an enormous gondola up the canyon is to disregard the thousands of people in Utah who do NOT ski. We cannot afford to ski. **(32.5A)** Or we have made a choice to engage in other activities beyond resort skiing so that we can also enjoy the natural beauty, quiet solitude and natural wonders of this canyon. **(32.4I)** A gondola will truly destroy this canyon and close it to the thousands who choose not to resort ski. I am appalled and deeply disheartened that such an environmentally destructive option is being considered. Please look more closely at tolls, bus systems, and limiting automobile traffic up the canyon on key ski days to deal with the people/car/traffic overload we are experiencing on snow days in Little Cottonwood Canyon. **(32.2.9A and 32.2.4A)** To build a gondola is so wrong, so destructive, so disregarding of so many Utahns who do NOT ski. Thank you so much for listening.

Teri D. Jenkins

Member of Wasatch Mountain Hiking Club

COMMENT #: 6881
DATE: 8/25/21 9:22 AM
SOURCE: Website
NAME: Alex Crawford

COMMENT:

As a resident of Cottonwood Heights who lives [REDACTED], I have serious concerns about the proposed bus infrastructure. Under UDOTs current proposal, the only place to board busses headed up Little Cottonwood Canyon would be at the two transportation hubs; no intermediate stops would be made anywhere along the route. Any non-bus traffic would be required to pay the canyon toll. Under UDOTs proposal, citizens of Cottonwood Heights would be required to travel 3-4 miles--through heavy traffic--in the wrong direction to get to either mobility hub and then catch a bus up Little Cottonwood Canyon. The only alternative would be to bear the undue burden of paying for the toll EVERY time travel up the canyon was required (initial estimates at the toll were \$30). **(32.2.6.3C, 32.2.6.3Q, and 32.2.4A)** This is disturbing because the citizens who are most impacted by the proposed infrastructure--the citizens of Cottonwood Heights who live between the canyons--are the LEAST serviced by the bus system. It is unethical to build infrastructure through the middle of our community that serves only those who live outside of it. Should such a bus system be implemented, I propose that citizens of cottonwood heights who would be unduly burdened by omittance of intermediate bus stops be given a toll-free pass for travel up little cottonwood canyon. **(32.2.4A)** Such a system would be based on address. E.g. you cannot expect residents of Golden Hills, Top of the World or Danish to pay a toll up the canyon if their options for catching a bus in the community have been removed. The proposed system preferentially services those outside the community without any consideration for those whom it impacts most. Either retain intermediate stops for our community or make us exempt from a canyon toll. We cannot be made to bear an undue burden to meet UDOTs service goals.

COMMENT #: 6882
DATE: 8/25/21 9:26 AM
SOURCE: Website
NAME: Chris Noble

COMMENT:

Dear UDOT: I first came to Utah nearly 50 years ago in order to ski in Little Cottonwood Canyon so I have sympathy for the ski resorts. However, like thousands of others who enjoy the canyon year round, resort skiing is a small part of what I love about LCC, that's why I oppose your two recommended solutions for ski season traffic, both of which would negatively impact all other dispersed recreation opportunities in the canyon while irreversibly altering the beauty of one of our most important resources. And finally, we need more parking along the highway for dispersed recreation not less! **(32.4A, 32.4B, 32.4G, 32.4I, 32.4P, 32.2.9C, 32.2.9E, 32.17A, and 32.17B)**

COMMENT #: 6883
DATE: 8/25/21 9:27 AM
SOURCE: Website
NAME: Alex Crawford

COMMENT:

UDOTs proposed changes to Wasatch Blvd contain a fatal flaw that impacts commuter traffic in a significant way. Both southbound lanes on Wasatch Blvd continue through the High-T intersection before merging into a single lane. If traffic flow is the real concern, the right-hand lane should be forced to turn right at the high-t and continue southbound on Wasatch Blvd. Under the current solution, traffic will simply back up in BOTH lanes all the way to Bengal/Big Cottonwood on bad traffic powder days. To prevent gridlock on powder days, please reconsider the proposed striping allowing only the lefthand lane to continue through the high-t intersection. **(32.2.6.2.2A)**

COMMENT #: 6884
DATE: 8/25/21 9:31 AM
SOURCE: Website
NAME: Stephen Heath

COMMENT:

I am disappointed with the two recommendations that UDOT has come up with for traffic issue mitigation in Little Cottonwood. There are many things that could be done that would cost less and be less impactful (which I'll suggest some) that would help the issues LCC faces. I feel like we are jumping straight to the most damaging options without considering lower impact alternatives first. **(32.29R, 32.2.9C and 32.2.9E)**

LCC is a place I love more than anywhere else. I have spent thousands of hours in that canyon enjoying all of the activities it offers - mountain biking, hiking, skiing (inbounds and BC), trail running, enjoying the wildflowers at Albion basin, climbing to the top of hidden peak, and riding the tram down to enjoy a brew at Oktoberfest. I bought a house on 94th specifically, so I could be as close to LCC as I could afford.

More than anything, I have spent time up LCC bouldering on the many hundreds of boulders within the canyon. Over the 20 years I have spent climbing, I've probably spent more time in LCC bouldering than about 90% of the climbing population. It was for many years my love and passion and something I hope to continue to get to do for many years to come. More recently, I have spent lots of time introducing my two little children to the wonders of the canyon, and I hope that they can enjoy the magic I see there and that I can continue to introduce them to the things I love, such as the roadside bouldering opportunities (they are a bit too young to hike through talus).

With the amount of time I have spent there, I have naturally come across all the myriad issues we face in the canyon, including bad traffic during big powder days, lack of parking access up at the top, slide-offs, interlodges, crime at trailheads, etc. I absolutely agree that there should be things put in place that we can use to try and mitigate some of these issues.

However - the gondola and widening the road should be the last options we choose. Both of those options would be hugely damaging to the bouldering in the canyon and permanently change the entire landscape and makeup of LCC. These should only be considered possible last resort options after other measures are put in place to try and mitigate the issues before we look at permanently altering the entire landscape. **(32.4A, 32.4B, and 32.4I)**

Examples of other possible measures that could help out, not just with the issues during ski season, but with all the other issues the canyon faces while not destroying the landscape, would be:

1. Implement mandatory parking pass purchases for all ski resorts during the season. **(32.2.2K)**
2. Require bus access without a parking pass, or after the canyon, parking is full, if going up to ski at the resorts. **(32.2.4A)**
3. Expand the parking structure at the Walgreens on 94th and highland, could even put in a 3 level parking garage or another structure. **(32.2.6.2.1C)**
4. Expand bus service WITHOUT providing a dedicated bus lane (You could close the canyon to public traffic at the mouth once parking is exhausted, Alta does this today with the summer road) **(32.2.9A and 32.2.2B)**
5. Implement a toll/fee structure like Millcreek and AF already have, with an option of purchasing an annual pass (this would help with crime issues in the summertime). **(32.2.4A)**

Any of the above options could be implemented at a much lower cost and much lower impact than the proposed solutions that UDOT has today. I'm sure there are many other potential options for others who are more knowledgeable than I could come up with. If these kinds of things do not work, there is

always the possibility of revisiting more impactful options in the future - but if we destroy the canyon today, there is never an option for going back and restoring it to its prior state.

Please - scrap both the gondola and the road widening, consider alternate options instead, and save our canyon!

COMMENT #: 6885
DATE: 8/25/21 9:35 AM
SOURCE: Website
NAME: Paul Rhodes

COMMENT:

The recently published Draft Environmental Impact Statement clearly asserts that neither preferred alternative will have a positive environmental impact. The gondola is a destructive and ineffective "solution." More development will not help solve any problem. Who bears the cost of maintenance each year? **(32.2.7C and 32.2.7A)** It is widely known that new roads and infrastructure get built and then remain unmaintained and in disarray. Widening the road? Who will pay to upkeep it? **(32.2.7A)** Obviously not the gas tax. Expand electric bus service up the canyon and add tolls for busy days. **(32.2.4A, 32.2.9A, and 32.2.6.3F)** Tolls must be expensive enough to provide incentive to use bus service and disincentivize passenger vehicles carrying one or two people. It's not that hard. Adding capacity adds demand (induced demand). You won't solve any problems with constant, idealistic development. **(32.20E)**

COMMENT #: 6886
DATE: 8/25/21 9:39 AM
SOURCE: Website
NAME: Soren Feola

COMMENT:

From an environmental standpoint the gondola is a bad idea. **(32.2.9E)** Think about the beautiful landscape that will be destroyed if the gondola is put into place **(32.17A)**. There should instead be more parking at the base of the canyon and better bus transport. **(32.2.6.2.1C and 32.2.9A)** Also and incentive to drive with 3 or more people should be put into place to promote carpooling **(32.2.4A)**.

COMMENT #: 6887
DATE: 8/25/21 9:47 AM
SOURCE: Website
NAME: Bethany Lopez

COMMENT:

I strongly advocate for expanded bus service without roadway expansion. **(32.2.9A)** I've studied all the proposal materials carefully and listened to all sides of the argument, and feel extremely clear in this decision. Infinite expansion of lanes and gondola-type structures isn't the solution, and it SURELY isn't a solution for anyone other than the ski resorts. **(32.2.9C, 32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** It leaves out backcountry skiers/snowshoers/hikers, summer users, and anyone fighting the Big Cottonwood traffic jams too, for that matter. **(32.7C, 32.1.1A, and 32.1.1C)** The only long term solution for all users needing a wide array of stops, trailheads, destinations, etc. is to look at how to make bus service SO appealing and convenient that canyon users desire to use the bus rather than driving themselves. **(32.2.6.3C)** I look at what Zion National Park has done--it's the automatic (indeed, mandatory) solution ... Everyone has to bark at the bottom of Zion canyon, hop a convenient shuttle that comes every few minutes, and hop off at any desired trailhead. It's perfect. **(32.2.2B)** No one had to blast a new roadway or new lanes out of Zion Canyon--it could stay pristine while we humans adapted with a minimal footprint on the environment. I also see a future in which, if expanded bus service is widely adopted in LCC, it can be looked at as a solution in BCC, where the traffic is nearly as bad and cars park along the roadway for miles around the ski resorts now. Please, don't destroy the natural environment LCC's popularity and preciousness is predicated upon. Please, find a way to let lots of humans up the canyon to recreate and enjoy--while leaving the absolute minimal environmental impact possible. A gondola is a taxpayer-subsidized feature built for for-profit ski resorts (Alta, by the way, has done little to improve the parking situation--they only gripe about backcountry users parking on the *public* highway and blame everything on them). Whereas expanded bus service is a solution FOR the people, all people, whether they're spending money at the resorts or they spend their money on backcountry hiking and touring gear. THIS is a solution that deserves taxpayer funding. Thank you.

COMMENT #: 6888
DATE: 8/25/21 9:49 AM
SOURCE: Website
NAME: Oakley Miller

COMMENT:

A tram would be harmful and obstructive to the canyon. (32.2.9E) Plus the benefit would be for people are resort skiers and bikers. (32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C) A better option in my opinion would be a tolled road/season passes to use the road, and an overhaul of the bus system/parking situation. (32.2.9A and 32.2.4A) Hikers, climbers, backcountry skiers campers, hunters, and more use the canyon road to access side canyons. (32.2.6.3C)

COMMENT #: 6889
DATE: 8/25/21 9:56 AM
SOURCE: Website
NAME: Andrew Fairchild

COMMENT:

The gondola needs to be taken out, it is a seriously bad idea and the traffic in the canyon is still going to be the same. **(32.2.9E and 32.7C)**

COMMENT #: 6890
DATE: 8/25/21 10:00 AM
SOURCE: Website
NAME: Kirk Weiler

COMMENT:

Thank you for the opportunity to comment on UDOTs proposals. I have grown up and lived here in SLC for 61 years and I have a great appreciation for the canyons and have fond memories of hiking, skiing, and picnicking in them.

As I have reviewed the two preferred proposals put forth by UDOT, I have some serious concerns about both options and I believe we should not do either of them.

Here are my thoughts:

- 1) For better or worse, we love our cars here in the west. Providing a gondola option that will increase travel times for skiers will not pull most people from their cars. **(32.2.4A and 32.7C)** I can see it pulling people only when the resort parking lots are full and there are no other options. My guess is that a gondola would only increase the number of people at the resorts, and would not decrease the number of cars by 30% as UDOT suggests. **(32.20C and 32.2.4A)** The resorts are packed as it is, so adding another % of any amount would either diminish the skiing experience further or give justification to Snowbird and Alta to add more lifts and terrain.
- 2) Adding a large parking structure (s) near LaCaille or the gravel pit just adds another element of traffic congestion in nearby neighborhoods. **(32.2.6.2.1D and 32.2.6.5E)**
- 3) The cost of widening the road or installing a gondola is somewhere between \$500 and \$600 million! Do we really think it wise to invest taxpayer dollars to primarily benefit 2 resorts? **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I know there is ancillary benefit to restaurants, hotels, etc., but where else do we provide this amount of investment to benefit a couple of businesses? How soon before Brighton and Solitude want something similar? Why only Snowbird and Alta? Development begets development and I fear that either of the UDOT options will just lead to more development in the canyons.
- 4) The harm to the watershed, canyon landscape and visual pollution is forever changed with either of these proposals. **(32.12A, 32.12B, 32.17A, and 32.17B)** The gondola will hardly be used in the summer since it only goes to the resorts. The widening of the road is also not necessary in the summer. Many of us love to use the trails all through the canyon and the gondola will only be an eyesore, not provide any access to these trailheads. **(32.2.6.5G)**
- 5) UDOT says one area of their focus is transportation reliability and that the gondola would provide this when the road is snowy or there are avalanches. I know I have been on the tram at Snowbird when it is shut down due to wind. Wouldn't the gondola be subject to the same safety precautions? I'm not sure UDOT is correct on this issue of reliability. Additionally, if the road is shut down due to heavy snow does UDOT really think the gondola that takes a maximum of 20 people per car will provide adequate transport? **(32.2.6.5K and 32.2.6.5C)**

I know that we have a growing population with outdoor recreation becoming more and more popular. But our natural resources have a limit and we cannot continue to just push more people into these spaces. **(32.20B)** We now have limits on all kinds of recreational endeavors. There is a limit to the number that can attend a Utah football game, we have to make tee times to golf, Zions Park requires a shuttle ride, we had to use a timed entry system when we visited Rocky Mtn. Park this summer. There are lotteries to get permits for many of our hikes in southern Utah. The list goes on. I know I prefer the

old days when you could just show up and pretty much get in wherever you wanted. But those days are gone and we need to provide alternatives that are sustainable **(32.2.2B)**.

I think before we ask the public to fund a half billion dollars for something that will probably only be needed about 20 days a year, we need to try some other options. **(32.1.4D and 32.2.2PP)**

I think providing bus services from local park and ride lots would be a good place to start. If I could pick up the bus in Millcreek, Sandy, Draper, Sugarhouse or other locations and it would take me directly to a resort then that would be something I would use. Offering more reliable and frequent buses should at least be tried. This is an option that is flexible and can adjust seasonally. **(32.2.2I)**

Other options would be to utilize tolls to encourage more car pooling. **(32.2.4A)** The toll booth in Millcreek Canyon has been used now for several years. I know that there is much heavier traffic in the Cottonwood Canyons, but there must be a way to manage the collecting of the toll. The gondola ride will cost some amount of money as well, so again, if I am going to either pay for the gondola or a toll, I will probably choose to use my car and pay the toll. Having a reservation system may also be an alternative. It is not what we are accustomed to but times have changed. **(32.2.4A)**

I think we need to just face the reality that the Canyons have a finite capacity limit. **(32.20B)** We need to acknowledge that and put some limits on how many people can go up the canyon on a given day. We cannot continue to just try to accommodate the resorts so that they can grow bigger and bigger. Deer Valley limits the number of skiers per day. I think Snowbird and Alta can accommodate a greater number but there needs to be a limit. I am a skier too and have raised a family of skiers. But we have reached a point that we cannot continue to overuse and over develop these resources.

Thanks for listening.

COMMENT #: 6891
DATE: 8/25/21 10:06 AM
SOURCE: Website
NAME: Josh Stansfield

COMMENT:

I do not want the bouldering areas that are used for rock climbing to be destroyed. I want the alternate route and is least destructive to the canyon. **(32.4A, 32.4B, and 32.2.9A)**

COMMENT #: 6892
DATE: 8/25/21 10:10 AM
SOURCE: Website
NAME: Tanner Josey

COMMENT:

Please don't widen the road or build a gondola in Little Cottonwood. **(32.2.9C and 32.2.9E)** It is a magical place and with revised efforts with buses the other less destructive solutions the integrity of the canyon can be preserved. **(32.2.9A and 32.2.2PP)** Thank you, Tanner Josey

COMMENT #: 6893
DATE: 8/25/21 10:15 AM
SOURCE: Website
NAME: Shannon Wu

COMMENT:

No gondola please! **(32.2.9E)** Public transportation is the way to go! **(32.2.9A)** Thank you, Shannon Wu

COMMENT #: 6894
DATE: 8/25/21 10:15 AM
SOURCE: Email
NAME: Taylor Jensen

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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 Jensen
Salt Lake City, UT

COMMENT #: 6895
DATE: 8/25/21 10:16 AM
SOURCE: Website
NAME: Mason Eyre

COMMENT:

We need this road to be improved. Please don't mind the climbers and their fight to preserve some rocks. This canyon gets too congested and too many accidents happen here. We need the road improved! **(32.2.9B)**

COMMENT #: 6896
DATE: 8/25/21 10:17 AM
SOURCE: Website
NAME: Mike Mastanduno

COMMENT:

I'm an avid climber, hiker, and skier. I support the gondola option as it most directly addresses the largest problem in the LCC, traffic on storm days. **(32.2.9D)** I believe that adding more busses with leave us in the same situation we are in today with too much dependence on the road. **(32.2.6.3P)** Travel through rugged, avalanche prone terrain has been solved all over Europe using trams and gondolas. We should use that example and build a proven solution. We know from today that buses are merely tolerated by the public and are highly affected by the weather.

There are a lot of people advocating that the gondola doesn't support all LCC recreationists. This is true, but if you remove the Alta/Snowbird traffic, our current infrastructure supports everyone else just fine. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The problem is the number of people going to the resorts, especially to ski powder. The gondola best addresses that problem and will make room for other canyon users.

COMMENT #: 6897
DATE: 8/25/21 10:17 AM
SOURCE: Website
NAME: Jessica Lofland

COMMENT:

There is much time and consideration going into this project. Thank you for your hard work. I would like to propose a toll throughout the months of Nov-April. **(32.2.4A and 32.2.2Y)** Additionally putting a limit on car traffic would benefit the canyon, for example only allowing busses up the canyon on even or odd days would be a great way to minimize individual driver traffic. **(32.2.4A)** This could be extended to buses only, on weekends. **(32.2.2B)** This sort of policy implemented with an added bus lane could really improve traffic flow without out impeding wildlife habitat, or other recreation opportunities for other mountain goers who don't ski. **(32.2.9B, 32.13A, and 32.4P)**

COMMENT #: 6898
DATE: 8/25/21 10:24 AM
SOURCE: Website
NAME: Alexander Franke

COMMENT:

I think the gondola/tram is a good idea, but there needs to be massive expansion of parking at the bottom. **(32.2.9D and 32.2.6.5J)** People will not use public transit to get to the tram so if there is not adequate parking ~1000 spots then there will be little to no benefit. I think a tunnel with a lite rail is the best idea. **(32.2.9F and 32.2.2C)** It minimizes impact above ground, it is weather resistant, it is environmentally friendly.

COMMENT #: 6899
DATE: 8/25/21 10:28 AM
SOURCE: Email
NAME: Paige Twitchell

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Paige Twitchell
Salt Lake City, UT

COMMENT #: 6900
DATE: 8/25/21 10:30 AM
SOURCE: Website
NAME: Devin Loertscher

COMMENT:

I would like to see an improved bus system in LCC. **(32.2.9A)** I believe a flexible bus system year-round would benefit all canyon users, all year round. **(32.1.2C and 32.2.6.3C)** My family and I don't ski at the resorts but we do, however, utilize the canyons for hiking, mountain biking, rock climbing and backcountry skiing. Having a bus system to access trailheads is much more ideal for the users of both canyons. **(32.1.1A and 32.1.1C)**

COMMENT #: 6901
DATE: 8/25/21 10:30 AM
SOURCE: Email
NAME: Ryan de Vries

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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)**

Ok I have a lot of reasons why to not have the gondola haha. - this gondola does not serve all recreationalists in the canyon. It ONLY serves alta and snowbird. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I Backcountry ski and it wouldn't let me out at any trailheads for that... Only serves businesses not people. Taxpayers are paying for it as well.... If taxpayers are paying for it it should accommodate to everyone not just snowbird and alta. **(32.2.6.5G)** I believe is a 500 million dollar project, I could be wrong. That being said if it did accommodate for everyone I still wouldn't want it. - there is not a lot of space in that canyon to build the towers. Where there is space it there is lots of climbing and hiking. Building the gondola would limit access to all of the other activities the canyon has to offer... Climbing, Backcountry skiing, snowshoeing, canyoneering, ice climbing etc.. **(32.4G)** . Again to serve two businesses... Snowbird and alta. This is not really for the canyon or the people. It's for snowbird and alta and will be paid by taxes. The canyons natural beauty will be tainted by the towers. This is obviously an opinion but I grew up at the base of that canyon and nothing makes me more sad than to see development in it..

Sincerely,
Ryan de Vries
Sandy, UT

COMMENT #: 6902
DATE: 8/25/21 10:32 AM
SOURCE: Website
NAME: Matt Wolfe

COMMENT:

The gondola option will create a highly visible scar that will forever change the landscape of a beautiful canyon. **(32.2.9E and 32.17A)** This is a highly destructive option that will benefit 2 ski resorts on a small handful of days each year. **(32.1.2B, 32.1.2D, 32.1.4D, 32.2.7A, 32.7B, and 32.7C)** While the advantage of the gondola may be convenient for the very few days each year, the destruction and visible sore to the canyon will be present forever. **(32.17A and 32.4I)** The gondola is a very short sighted and selfish (for the resorts) option. Winters will continue to get shorter in years to come making the usefulness of the gondola even less. **(32.2.2E)** There are so many alternatives. The gondola only services the resorts and their users, it does not take into account the many other users and recreation opportunities of the canyon. Why not build a parking structure at the base of the canyon and make every recreational user shuttle up? **(32.2.2B)** Ban single occupancy vehicles. Charge a fee for cars that want to drive up the canyon instead of using a vastly expanded shuttle system. **(32.2.4A and 32.2.9A)** Jumping straight to a gondola option and forever changing our beautiful canyon all for the benefit of 2 ski resorts is a disgusting option. In the end I don't imagine anyone with control of the money/power in this situation will give any thought to any of these concerns of the citizens who actually use the canyon regularly and work to preserve it. I hope I am wrong.

COMMENT #: 6903
DATE: 8/25/21 10:34 AM
SOURCE: Website
NAME: Paul Vidal

COMMENT:

I am firmly against any development that would directly impact climbing in the Cottonwoods. **(32.4A and 32.4B)** Along with its long history and influence on modern climbing, the region serves as one of the best climbing destinations in the area, particularly for the boulders that would be most impacted by these construction options. I bet that UDOT considers these issues, preserves and honors the area's rich climbing history, and allow the region to remain a pinnacle destination for climbers strong the world.

COMMENT #: 6904
DATE: 8/25/21 10:35 AM
SOURCE: Email
NAME: Stephen Brown

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Stephen Brown
Salt Lake City, UT

COMMENT #: 6905
DATE: 8/25/21 10:37 AM
SOURCE: Website
NAME: Nic DeSeelhorst

COMMENT:

I support the development of transportation hubs for the sustained growth SLC is seeing. Rapid bus lanes and the bus proposal is appealing to me for the economic impact. With busses and a transportation hub people will spend money at restaurants and shops in proximity to them, where the Gondola is a delightful European scene and marketing pull there is less economic impact as people will drive to the gondola ride it up ride it down and go home. **(32.2.6.2.1C and 32.2.9B)**

I think it's also fair to say that we should be thinking of the future with self driving vehicles. We don't need as much parking, and wider rides could be a waste of money at that point. Think of what the future holds! **(32.2.6H)**

So main take away is we need the development of transportation hubs and one at the base of LCC would be great! - 1 vote foe gondola for me because I think it supports the future more than busses. **(32.2.9D)**

COMMENT #: 6906
DATE: 8/25/21 10:39 AM
SOURCE: Email
NAME: Chloe Menlove

COMMENT:

Dear Utah Department of Transportation (UDOT),

I'm a little cottonwood canyon local, I've skied snowbird for 19 years. I've worked at snowbird for 5 years. I am not in support of a gondola. **(32.2.9E)**

The gondola only supports two private businesses, it won't help with the backcountry skiers, climbers, or hikers. The gondola also won't reduce traffic as everyone will drive to a certain spot and park there, thus continuing the red snake. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

The officials need to listen to us locals who are not in support. **(32.2.9N)** The ski industry workers are not in support. The gondola is a permanent change that doesn't solve any problems.

Sincerely,
Chloe Menlove
Sandy, UT

COMMENT #: 6907
DATE: 8/25/21 10:40 AM
SOURCE: Email
NAME: Ricco Cordova

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Ricco Cordova
Sandy, UT

COMMENT #: 6908
DATE: 8/25/21 10:42 AM
SOURCE: Website
NAME: Stephanie Van Drimmelen

COMMENT:

It would be a shame to impact the world class climbing offered in this canyon if other transportation options haven't been studied. Please look at alternatives to the gondola. (**32.4A, 32.4B, 32.2.9A, 32.2.2PP, and 32.29E**)

COMMENT #: 6909
DATE: 8/25/21 10:44 AM
SOURCE: Website
NAME: Reid Simplot

COMMENT:

The repercussions of this expansion far outweigh its benefits. The memories I have in this area are priceless. Widening the road is unnecessary. **(32.2.9C)**

COMMENT #: 6910
DATE: 8/25/21 10:45 AM
SOURCE: Email
NAME: Aimee Jacobs

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Aimee Jacobs
Salt Lake City, UT

COMMENT #: 6911
DATE: 8/25/21 10:46 AM
SOURCE: Email
NAME: Justin Austad

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Justin Austad
Lake Forest Park, WA

COMMENT #: 6912
DATE: 8/25/21 10:47 AM
SOURCE: Website
NAME: Lexi Kaili

COMMENT:

Having completed a Masters of Public Administration at the University of Utah with an undergraduate degree in Environmental and Sustainability Studies + Urban Planning, both of the proposed options are logically not long-term solutions. A gondola and widening the lanes are both the most expensive options and there has not been appropriate measures taken to start projects that will significantly degrade the canyons, their watershed and the wildlife. **(32.2.9C, 32.2.9E, 32.12A, 32.12B, 32.13A, and 32.13B)**

A Comprehensive Capacity study should be the first step to guide and inform the decision-making process through factual information and data collection. Evidence-based decisionmaking should be prioritized, leveraged and implemented across all levels of this process. **(32.20B)**

As a regular mass transit user for the past 15 years in Salt Lake City, it has been a slow but needed transition for people to incorporate public transport into their daily lives. I have witnessed growth of public transport use over the past few years, but there needs to be more pressure to reduce single passenger commutes (i.e., educational campaigns, incentive programs, employer programs/discounts, etc). The efforts that were implemented between the years of 2015-2019 (not counting covid years) returned a significant increase in public transport users.

But we can do better. We have some of the worst inversion in the world during winter and summer months, so why are we not implementing long-term strategies and taking advantage of the low hanging fruit? The infrastructure largely exists for mass transit to reduce vehicle emissions significantly if more people made the decision to use it. **(32.2.4A and 32.2.9A)**

We need to first focus our efforts on gathering data (carrying capacity study), bolstering and utilizing the existing infrastructure (mass transit), encouraging ride share opportunities (Lyft/Uber and other services for carpooling), enforcing strict 4x4 vehicles in the canyon during snow days (I cannot tell you how many times a canyon patrol officer was at the bottom of the canyon and there were still FWD/RWD vehicles getting stuck in the canyon), and implementing a fee station for canyon users (single passenger vehicles and non-residents are charged a higher rate, while residents are charged a lower/annual rate). **(32.2.4A, 32.2.9A, and 32.2.2M)**

- Walkable cities (focus on existing infrastructure should be first step) **(32.2.9A)**

-

- Strict 4x4 vehicles during snow days **(32.2.2M)**

The Gondola option will service one type of mountain recreator (ski resort user) and one canyon activity for only part of the year. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** This option should not even be offered as a "solution" because it prioritizes the ski resorts (private interests) over public access, reduced congestion, and preserving the integrity and health of the canyon. LCC is seven miles long. The canyon already has an enormous amount of pressure from visitors and instead of spending almost \$700million on a gondola, why not invest more money and resources into low dollar/low impact solutions? **(32.2.7C)**

Our efforts need to be focused on changing human behaviors and creating multi-beneficial solutions (i.e., connecting all districts in the Salt Lake valley to regularly operation mass transit, and connecting the east bench to TRAX/busses that meet the canyon buses). **(32.2.4A and 32.2.2I)**

By keeping cars parked at people's homes (or hotels if they are visiting), you reduce the need for creating the endless need parking plazas. By laying infrastructure with long-term solutions in mind, you reduce the need for expensive “solutions” to arise every decade. By incentivising the use of mass transit, you change human behaviors. Think of the East Coast and many European cities. Most people don't even own cars because you can hop on the train and be to your destination faster than you would if you drove. We need to stop prioritizing the automobile and start investing in the future of our community, our residents, and our health. **(32.2.2I and 32.2.4A)**

Lastly, small incremental changes allow us to document effects and make data-driven decisions. If we go all-in with a gondola or widening the lanes, we're making the decision to create more problems and expensive challenges for ourselves in the short and long term. **(32.29R)**

With a city that battles poor air quality for a handful of months out of the year, and the data showing us that it has long-term and negative effects on our health... why aren't we investing in the infrastructure and utilization of mass transit? Why are we still wasting money on creating more pavement?

COMMENT #: 6913
DATE: 8/25/21 10:49 AM
SOURCE: Website
NAME: Robbie Carty

COMMENT:

Both of these options are awful **(32.29D)**

COMMENT #: 6914
DATE: 8/25/21 10:50 AM
SOURCE: Website
NAME: Jon Poulson

COMMENT:

Please do not destroy the rest of the recreation in Little cottonwood canyon to make room for more tourists. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** climbers from around the world come here to climb. You are planning to eradicate them from the earth forever in one destructive swipe! This is big money over the environment again. Shame on you for caving to the big resorts. **(32.4A and 32.4B)**

COMMENT #: 6915
DATE: 8/25/21 10:51 AM
SOURCE: Email
NAME: Nicole Villanueva

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Nicole Villanueva
Salt Lake City, UT

COMMENT #: 6916
DATE: 8/25/21 10:52 AM
SOURCE: Website
NAME: Kellie Gerbers

COMMENT:

My name is Kellie Gerbers. I am a resident of Salt Lake County. I am a professor of Outdoor Leadership and Education at Westminster College.

The two primary proposals from UDOT would have significant permanent impacts on the canyon landscape, and from what I've read in the EIS documents, primarily serve to benefit the ski resorts and skiers/snowboarders. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

The Gondola and additional bus lane would have permanent lasting impacts on the canyon in ways that would destroy many of LCC's most cherished climbing sites. As SLC is a major destination for climbers worldwide, this seems like a tremendous loss. **(32.4A and 32.4B)**

I am strongly in favor of increased measures to improve safety (including avalanche mitigation) but I would encourage UDOT to consider other alternatives (e.g. increased bus service, banning cars, tolling) that could potentially mitigate traffic without drastically altering the landscape itself. **(32.2.9K, 32.2.9A, 32.2.2B, 32.2.2L, and 32.2.4A)**

Are there possibilities of adding additional mobility hubs further away from the mouth of the canyon? **(32.2.6.2.1C and 32.2.2FF)** For example, repurposing the Rice-Eccles football stadium parking lot (s) during the winter when they are not in use for football? Minimizing the number of people that have to DRIVE to a mobility hub seems like an effective way to reduce canyon traffic while increasing access to bus services. **(32.2.2I)**

In summary, I am NOT in favor of the two proposed UDOT alternatives for what they would do--critically alter the landscape of the canyon--for the climbing community. **(32.2.9C and 32.2.9E)**

Thank you for your consideration.

COMMENT #: 6917
DATE: 8/25/21 10:53 AM
SOURCE: Email
NAME: John Knoblock

COMMENT:

CWC Commissioners:

Thank you for all of your efforts to give input to the UDOT LCC EIS process. That is certainly challenging on many levels!
Here is my brief and hopefully clear view of the issue:

1) What's the problem that UDOT is trying to solve with the LCC EIS? **(32.1.2B)**

They are primarily trying to resolve the big traffic jams going to and from our important ski resorts during ski season. This impacts your residents who want to ski, the ski tourist industry, and residents near the base of the canyon.

2) How do we protect the environment if we put in higher capacity transit to solve the traffic problem?

a- We simply increase road tolls and limit the transit loading up the canyon. **(32.2.4A)**

b- We design transit that only drops people off at the ski resorts that are designed for large crowds.

3) If we hate the thought of snowsheds, widening the road, or putting in a gondola, how do we solve the problem? We know that the traditional buses on the existing road do not have the capacity or reliability (or user comfort) needed to get ski crowds to the resorts. We know that the ski resorts are important to our State and local economies and to our residents that ski. We know that the existing ski buses cost \$500,000 each with over a two-year lead time to purchase. We know that the present road reliability is always a problem with snow, ice, avalanche control, poor visibility, and accidents. **(32.2.6.3P)**

To head the UDOT proposal off at the pass, you need to try something innovative quickly. Something that could possibly have a chance would be for you to come up with \$50M to buy five hundred 16 passenger 4x4 vans to shuttle skiers to and from the resorts, ready for the 2022 ski season. (8,000 people per hour) Yes, Carl and I can agree on something! Vans can have all the passengers comfortably seated and pick up from dispersed areas in the valley. And shuttle buses can be flexible to increase service when needed on weekends, holidays, and powder days. **(32.2.2I and 32.2.29R)**
Get the canyon road tolling system in place and Wasatch Blvd set for shoulder use for the transit vans in 2022. The trick is getting qualified drivers when needed, schedule logistics, meeting ADA requirements, O&M funding, storage, and servicing of vehicles- all difficult problems!
Possibly the 'power of the mayors' can convince UTA to try an 'out of the box' idea. If it is successful, you can delay or prevent UDOT from moving forward with the implementation of the other divisive options. **(32.2.29R, 32.2.2I, 32.2.2LLL, and 32.2.2KKK)**

Just my two cents. Thank you-

John Knoblock
Millcreek, UT

COMMENT #: 6918
DATE: 8/25/21 10:54 AM
SOURCE: Email
NAME: Danielle LeCourt

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(32.20B)**
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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,
Danielle LeCourt
Salt Lake City, UT

COMMENT #: 6919
DATE: 8/25/21 10:55 AM
SOURCE: Website
NAME: Jesse Allen

COMMENT:

I want to make sure that gondola service goes year-round with public transport from the bottom and the top of the lift. What a waste to build it if it's underutilized because of lack of infrastructure to and from (32.2.6.5F)

COMMENT #: 6920
DATE: 8/25/21 10:56 AM
SOURCE: Email
NAME: Colton Smart

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Colton Smart
Sandy, UT

COMMENT #: 6921
DATE: 8/25/21 10:56 AM
SOURCE: Email
NAME: Luke Helsel

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Luke Helsel
Cottonwood Heights, UT

COMMENT #: 6922
DATE: 8/25/21 11:17 AM
SOURCE: Email
NAME: Zach Medlin

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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)**

Please consider the long term (permanent) consequences of all these plans. SAVE THE BEAUTY, SAVE THE CANYONS. **(32.29G)**

Sincerely,
Zach Medlin
Salt Lake City, UT

COMMENT #: 6923
DATE: 8/25/21 11:17 AM
SOURCE: Email
NAME: Brittany Spencer

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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)**
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Sincerely,
Brittany Spencer
Orem, UT

COMMENT #: 6924
DATE: 8/25/21 11:19 AM
SOURCE: Website
NAME: Marc Norman

COMMENT:

I am not in support of either option at this time as I do not think they adequately resolve the transportation problems associated with LCC. **(32.2.9C and 32.2.9E)** The Gondola especially only resolves travel issues for the ski resorts and does not provide access to any other part of the canyon. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Any solution should consider access points not just for those going to the ski resorts and should minimize impact on the natural environment of the canyon. **(32.2.6.3C, 32.2.6.5G, and 32.29G)**

COMMENT #: 6925
DATE: 8/25/21 11:21 AM
SOURCE: Website
NAME: Kas Knutson

COMMENT:

Why are these the only 2 options? **(32.2.9A and 32.2.2PP)** How come there has been no discussion of a toll system, or holding the resorts accountable for the influx of people and traffic they bring to the canyons?? **(32.2.4A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** There has to be a way to not destroy our canyons **(32.2.9G)**

COMMENT #: 6926
DATE: 8/25/21 11:23 AM
SOURCE: Website
NAME: Morgan Husmann

COMMENT:

Both options are negative for public recreation in the canyon. **(32.4I)** It is foolish to ruin the incredible recreation in the the canyon not contained within the resort areas to make travel to the resorts more convenient. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The non-resort areas are an important part of the recreation in the salt lake area and the prioritization of resort spaces will hurt the incredible outdoor culture the Salt Lake area has built. **(32.4A, 32.4B, 34.4G, 32.4I, and 32.4P)**

COMMENT #: 6927
DATE: 8/25/21 11:25 AM
SOURCE: Email
NAME: Sam Bloom

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS) and PLEASE PLEASE PLEASE PLEASE PLEASE employ less destructive alternatives PRIOR to these preferred alternatives and leave the canyon landscape alone. **(32.29R)** These changes are permanent and forever will negatively impact this beautiful place. **(32.17A and 32.17B)** Do not make negative and preemptive changes in exchange for money your legacy. PLEASE PLEASE PLEASE LEAVE THIS PLACE ALONE AND SEEK LESS DESTRUCTIVE ALTERNATIVES!!! **(32.2.9A and 32.2.2PP)**

- 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,
Sam Bloom
Salt Lake City, UT

COMMENT #: 6928
DATE: 8/25/21 11:27 AM
SOURCE: Website
NAME: Paul Hudson

COMMENT:

Thank you for reviewing my comment.

I live in Sandy [REDACTED] and I am a heavy, year-round canyon user. Between LCC, BCC, and Millcreek I am in the canyons over 100 days per year skiing, running, camping, climbing, biking, and hiking. I am also a life-long Snowbird skier and still renew my season's pass every year. In addition to recreation, I also commute along Wasatch Blvd. every day. MY LIFE WILL BE HEAVILY IMPACTED BY THE OUTCOME OF THIS PROCESS.

I STRONGLY OPPOSE both of the current preferred alternatives. **(32.2.9C and 32.2.9E)** I believe that they are both too expensive and disruptive. I believe that there are simpler, cheaper, less disruptive, common-sense approaches available. I believe that spending over half a billion dollars to solve a problem that occurs only a few days a year is fiscally irresponsible. **(32.1.4D)**

I SUPPORT:

- Show sheds in strategic spots over the road in LCC. **(32.2.2K)**
- Better, environmentally-friendly, more frequent bus service on the existing road (with show sheds).
- The transportation hub at the gravel pit (this would help both LCC and BCC). **(32.2.9A)**
- More remotely-triggered avalanche devices in LCC such as those that have been installed around Alta in recent years. **(32.2.2TT)**
- Tolling to restrict the total number of users to a sustainable level on heavy-use days. **(32.2.4A)**
- Restrictions on vehicles unprepared for winter travel (I got a sticker last year, but it made no difference). **(32.2.2M)**
- A solution that considers all of the Wasatch Front Canyons (not just LCC). **(32.1.1C)**
- Preserving the visual experience of LCC. **(32.17A and 32.17B)**

I OPPOSE:

- Widening the LCC road. **(32.2.9C)**
- Widening Wasatch Blvd. **(3.2.9L)**
- The Gondola Alternative. **(32.2.9E)** I believe this solution only benefits Alta and Snowbird and makes things worse for dispersed users. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I loath the visual impact this would have on the canyon. **(32.17A)**
- Such a massive subsidy for 2 commercial businesses (Alta and Snowbird).
- Any solution that does not consider the entire Wasatch Front canyon system.

Thank you.

COMMENT #: 6929
DATE: 8/25/21 11:27 AM
SOURCE: Website
NAME: Anneliese Hammond

COMMENT:

I know I already commented, but I feel pretty strongly about this and thought I would expound on my previous comment in opposition to both proposed solutions. **(32.2.9C and 32.2.9E)** The gondola sounds like an expensive, inefficient, eyesore. **(32.17A)** As a resident of Cottonwood Heights I'm also concerned about traffic and safety. **(32.2.6.5E)** I understand that the expanded lane would help improve the bussing system. However, can't they add more busses without a designated lane? **(32.2.9A)** Also, I would prefer adding a toll booth to deter canyon traffic. **(32.2.4A)** Again, I'm opposed to both proposed ideas, they both sound costly, they would both change the landscape of LCC. I like climbing and bouldering which would both be affected with either solution. **(32.4A and 32.4B)** Thanks!

COMMENT #: 6930
DATE: 8/25/21 11:36 AM
SOURCE: Email
NAME: Kasey Lindley

COMMENT:

Dear Utah Department of Transportation (UDOT),

Little Cottonwood Canyon does not need a gondola or a wider road. **(32.2.9E and 32.2.9C)** I am horrified that anyone would consider either options a good idea. If there is not enough room for all of the traffic, then the best option (s) would be to regulate the influx of visitors using either a toll and/or a shuttle system. **(32.2.4A and 32.2.9A)** I'm personally not a fan of not being able to access LCC to way I'm used to, but we need put it's natural beauty and care first. A wider road or a gondola will just lead to more unnecessary development and degradation.

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? **(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. **(32.13B)** 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,
Kasey Lindley
Provo, UT

COMMENT #: 6931
DATE: 8/25/21 11:38 AM
SOURCE: Website
NAME: Rockwell Rumel

COMMENT:

The proposed transportation revisions will destroy hundreds of recreational climbing areas. **(32.4A and 32.4B)** Less destructive options exist. Expanded bus services, tolling and other traffic mitigation strategies should be strongly considered before irreversibly destroying a communities cherished areas. **(32.2.9A, 32.2.4A, and 32.2.2PP)**

COMMENT #: 6932
DATE: 8/25/21 11:44 AM
SOURCE: Website
NAME: Joel Bown

COMMENT:

Please do not build a gondola in Little Cottonwood Canyon. **(32.2.9E)** The last thing we need is another draw for increased usage in the canyon which a gondola ride surely would be. **(32.1.2B and 32.20C)**

The Enhanced Bus Service alternative should probably be the long-term goal, but not an immediate solution. There are a number of immediate improvements that can and should be made, each of which would contribute towards the Enhanced Bus Service. **(32.2.9A and 32.29R)**

Reducing the number of cars in the canyon, especially single occupancy cars, is critical. Tolling with incentives to increase the number of passengers in each car would be a great first step. Paid parking, also with incentives for increased passengers would also. Restricting or eliminating roadside parking must happen in order for paid parking to succeed. **(32.2.4A and 32.2.9Q)**

As the mayor of Park City observed some years ago, everyone thinks everyone else ought to take the bus. In addition to increasing the cost of using an automobile in the canyon, increasing bus service frequency would greatly help. **(32.2.9A)** Also, providing more dispersed locations for boarding a bus would be a valuable step towards increasing bus usage. **(32.2.2I)**

Each of the preceding actions will contribute towards a successful enhanced bus service. All of these actions in concert may well eliminate the need for enhanced bus service. Please minimize any additional construction in Little Cottonwood Canyon until all less invasive steps have been used. Thank you, Joel Bown

COMMENT #: 6933
DATE: 8/25/21 11:46 AM
SOURCE: Website
NAME: Andrew Briefer

COMMENT:

The process and final product of the DEIS is fundamentally flawed in many ways large and small.

1. The purpose and need statement are so narrow as to predetermine a development proposal as a "solution" while avoiding attending to the larger problem of regional transportation. How will the proposed "solutions" impact traffic, use patterns and natural resources in the nearby canyons and Wasatch Blvd and their communities? **(32.1.1C, 32.20I, 32.20D, and 32.4F)**

2. To consider transportation in one canyon without regard to how many people the canyon and its resources can bear (without regard to impact to watershed, wildlife, user experience, environmental sustainability, etc.) is not just shortsighted but fundamentally fails the smell test as a good faith effort to solve the problem or engage in the NEPA process. **(32.20B)**

3. A gondola serves the interests of three businesses (Alta, Snowbird and the developers of the La Caille property) at the expense of the public taxpayer and the potential potential recipients of real and effective transportation solutions in the rapidly urbanizing areas of Utah. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

4. The proposed "solutions" threaten to industrialize the State Scenic Byway of Little Cottonwood Canyon. **(32.17A and 32.17B)**

5. The gondola increases potential delivery of people up the canyon but does nothing to reduce the number of cars on the highway. **(32.2.4A)** An integrated regional transit plan coupled with canyon tolling and/or traffic restriction could. **(32.2.2I)**

5. The amount of public money required to build these options is enormous and could do so much more for improving existing transportation problems, air and water quality. **(32.1.2B)**

6. Without any plan to understand and manage capacity for people in the canyon, we are only (at best) moving the problem from the highway to a point after which they have bought their lift tickets and then we have a canyon full of people waiting in lift lines, using overflowing bathrooms, trampling wildlife habitat and degrading watershed. **(32.20B, 32.20A, 32.20C, 32.13A, 32.13B, 32.12A, and 32.12B)**

7. A bus system can be implemented now using existing infrastructure. It can be scaled seasonally and adjusted based on changing use patterns. It can be electrified and/or improved over time. It can serve a broader population than just well-heeled ski area traffic. It can serve dispersed recreation sites. **(32.2.9A, 32.2.4A, 32.2.6.3F, 32.2.6.3C, and 32.1.2D)**

In total, the framing was flawed. The subsequent analyses were therefore incomplete and fail to account for the range of environmental impacts and the resulting "solution" is simply a development proposal seeking to sidestep accountability to the public and the NEPA process.

COMMENT #: 6934
DATE: 8/25/21 11:52 AM
SOURCE: Email
NAME: Sophia Bartlit

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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. **(32.13B)** 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 bartlit
Cottonwood Heights, UT

COMMENT #: 6935
DATE: 8/25/21 11:56 AM
SOURCE: Website
NAME: Michael Lowes

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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. **(32.13B)** 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,
Michael Lowes
Salt Lake City, UT

COMMENT #: 6936
DATE: 8/25/21 12:01 PM
SOURCE: Website
NAME: Kyle Ticotin

COMMENT:

Toll road and frequent buses is the best solution. (32.2.9A and 32.2.4A) Added lanes and especially a gondola are an unnecessary permanent scar on such a beautiful landscape. (32.17A and 32.17B) We do not need to resort to either of those options. (32.2.9C and 32.2.9E)

COMMENT #: 6937
DATE: 8/25/21 12:02 PM
SOURCE: Website
NAME: Braxton Schindler

COMMENT:

Don't take away our boulders! Look at other options first before destroying the land! (32.4A, 32.4B, 32.2.9A, and 32.2.2PP)

COMMENT #: 6938
DATE: 8/25/21 12:04 PM
SOURCE: Website
NAME: JoAn Ishimatsu

COMMENT:

Please, NO GONDOLA. **(32.2.9E)** Build a parking structure, at the gravel pit. Clean burning buses, at regular intervals, up both big and little canyons. **(32.2.6.2.1C, 32.2.6.3F, and 32.2.9A)** Many stops, so all can enjoy these canyons. **(32.2.6.3C)** Limit amount of folks. No cars between 8am and 4pm **(32.2.2B)**.

COMMENT #: 6939
DATE: 8/25/21 12:05 PM
SOURCE: Email
NAME: Hannah Martin

COMMENT:

Dear Utah Department of Transportation (UDOT),

Leave our canyons alone. Make a toll booth to mediate traffic. **(32.2.2Y)**

Contruction of a gondola would scare native species, cause havoc for workers, residents, and visitors of said canyons. **(32.2.9E, 32.13A, and 32.4I)**

We live in a world where nobody seems to care about wilderness itself but only the convenience of the human population. **(32.29G)**

As Edward Abbey, an activist of the wilderness once said, "Wilderness is not a luxury but a necessity of the human spirit, and as vital to our lives as water and good bread. A civilization which destroys what little remains of the wild, the spare, the original, is cutting itself off from its origins and betraying the principle of civilization itself.

Sincerely,
Hannah Martin
Murray, UT

COMMENT #: 6940
DATE: 8/25/21 12:06 PM
SOURCE: Website
NAME: Nathan Cunningham

COMMENT:

Both the gondola and the widening of the highway will alter the canyon irreversibly. **(32.2.9C and 32.2.9E)** Please consider other options! **(32.2.2PP)** We all love Little Cottonwood Canyon the way it is; there are ways to address the traffic issues that won't permanently alter it. For example, charge a toll to go up the canyon. **(32.2.4A)** Or require the purchase of a parking pass at the resorts during ski season, with UTA buses running more frequently. **(32.2.2K, 32.2.4A, and 32.2.9A)** These major construction projects should be an absolute last resort. We haven't exhausted all other options yet.

COMMENT #: 6941
DATE: 8/25/21 12:08 PM
SOURCE: Email
NAME: Robert Parker

COMMENT:

I live in SLC

I am extremely concerned about the two UDOT proposals for construction in Little Cottonwood Canyon. These proposals would do enormous damage to recreational use of the canyon, to its appeal as a tourist destination, and to the environment. The damage would be permanent and irreversible. I urge you to prevent either proposal from happening. **(32.4A, 32.4B, 32.4G, 32.4I, 32.4P, 32.2.9C, and 32.2.9E)**

The “problem” the proposals are meant to solve does not actually exist. **(32.1.2B)** What exists is significant ski traffic on a modest number of powder days per year, especially if the good snow aligns with a weekend. **(32.1.4D)**. I ski a few days a week at Alta/Snowbird and have yet to experience meaningful traffic. The occasional traffic “problem” can be solved without new construction by, for example, activating a toll booth (encourages carpooling), doubling the buses, and giving buses traffic priority in LCC on high-traffic days. **(32.2.4A, 32.2.9A, or 32.2.9B)**

Please consider all the people that use LCC for its wonderful recreation outside of Alta/Snowbird (hiking, climbing, backcountry skiing, biking). Both proposals, especially the absurd gondola, are enormously damaging to all recreation outside of Alta/Snowbird as well as to the environment.

I can hardly imagine an SLC issue that is more important to me. Why would we consider such damage to such a precious resource as our world-class canyons? **(32.1.2B)**

Robert Parker

COMMENT #: 6942
DATE: 8/25/21 12:14 PM
SOURCE: Email
NAME: Jordan Badger

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Jordan Badger
Boulder, UT

COMMENT #: 6943
DATE: 8/25/21 12:29 PM
SOURCE: Website
NAME: Sarah Carlson

COMMENT:

Dear Utah Department of Transportation (UDOT),

I am opposed to the Gondola. **(32.2.9E)** Installing such an invasive project that will damage the habitat permanently, for an industry that could be ended in the next 20 to 40 years, is very short range planning. **(32.13A and 32.2.2E)** I am opposed to public expense for private profits, meaning the public is funding, damaging and ruining public lands to benefit to ski resorts. The ski resorts are so expensive, that only a small portion of the community can actually use them. (3.1.2B, 3.1.2D, 32.2.7A, 32.7B, and 32.7C) With climate change, the ski industry as we know it today, may not even be viable in 20 years **(32.2.2E)** . We have been propping up snow pack with "artificial snow" for a long time, which also has huge costs, financially as well as environmentally. Artificial snow is very damaging to the Alpine environment, as well as high water usage, which we don't have. We need different solutions that involve being realistic about what the climate of the Wasatch front is going to look like in 10/20/30 years for short term planning, 50/100 years for long term planning. Please think about more than propping up the ski industry. Please do not further hasten the destruction of our Alpine forest canyons!

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? **(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. **(32.13B)** 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,
Sarah Carlson
Salt Lake City, UT

COMMENT #: 6944
DATE: 8/25/21 12:34 PM
SOURCE: Email
NAME: Meghan Shaw

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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)**
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Sincerely,
Meghan Shaw
Ogden, UT

COMMENT #: 6945
DATE: 8/25/21 12:37 PM
SOURCE: Email
NAME: Emma Brady

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Emma Brady
Provo, UT

COMMENT #: 6946
DATE: 8/25/21 12:40 PM
SOURCE: Website
NAME: Carter Budge

COMMENT:

Hello UDOT! I'm glad you have provided an area for sandy and other residents to have a comment section about this new improvement being made in sandy! There are many things that will and will not make people happy with this project and unfortunately many people are not a fan of the gondola solution for many reasons. First because there will still be just as bad of traffic getting to the la Callie station. **(32.2.6.5E)** On a busy weekend day the traffic usually breaks free a couple miles after entering the canyon and with the la Callie station it will be the same if not worse. Second with the gondola there will be no accommodations for back country skiers and other hikes that don't stop at snowbird or Alta. **(32.2.6.5G)** The gondola is all about money for land owners, and the ski resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Other than the money there are no logical reasoning for it. What I believe would be the best solution is leaving the road as is and including more busses and also having a toll for those who choose not to ride with uta. **(32.2.9A and 32.2.4A)** To make the busses work and have people ride them you at udot need to recognize and accommodate. Having the busses drop skiers off at a place where you can instantly ski to the lift instead of having to walk several minutes **(32.2.6.3N)**. Also not having as many stops from snowbird to Alta. This idea makes most sense because it is the cheapest way for the best solution. Also if the solution doesn't work there would be room for more improvement other than building a multi million dollar gondola and realizing its not any better and then there will be a useless ugly gondola through what was almost a national park and still is the most beautiful place on this earth! Thank you

Carter Budge

COMMENT #: 6947
DATE: 8/25/21 12:44 PM
SOURCE: Website
NAME: Madelyn Allred

COMMENT:

I'm in favor of enhancing bus service and gondola b options. This will lessen environmental impact on the beautiful canyon that I love **(32.2.2W)**

COMMENT #: 6948
DATE: 8/25/21 12:58 PM
SOURCE: Website
NAME: Dalton Bunker

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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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- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** 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,
Dalton Bunker
Salt Lake City, UT

COMMENT #: 6949
DATE: 8/18/21 12:05 PM
SOURCE: Email
NAME: Sarah Redd

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Sarah Redd
Logan, UT

COMMENT #: 6950
DATE: 8/24/21 8:01 PM
SOURCE: Email
NAME: Annie Platt

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Annie Platt
Salt Lake City, UT

COMMENT #: 6951
DATE: 8/24/21 8:05 PM
SOURCE: Email
NAME: Joshua Paterson

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

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Sincerely,
Joshua Paterson
Salt Lake City, UT

COMMENT #: 6952
DATE: 8/25/21 12:28 PM
SOURCE: Email
NAME: Randi Upshaw

COMMENT:

Dear Utah Department of Transportation (UDOT),

Please please do not build the gondola. **(32.2.9E)** The gondola will not solve the issues at hand, but will further destroy the green space we have left. Please look for a solution that actually solves the issues without creating more. **(32.2.2PP, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Sincerely,
Randi

Sincerely,
Randi Upshaw
Alpine, UT

COMMENT #: 6953
DATE: 8/25/21 1:02 PM
SOURCE: Email
NAME: Matt Spencer

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Matt Spencer
South Jordan, UT

COMMENT #: 6954
DATE: 8/25/21 1:06 PM
SOURCE: Website
NAME: Harleigh Poulson

COMMENT:

I am against destroying the boulders and climbs. **(32.4A and 32.4B)** It would be destroying one outdoor activity (rock climbing) just because skiing and snowboarding are profitable.
(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)

COMMENT #: 6955
DATE: 8/25/21 1:14 PM
SOURCE: Website
NAME: David Atkinson

COMMENT:

I'm supportive of the gondola. **(32.2.9D)**

COMMENT #: 6956
DATE: 8/25/21 1:14 PM
SOURCE: Website
NAME: Stephanie Olsen

COMMENT:

Please consider the climbing community and climbing area for LCC. We have love this area for years as a born and raised Salt Lake citizen **(32.4A and 32.4B)**. I'm in favor of charging a fee to those who commute similar to Millcreek canyon. **(32.2.4A)**

COMMENT #: 6957
DATE: 8/25/21 1:15 PM
SOURCE: Website
NAME: Rodney Boynton

COMMENT:

I could accept enhanced bus routes, but DO NOT widen the road. **(32.2.9A and 32.2.9C)** Further study of safety and environmental impact should be completed before a \$500M solution is set in place. **(32.29G)**

COMMENT #: 6958
DATE: 8/25/21 1:18 PM
SOURCE: Email
NAME: Alana Yates

COMMENT:

"Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

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Sincerely,
Alana Yates
Salt Lake City, UT

COMMENT #: 6959
DATE: 8/25/21 1:24 PM
SOURCE: Website
NAME: Rodney Boynton

COMMENT:

More study should be put into options around tolling. **(32.2.4A)** More data should be generated along with testing to see how tolling actually reduces canyon traffic. **(32.2.2Y and 32.29R)**

COMMENT #: 6960
DATE: 8/25/21 1:33 PM
SOURCE: Email
NAME: Kyler McGee

COMMENT:

Dear Utah Department of Transportation (UDOT),

Build the gondola! **(32.2.9D)**

Sincerely,
Kyler McGee
Sandy, UT

COMMENT #: 6961
DATE: 8/25/21 1:50 PM
SOURCE: Website
NAME: Nathan Jensen

COMMENT:

Please consider less destructive and invasive options like tollway Ng and expanded bus services before road widening and gondola additions. **(32.2.9A, 32.2.4A, and 32.29R)** The only people who want a gondola are the big ski resorts. Tax payers should not pay to benefit ski resorts. **(32.2.7A)**

COMMENT #: 6962
DATE: 8/25/21 2:06 PM
SOURCE: Email
NAME: Audrey Morrison

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

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Sincerely,
Audrey Morrison
Salt Lake City, UT

COMMENT #: 6963
DATE: 8/25/21 2:07 PM
SOURCE: Website
NAME: Robert Bridge

COMMENT:

I fully support the gondola option as I believe that it has the greatest long lasting reduction in impact to the canyon, moves winter recreators to and from the mountain in a manner that is safer than road travel, and will also serve as an icon to represent the ski industry in Utah. **(32.2.9D)**

COMMENT #: 6964
DATE: 8/25/21 2:12 PM
SOURCE: Email
NAME: Kevin Keller

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Kevin Keller
Salt Lake City, UT

COMMENT #: 6965
DATE: 8/25/21 2:21 PM
SOURCE: Website
NAME: Kendra Wilde

COMMENT:

I believe the best solution is the Gondola. **(32.2.9D)** Widening the road and putting in snow sheds will destroy the canyon. **(32.2.9J, 32.12B, 32.13B, and 32.17B)** Bus transportation is not an incentive. People will still drive to the resorts. (I am one of those people.) **(32.2.4A)** The Gondola cuts down the travel time, puts less vehicles on the road and preserves the canyon. **(32.7C)** I support the Gondola.

COMMENT #: 6966
DATE: 8/25/21 2:24 PM
SOURCE: Website
NAME: Bailey Edelstein

COMMENT:

There is time to utilize some of the ideas you have outlined here before you go to drastic measures (i.e. build a gondola and destroy the natural landscape). **(32.29R)**

YES! to mobility hubs (larger-capacity park-and-ride lots with transit service). More parking, more bussing. That is the answer. Restrict the number of vehicles allowed in the canyon at a given moment (moving, not parked) by employing a sort of Canyon mouth "bouncer" **(32.2.6.2.1C, 32.2.9A, and 32.2.4A)**

YES! Tolling --- to pay for bussing, parking, bus drivers **(32.2.4A)**

YES! Single occupancy restrictions -- carpool or turn around and take the bus! **(32.2.4A)**

YES! to any combination of the above.

COMMENT #: 6967
DATE: 8/25/21 2:24 PM
SOURCE: Website
NAME: Jason Girard

COMMENT:

I'd love to utilize this. Just moved here from out of state. (32.29D)

COMMENT #: 6968
DATE: 8/25/21 2:33 PM
SOURCE: Website
NAME: Raymond Klukoske

COMMENT:

The gondola, if run at hours of 7am to 7pm will not help resort employees. (32.2.6.5F)

COMMENT #: 6969
DATE: 8/25/21 2:35 PM
SOURCE: Website
NAME: Raymond Klukoske

COMMENT:

Alta/Snowbird are getting busier every year. They are doing more business and selling more lift tickets and making more money. They can build thier own parking garages on their own property at their own cost. This is not a public problem to be solved by tax payers. (**32.2.2F, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C**)

COMMENT #: 6970
DATE: 8/25/21 2:39 PM
SOURCE: Website
NAME: Jacob Pawlak

COMMENT:

I have read the EIS and I really do not like the idea of putting a gondola up the canyon. **(32.2.9E)** There are so many potential medical and rescue scenarios that would be extremely hard to accommodate with such a structure and the chances of foul play like what occurred at the sea2sky gondola in BC are too high to say that this is actually a reliable solution. **(32.2.6.5H and 32.2.6.5K)**

I would be extremely sad to lose roadside bouldering and I think that this is a resource that needs just as much consideration as the ski access. **(3.4A, 32.4B, and 32.29G)** With that in mind, I support making a more dedicated lane for summer cyclist traffic up the canyon that should hopefully allow for safer travel up the canyon. I also think bus alternatives help service more of the canyon in general. **(32.2.9B and 32.9B)**

COMMENT #: 6971
DATE: 8/25/21 2:40 PM
SOURCE: Website
NAME: Raymond Klukoske

COMMENT:

please consider exactly what the problem is we're trying to solve. **(32.1.2B)** The road only gets backed up at rush hours, on busy days, when its snowing. This only happens 20 or so times a year. 99% of the time the road is a 10 minute drive. **(32.1.4D)** Please don't spend \$500,000,000+++ on a problem that barley exists. **(32.2.9G)** Could spend that money on traffic problems that effect many thousands of people EVERY day.

COMMENT #: 6972
DATE: 8/25/21 2:42 PM
SOURCE: Website
NAME: Raymond Klukoske

COMMENT:

I can't see who is actually going to ride a gondola when %99 of the time its only a ten minte drive to get up the canyon. **(32.2.4A)** And on busy days the gondola will likely take over 2 hours anyway. **(32.2.6.5C)**. The gondola seems like its just a publicly funded publicity stunt for AltaSnowbird. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 6973
DATE: 8/25/21 2:47 PM
SOURCE: Website
NAME: Raymond Klukoske

COMMENT:

AltaSnowbird has offered to cover the fares for their employees to ride the gondola. Please consider that currently most employees, most of the time can get up the canyon in 10 minutes. If Altasnowbird forces them to take an hour long gondola process instead they will be adding many hours to their employees workweeks in the form of a commute. Is Altasnowbird going to compensate their employees for the additional time they will have to spend commuting? **(32.2.6.5F and 32.29FF)**

COMMENT #: 6974
DATE: 8/25/21 2:49 PM
SOURCE: Website
NAME: Raymond Klukoske

COMMENT:

Currently AltaSnowbird will pay employees 2 hours wages for waiting at the bottom of the canyon on a road delay to get to work. If forced to spend extra hours every day riding a gondola to work will Altasnowbird be compensating their employees an additional 2 hours of pay every day that they work? **(32.2.6.5F and 32.29FF)**

COMMENT #: 6975
DATE: 8/25/21 2:56 PM
SOURCE: Website
NAME: Lisa Arce

COMMENT:

LCC is SUCH a treasure, and, in particular, those boulders are a source of world-class climbing routes. Please don't destroy them!! **(32.4A and 32.4B)** They're such a unique feature of this beautiful canyon, which I love living next to! **(32.4I)**

COMMENT #: 6976
DATE: 8/25/21 3:07 PM
SOURCE: Website
NAME: Raymond Klukoske

COMMENT:

Why don't you try just enforcing the laws you have already put in place to solve traffic problems on snow days? Instead of spending \$500,000,000+ on unpopular infrastructure, spend \$500,000 to have a someone actually enforce the canyon winter tire laws 24/7. Maybe this could solve most of the snow day traffic problems. Maybe just try it? Its a cheap solution!! **(32.2.2M)**

COMMENT #: 6977
DATE: 8/25/21 3:11 PM
SOURCE: Website
NAME: Raymond Klukoske

COMMENT:

Why don't we know what the fare to ride the Gondola and the toll for the road is going to be?? Is it a secret? What kind of business pushes a \$500,000,000 product development without having an idea of the consumer cost??? **(32.2.4A)** As a Utah taxpayers we would be investors in this gondola plan and you can't even tell us what the fee to ride or drive is going to be?? **(32.2.4A)** Seems like there are a lot more questions than answers at this point leading me to believe the plan is not viable or poorly designed and then likely to be poorly executed. I vote no on the gondola. **(32.2.9E)**

COMMENT #: 6978
DATE: 8/25/21 3:11 PM
SOURCE: Website
NAME: Stephanie Boehnke

COMMENT:

Little Cottonwood Canyon is one of the most special places in the US. But, there is no need to turn it into an expensive circus attraction with a gondola, just to serve two ski areas in the winter. The gondola will also not serve the many other activities in the canyon. It's not just about skiing and making money. **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Also, more could be done at the bottom of the canyon to regulate the traffic before committing to the enhanced bus lanes. Both plans will contribute significantly to the traffic in the neighborhoods below the mouth of the canyon. **(32.7B)** Maybe stop downhill traffic for a time to ease the uphill crunch and vice versa for the downhill crunch. **(32.2.2D and 32.2.2DD)** Once the canyon is full, shut it down. **(32.2.2L)** If the avalanche danger is too great to open, well let it stayed closed until it's safer to open. Nature doesn't always allow us to do whatever we want, whenever we want. Salt Lake County Mayor Jenny Wilson seems to be the only one who gets it. I applaud the efforts to help solve the problem, but the two choices are being made for logistics, without accounting for the truly unique and superior outdoor recreation opportunities in LCC. **(32.4I)** Please try to work with what is already in place before any drastic remedies. **(32.29R)** I can stand in the parking lot of my apartment in Sandy and see the Snowbird gondola. I will never get over that for the rest of my life.

COMMENT #: 6979
DATE: 8/25/21 3:21 PM
SOURCE: Email
NAME: Matt OBrien

COMMENT:

To the Authors, UDOT, and whom it may concern,

I am a graduate student at the University of Utah working towards my Masters of Science and Technology specializing in Environmental Science and Sustainability. One chapter of the EIS in particular stood out to me -- LCC DEIS Chapter 18 - Energy. Especially section 18.4.9, stating "No mitigation measures for energy impacts are proposed. The amount of energy required for each alternative actually requires more energy than the no-action alternative. It is absolutely absurd that no initiatives are proposed to mitigate the amount of energy and fossil fuels needed in the creation and use of this piece of infrastructure. In chapter 18, it is also assumed that the average fuel consumption of private vehicles will be 25mpg in 2050. Why are possible technological advancements in the automobile industry not accounted for or questioned? There are too many flaws in this chapter and throughout the report to discuss in a single email. **(32.18C)**

The economic and environmental costs of the proposed alternatives are enormous; and the cost will inevitably be forced onto citizens and taxpayers whether they use the gondola/buses or not. **(32.2.7A)** Is the project goal really to cram as many people per day into LCC as possible by 2050? **(32.1.2B)** That is what it seems. Highway 210 does not have the capacity to accommodate for the amount of traffic projected by 2050, so a gondola or bus system is required to offset that extra traffic. **(32.7C and 32.2.4A)**

The best alternative not offered is to use the capital to enhance the bus system and use infrastructure already in place but rarely used. In other words, UTA Trax parking lots in Draper are infrastructure in place and used by few. A bus route from these unused Trax parking lots all the way up the canyon (with backcountry trailhead stops on the way) would be most feasible. **(32.2.2I, 32.2.6.3C)** On weekends, powder days, and avalanche mitigation days, (when traffic is worst) busses should be the only vehicles allowed on Highway 210. **(32.2.2B)**

Finally, there should be no further mechanisation in LCC beside two wilderness area borders. This itself is in direct misconduct with the Wilderness Act of 1964. Indeed, you are degrading the values of these two wilderness areas. One being Lone Peak Wilderness Area, Utah's first designated wilderness area. It breaks my heart to hear of this development in such an iconic canyon. **(32.3A)**

Please reachout with questions, concerns, or perhaps the need to collaborate with a forward thinking expert in the sustainability field.

Best,
Matthew O'Brien

COMMENT #: 6980
DATE: 8/25/21 3:38 PM
SOURCE: Website
NAME: Mary Beacco

COMMENT:

Enhanced buses are my choice. **(32.2.9A)** Need to have an express bus to Alta multiple times per day. Charge a ton of \$\$ to park at Alta or Snowbird. **(32.2.4A)** UDOT needs to get car traffic down to a minimum. Also, strictly enforce snow tire laws! **(32.2.2M)** I know of LCC residents who don't have snow tires on their vehicle in the winter!

COMMENT #: 6981
DATE: 8/25/21 3:42 PM
SOURCE: Website
NAME: Greg Geyer

COMMENT:

I think a gondola is a great solution to keep traffic off the road and reduce the environmental impact of the ski areas **(32.2.9D)**

COMMENT #: 6982
DATE: 8/25/21 3:42 PM
SOURCE: Website
NAME: Connor Nash

COMMENT:

I am strongly opposed to both major infrastructure projects being proposed as solutions to the traffic and access issues in Little Cottonwood Canyon. **(32.2.9C and 32.2.9E)** Both the gondola and road-widening "solutions" would involve further destruction of an already delicate and overused canyon during the building period, in addition to exacerbating the main problem already faced by the canyon: overcrowding. **(32.20A, 32.20B, 32.20C, and 32.19A)** We have to face the reality that LCC has a carrying capacity and we are already dangerously close to that limit. **(32.20B)**. I am confused as to why these extreme, destructive, and ridiculously expensive infrastructure projects are being considered before any attempt at updating and improving the existing transit system of busses for canyon travel. **(32.29R)** Improved bus service requires little to no construction in the canyon itself (one more lane is totally unnecessary), will be significantly cheaper than the two plans currently proposed, are more flexible to servicing all canyon users in all seasons (not just to benefit the ski resorts), and can easily be made effective through simple economic incentives. **(32.2.9A, 32.2.6.3C, and 32.2.4A)** On high traffic days (weekends, holidays, and heavy snow days) there should be a fairly significant toll to drive your car up the canyon road. Taking the bus should be free to all. Through this method you can incentivize canyon-users to take the bus system, which will be vastly improved and more reliable with "Local" busses stopping at backcountry access areas and the ski resorts, and "Express" busses that stop only at the two ski resorts. **(32.2.4A, 32.1.2D, and 32.2.6.3C)**. The fact that this is not even being considered is mind boggling.

The proposed gondola, and its hefty price tag, fail to take into account the massive amount of infrastructure that will be required at and near the mouth of the canyon to accommodate all of the cars of the people that it plans to transport. This will require the city to create and fund an entirely new bus line just for the gondola. The traffic issue will not be solved, but rather relocated to the base of the canyon. **(32.2.6.5E)** The gondola also ignores all canyon-users besides those who ski/snowboard at either Alta or Snowbird. The canyon is not owned by these two resorts. They should not receive a state-funded subsidy in the form of a gondola at the expense of both the taxpayers who choose to recreate in the canyon in other ways and the canyon itself. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Please look ahead to the future and realize that both of these high-impact solutions will alter the face and character of our beloved Little Cottonwood Canyon FOREVER. **(32.4I)** Trying a low-impact, relatively low cost solution that uses the simple power of incentives to limit canyon access and lower the number of vehicles on the road deserves and needs to be seriously considered by UDOT and everyone who uses the canyon. **(32.2.9A and 32.2.2PP)**

COMMENT #: 6983
DATE: 8/25/21 3:42 PM
SOURCE: Website
NAME: Eric Zschiesche

COMMENT:

Good day,

Regarding the two proposed measures for correcting the perceived traffic problem in Little Cottonwood Canyon, I strongly oppose both of these transportation options. **(32.2.9C and 32.2.9E)** The impact to the canyon, and all the people that find recreation (especially in the lower and middle sections of the canyon) would be pronounced. **(32.4A, 32.4B, and 32.4I)** I can well appreciate the need to help people arrive at the ski resorts in a timely and effective manner, however, destroying sections of the canyon, and building more human infrastructure is not how to do it. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

I have found both recreation and solace and beauty in this wonderful canyon since the early 1980's. Please, do not build this transportation travesty.

COMMENT #: 6984
DATE: 8/25/21 3:44 PM
SOURCE: Website
NAME: Sophie Chernosky

COMMENT:

Please enhance the bus service rather than widening the road. Protect our outdoor recreation and climbing locations! **(32.2.9A, 32.4A, and 32.4B)**

COMMENT #: 6985
DATE: 8/25/21 3:46 PM
SOURCE: Website
NAME: Sophie Morton

COMMENT:

I believe there are many other alternatives that would not permanently alter the natural beauty of the surrounding environment. This current strategy would also destroy many recreational climbing areas that are unique and world renowned. **(32.2.9A, 32.2.2PP, 32.4A, and 32.4B)**

COMMENT #: 6986
DATE: 8/25/21 4:00 PM
SOURCE: Website
NAME: Reilly Beckstrand

COMMENT:

I understand how the proposed gondola and road widening options would be effective at fixing traffic concerns. However, since the most severe traffic concerns take place during the snow sport seasons, it doesn't seem to make sense to permanently alter the summer scenery. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I would support the UDOT proposals, but only after less destructive methods had been shown to not work. Try a season or two of less destructive options that more efficiently use existing infrastructure before we permanently impact the beauty of the canyon. **(32.2.9A, 32.2.4A, and 32.2.9R)**

COMMENT #: 6987
DATE: 8/25/21 4:01 PM
SOURCE: Website
NAME: Laurent Meillon

COMMENT:

Like many out of state climbers, i sometimes travel to UT to climb in Little Cottonwood. Contrary to UDOT's recent parking proposals, i hope you will decide to protect climbing access. It would be good for Utah's tourist revenues. **(32.4A, 32.4B, and 32.6A)**

COMMENT #: 6988
DATE: 8/25/21 4:14 PM
SOURCE: Email
NAME: John Martin

COMMENT:

Dear Utah Department of Transportation,

I am fully against the two proposed “solutions” until all other non invasive means have been met. **(32.2.9C and 32.2.9E)** As a tax payer, I value efficiency and making my contribution count. Please reconsider. The below highlights what I agree and disagree with.

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints..

Sincerely,
John Martin
Salt Lake City, UT

COMMENT #: 6989
DATE: 8/25/21 4:17 PM
SOURCE: Email
NAME: Christeen Munford

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Christeen Munford
Orem, UT

COMMENT #: 6990
DATE: 8/25/21 4:30 PM
SOURCE: Website
NAME: Nathan Hickerson

COMMENT:

Why not a train? (32.2.9F)

COMMENT #: 6991
DATE: 8/25/21 4:33 PM
SOURCE: Website
NAME: Mark Rothacher

COMMENT:

The gondola is not flexible and costs too much. **(32.2.9E)** Instead just increase bus service and install snow sheds. **(32.2.9A)** The road does not need to be significantly widened. **(32.2.9C)** Restrict automobiles on heaviest traffic days. **(3.2.4A)**

COMMENT #: 6992
DATE: 8/25/21 4:34 PM
SOURCE: Website
NAME: Nick Aretz

COMMENT:

If you move forward with construction that destroys climbing I will not ski there. I will stay in CO and CA (32.4A and 32.4B)

COMMENT #: 6993
DATE: 8/25/21 4:38 PM
SOURCE: Website
NAME: Morgan Anderson

COMMENT:

UDOT's gondola and additional lane (s) proposals would have an unacceptable impact on the climbing experience as well as year-round dispersed recreation access throughout all of Little Cottonwood Canyon. **(32.4A, 32.4B, 32.4G, and 32.4P)**

UDOT must find a new alternative based on an expanded electric bus service coupled with tolling and other traffic mitigation strategies that includes dispersed recreation transit needs before any permanent changes are made to Little Cottonwood Canyon that will forever alter the landscape, **(32.2.9A, 32.2.6.3F, and 32.2.4A)**.

Both UDOT proposals threaten iconic climbing throughout Little Cottonwood and at least 64 boulders and 273 boulder problems. **(32.4A and 32.4B)**

UDOT's proposed parking lot "improvements" would severely limit access to the most popular climbing in the canyon by dramatically reducing the already limited parking currently available at the Gate Buttress, Grit Mill, and at the lower Little Cottonwood Park and Ride. **(32.4N and 32.4P)**

COMMENT #: 6994
DATE: 8/25/21 4:38 PM
SOURCE: Website
NAME: Lee Smith

COMMENT:

Please don't destroy these boulders. There has to be an end to putting profits over interacting with nature. **(32.4A and 32.4B)**

Please make this decision from a humane standpoint, not a business one. **(32.29G)**

COMMENT #: 6995
DATE: 8/25/21 4:39 PM
SOURCE: Website
NAME: Erik Steenburgh

COMMENT:

The proposed options in the EIS fail consider recreation throughout the canyon, and therefore must be reconsidered. **(32.29G, 32.4A, 32.4B, 32.4G, 32.4I, and 32.4P)**

Little cottonwood canyon is home to world class bouldering that must be protected. In the many years that I have been a rock climber, I have come across people from all over the world including Germany, Puerto Rico, the UK and many more. Each of these people came to Salt Lake City just for the world class rock climbing. Any traffic solution must consider and protect the resources throughout the entire canyon both summer and winter recreation. Additionally, a route was recently established that is one of the hardest climbs in the entire world and cannot be destroyed by gondola construction. **(32.4A and 32.4B)**

I personally believe that the road has plenty of capacity as is, except during storms. **(32.1.2B)** Expanding the capacity or building a gondola will each fail to completely address the traffic problem and will attract more people to use the canyon, making traffic worse. **(32.7B and 32.7C)** Little cottonwood is a precious resource both at the ski areas and away from the ski areas. The people of Salt Lake deserve a solution that preserves the natural resources in the canyon, provides adequate access for the entire canyon, and effectively mitigates traffic. If all three of these items are not met, no solution should be pursued. **(32.2.9G)**

Please reconsider the transportation options, and propose new options that do not destroy the beauty that is Little Cottonwood Canyon. **(32.2.2PP)**

COMMENT #: 6996
DATE: 8/25/21 4:42 PM
SOURCE: Website
NAME: Bailee Koi

COMMENT:

Please do not destroy our natural land here in UT. **(32.29G)** We are known not only for world class bouldering, but also skiing, hiking, and many other outdoor activities. This change will will snap Utah's future to be more of a city destination rather than a natural wonder full of history. **(32.4A, 32.4B, 32.4G, 32.4I, and 32.4P)**

COMMENT #: 6997
DATE: 8/25/21 4:51 PM
SOURCE: Website
NAME: Emil Geisler

COMMENT:

It is disgraceful that the gondola is being so seriously considered - it is a transportation system that will solely benefit the companies at the top of the mountain, while excluding the interests of all other canyon users. **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Additionally, this will cause permanent damage to the LCC landscape, destroying boulders that have been loved for years, and disrupting the scenery. **(32.4B and 32.17A)**

COMMENT #: 6998
DATE: 8/25/21 4:57 PM
SOURCE: Email
NAME: Amanda Lundberg

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Amanda Lundberg
Salt Lake City, UT

COMMENT #: 6999
DATE: 8/25/21 4:59 PM
SOURCE: Website
NAME: George Reedy

COMMENT:

I support Gondola option as means of traffic relief in LCC. (32.2.9D)

COMMENT #: 7000
DATE: 8/25/21 5:01 PM
SOURCE: Website
NAME: Sam Watson

COMMENT:

No gondola, improved bus systems, snow sheds in critical locations, and tolls for single occupant vehicles is the answer. **(32.2.9E, 32.2.9A, 32.2.9K, and 32.2.4A)**

COMMENT #: 7001
DATE: 8/25/21 5:09 PM
SOURCE: Email
NAME: Jamie Doxey

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Jamie Doxey
Salt Lake City, UT

COMMENT #: 7002
DATE: 8/25/21 5:20 PM
SOURCE: Website
NAME: Hunter Todd

COMMENT:

I think the best immediate option is no 2x4 vehicles in the canyon from October to April or at least from november threw March. **(32.2.2M)**

Then I think we need a revised sticker program. We pay enough in vehicle taxes to get 1 free sticker every year. These stickers could be colored or labeled similar to registration for the car. But this would serve as winter tire registration and the sticker can go on bottom of license plate or front ware one would be normally, or in like driver corner windshield or something that makes sense, and you simply get a new one every year from any place that can do emissions testing and or safety, and I would imagine tire shops would love it. Because it takes 2 minutes of one guys time and if the tires don't meet the standards they can sell them some. Thinking like find 10 or so shops in the valley that would want to do this. I bet Burt brothers and big O and hillside tire ect. Would love the extra chance to sell tires at minimal investment if there time, and now that everyone has awd and a vehicle with snow worthy tires in the canyon we will all be safer and get home sooner with less damage to the church environment. And if you cause a wreck because you tried to sneak by with no awd and no winter tires or sticker you would have a hefty fine. Plenty enough to pay for stickers. **(32.2.2M)**

Then I think we need a bike lane going up and down the canyon ideally on both sides and during the winter some could choose to buss up or gondola up or something else and possibly ski down. If done correctly could even be a big attraction. **(32.9A and 32.9B)**

Then at the mouth as your leaving we should lengthen the crap out of the left hand Turing lane so as many cars as possible can line up to turn left and not block cars going straight, and add even a short 2-4 car length right hand turn lane for pulling into the park and ride. This way all traffic can free flow and there is much much less of wasted time and flow due to design. **(32.29R)**

Next I think the canyon busses need to be awd , heck it could just be nice even in the valley and up on the bench. Could probably modify current busses and get electric motors up front for front drive/hybrid may mean better fuel economy and therefore save money long term to cover the maintenance long term of the nee hardware. **(32.2.6.3F)** But that's definitely last , and I really believe the gondola has the best option especially with a possible down hill ski lane. Or a kind of down hill train cart. Doesn't need to have much power just enough to resist the slope, maybe something like the size of a mine cart. Definitely a out there idea but it could be Awsome especially if the snow melts and you need yo get down the rest of the canyon you could hop on that or a little scooter station and ride down hill to the parking lot. **(32.29D)**

The last few are definitely not easily done but the first few I think definitely are

COMMENT #: 7003
DATE: 8/25/21 5:21 PM
SOURCE: Website
NAME: Tom Barber

COMMENT:

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints..

I believe the forest service should be urged to reconduct a capacity limit study on LCC. **(32.20B)** I don't believe the canyon can handle more capacity as they currently have analyzed. The solutions UDOT are inadequate and will lead to the destruction of an amazing canyon. LCC has already been destroyed enough. Let's figure out a much smaller footprint plan. **(32.2.2PP)**

COMMENT #: 7004
DATE: 8/25/21 5:25 PM
SOURCE: Website
NAME: Jordan Petersen

COMMENT:

Utah's air quality is bad enough. **(32.10A)** We need a solution that cuts down on carbon emissions and reduces dependence on cars on the road.

COMMENT #: 7005
DATE: 8/25/21 5:26 PM
SOURCE: Website
NAME: Carynn Butler

COMMENT:

Please don't widen the roads in Little Cottonwood Canyon! The gondola is a much better choice.
(32.2.9C and 32.2.9D)

COMMENT #: 7006
DATE: 8/25/21 5:27 PM
SOURCE: Website
NAME: Nathan Memmott

COMMENT:

I really dislike the traffic in the canyon and I think a gondola is a great alternative. (32.7C and 32.2.9D)

COMMENT #: 7007
DATE: 8/25/21 5:28 PM
SOURCE: Website
NAME: Nathan Jones

COMMENT:

Air quality is important to me and I support the gondola. (32.10A and 32.2.9D)

COMMENT #: 7008
DATE: 8/25/21 5:29 PM
SOURCE: Website
NAME: Zach Jones

COMMENT:

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

COMMENT #: 7009
DATE: 8/25/21 5:31 PM
SOURCE: Website
NAME: Angie Call

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.
(32.1.2C and 32.2.2PP)

COMMENT #: 7010
DATE: 8/25/21 5:31 PM
SOURCE: Website
NAME: Sean Jones

COMMENT:

As an avid snowboarder, ski lifts are always so convenient and ideal for navigating the mountain. The gondola would do the exact same thing for the canyon. **(32.2.9D)**

COMMENT #: 7011
DATE: 8/25/21 5:33 PM
SOURCE: Website
NAME: Dan Call

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 kids to see Utah's beauty from a new perspective. **(32.2.9D)**

COMMENT #: 7012
DATE: 8/25/21 5:34 PM
SOURCE: Website
NAME: Hunter Todd

COMMENT:

One more comment/idea. I think if UDOT instigated a required parking charge especially when not parking on Alta or snow bird property and just from October to April. \$10 for 1 person in a car and \$5 for two and 3 or more is free. Not enough to generate a lot of income and would definitely need to figure out how exactly to charge and know how many people are in a car, but it would go a long long way to subtly incentivize people to try to carpool more. \$5 or \$10 isn't a lot of money but it's just enough that it's annoying especially to go pull out of a atm. **(32.2.2K and 32.2.4A)** Therefore less cars in canyon and less cars means large change in commute time especially if everyone has good tires and awd/4x4. **(32.2.2M)**

COMMENT #: 7013
DATE: 8/25/21 5:34 PM
SOURCE: Website
NAME: Rebecca Call

COMMENT:

I love gondolas. They are so fun to ride with my friends and to soar in the air. I think it sounds like a great choice. **(32.2.9D)**

COMMENT #: 7014
DATE: 8/25/21 5:36 PM
SOURCE: Website
NAME: Romney Matthewson

COMMENT:

As an avid hiker safety is important to me. If there happened to be a canyon closure due to an avalance on the road or I was too exhausted from a long day of hiking a gondola would provide security and ensure I would be able to get down the canyon without drowsy driving or a delay due to bad weather.
(32.2.9D)

COMMENT #: 7015
DATE: 8/25/21 5:37 PM
SOURCE: Website
NAME: McKenna Jenson

COMMENT:

Too many times people get stuck up the canyon when an avalanche shuts down the road. A gondola takes that problem away entirely. **(32.7A and 32.2.9D)**

COMMENT #: 7016
DATE: 8/25/21 5:38 PM
SOURCE: Website
NAME: Nathan Lee

COMMENT:

I love Utah's wildlife and I want to see it preserved. Please choose the gondola that has the smallest impact on our nature. **(32.13A and 32.2.9D)**

COMMENT #: 7017
DATE: 8/25/21 5:39 PM
SOURCE: Email
NAME: Shantel Smith

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Shantel Smith
Slc, UT

COMMENT #: 7018
DATE: 8/25/21 5:55 PM
SOURCE: Website
NAME: Will Romano

COMMENT:

Public comment seems to have little bearing on EIS decisions- the Smith River mine springs to mind- but here goes nothing. **(32.2.9N)** I do not see how this proposal -either the gondola or the road expansion- does not amount to a half billion dollar handout to the ski resorts at the expense of every other user of the canyon. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** It is evident to anyone who has spent time in the canyon that a wider road or gondola infrastructure would be hugely detrimental to the ecology of the area and the experience of other users of the canyon. **(32.13A, 32.13B, and 32.4I)** The canyon is just too narrow and too ecologically sensitive for the kind of development that is being proposed. Why do the needs of resort skiers and a mere 30 days of elevated traffic during the ski season take precedence over other users who recreate in the canyon year around? **(32.1.4D and 32.1.2B)** There is a much more economically and environmentally sensible approach that is not even on offer unfortunately. Expand electric bus services and infrastructure and impose toll fees on users who insist on driving their vehicles- especially resort skiers. **(32.2.6.5F, 32.2.9A, and 32.2.4A)** Let's get real, the users with the largest environmental footprint are unquestionably those who use the resorts. Modern ski resorts are insanely energy and resource intensive. Resort users and the resorts themselves should be on the hook for an alternative proposal that does not impact other users of Little Cottonwood and the ecology of the canyon. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I realize this is not an option for this impact statement but I am opposed to both measures and hope that the state legislature does not approve funding for either option. **(32.2.9G)**

COMMENT #: 7019
DATE: 8/25/21 6:00 PM
SOURCE: Website
NAME: Chris McCandless

COMMENT:

August 25, 2021

Dear UDOT Team,

Thanks for all the hard work. Please take into consideration the following comments as it relates to the DEIS.

UDOT is taking the travel times into account from the mobility hubs (BCC and Sandy) and shows that it takes a single bus ride to the Gondola. However, using the 1500-1800 parking stalls at the LaCaille Base/Gondola station, Snowbird is only a 31-minute ride, and the ride is the beginning of his/her mountain experience. The Gondola ride is an experiential enhancement while a bus is not a pleasant mountain experience, it's a bus ride. Some travel time consideration should be made for this difference between the two options and a column for the shorter gondola travel time from the base station should be reflected. **(32.2.6.5J and 32.2.6.5O)**

Furthermore, the Sandy Mobility hub as we understand it only has one road lane travelling from Highland Drive to the Highway 210/209 intersection. As a result of the lack of a dedicated bus lane, the travel time is increased. This travel time should be increased as stated in the DEIS to reflect this inconsistency. Additionally, this element will increase the number of people wanting to ride from the BCC Wasatch Boulevards Mobility Hub and its dedicated bus lane and inadvertently increase the personal vehicles/traffic coming from Sandy and areas south through Cottonwood Heights City along Wasatch Boulevard having an unforeseen circumstance on the increased traffic impact to the residents in this area. **(32.7E)**

We also need to acknowledge that the Snowbird and Alta bus drops people off on the road (by comparison to the present bus stops inside the parking lots) and the walking time to the ski lifts will take an additional 15 minutes. This travel time increase should be added to the bus trip and included in the DEIS. By comparison, the Gondola drops passengers off at a mountainside location and passengers can immediately access the skiable terrain on the mountain saving the alternatives bus stops walking distance/time to the ski lifts. This bus stop versus gondola travel time differential should be a factor in the UDOT DEIS. **(32.2.6.3A)**

The question of the total travel time is skewed due to the lack of weather or similar related delays incorporated into the total travel time projections in the bus alternative. As stated in numerous places the bus travel time is estimated only when the weather is good or there is no congestion. **(32.2.6.3P)**

Any vehicle congestion, bad weather, a stalled/stuck or wrecked cars delays/stops the bus traveling time into and out of the canyon. These delays are almost always accentuated on weekends, holidays, powder, and bad weather days with the delay often reaching a 2-3-hour one-way delay. These delays are common and should not be counted as part of the complete road closure times which is when the bus system completely shuts down, we are talking about delays only - not closures. With that stated and based upon this re-occurring event/actual impact to busses (which that type of delay will never be a Gondola problem) it is estimated that these delays occur approximately 40-50 times per year. These specific delay times should then be added to the good weather projected travel time that exceed ten times the estimated UDOT travel time as stated in the EIS. This actual bad weather/weekend

congestion travel time impact is not mentioned in the bus related travel time estimates and to be fair, it should be included. **(32.2.6.5P)**

It would be greatly appreciated if these scenarios as defined above are analyzed and included as part of the DEIS when making an informed and final ROD for the EIS.

COMMENT #: 7020
DATE: 8/25/21 6:01 PM
SOURCE: Email
NAME: Maddie Frommelt

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Maddie Frommelt
Sandy, UT

COMMENT #: 7021
DATE: 8/25/21 6:02 PM
SOURCE: Email
NAME: Hannah Bruns

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints..

Sincerely,
Hannah Bruns
Salt Lake City, UT

COMMENT #: 7022
DATE: 8/25/21 6:11 PM
SOURCE: Website
NAME: Lindsay Mackintosh

COMMENT:

I am concerned about the environmental impact of both of these options to LCC. I do not think that this project has been well thought out and both of these measures are extreme. I would like to see other options that are less of a negative impact on the em unique and beautiful environment of the canyon. **(32.2.9A and 32.2.2PP)**

COMMENT #: 7023
DATE: 8/25/21 6:14 PM
SOURCE: Website
NAME: Ryan Geary

COMMENT:

Save the boulders. Add more buses without adding lanes **(32.2.9A)**

COMMENT #: 7024
DATE: 8/25/21 6:15 PM
SOURCE: Website
NAME: Jenny Rudin

COMMENT:

Reside to other options. We're losing so much climbing activities in doing so. (32.2.2PP, 32.4A, and 32.4B)

COMMENT #: 7025
DATE: 8/25/21 6:15 PM
SOURCE: Website
NAME: Dave Henriksen

COMMENT:

After reviewing the material, please put in a more robust bus system. Please make sure those buses are clean energy buses. It leverage his existing infrastructure. **(32.2.9A and 32.2.6.3F)**

COMMENT #: 7026
DATE: 8/25/21 6:15 PM
SOURCE: Website
NAME: Riley Aspinwall

COMMENT:

keep the wild, wild!!! (32.29D)

COMMENT #: 7027
DATE: 8/25/21 6:20 PM
SOURCE: Website
NAME: Cameron Markovsky

COMMENT:

Please do not continue either of the options. **(32.2.9C and 32.2.9E)** There is a large group of dedicated climbers that actively use this land and serve as stewards of the land. **(32.4A and 32.4B)** Please engage in an open dialogue and discuss the alternatives rather than desecrating this landscape further! **(32.29G)**

COMMENT #: 7028
DATE: 8/25/21 6:23 PM
SOURCE: Website
NAME: Emily Ford

COMMENT:

I approve of the enhanced bus plan as I would use it. It also leaves room for more improvements in the future rather than blowing it all on the gondola. It's important to me to address the problem of capacity in the canyon, not just travel **(32.2.9A)**

COMMENT #: 7029
DATE: 8/25/21 6:37 PM
SOURCE: Website
NAME: Connor Kendell

COMMENT:

Hey we should probably look into other options that don't impact the canyon as much as these two solutions. **(32.2.9A and 32.2.2PP)**

COMMENT #: 7030
DATE: 8/25/21 6:43 PM
SOURCE: Email
NAME: Nathan Huff

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
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- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
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- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints..

Sincerely,
Nathan Huff
Salt Lake City, UT

COMMENT #: 7031
DATE: 8/25/21 6:52 PM
SOURCE: Website
NAME: Reagan Mccracken

COMMENT:

I think that there needs to be more buses and more bus parking, buses bring traffic down significantly and are far less invasive to the environment than widening the road. **(32.2.9A and 32.7C)**

COMMENT #: 7032
DATE: 8/25/21 6:55 PM
SOURCE: Website
NAME: Claudia Wiese

COMMENT:

I am greatly concerned and upset that the options UDOT has narrowed down. Why did they not consider furthering options that implement public transportation when many studies show that is the most effective way to lessen traffic. **(32.2.2PP and 32.7C)** They've shown that when roads are widened traffic doesn't lessen, it just increases to the increased capacity. **(32.20E)** Please reconsider long term impact and the most sustain and quick solution.**(32.29G)**

COMMENT #: 7033
DATE: 8/25/21 6:58 PM
SOURCE: Website
NAME: Dawn Hendry

COMMENT:

The road widening and gondola options are poor options, given the number of other options. Agreed the canyon is narrow and traffic is an issue, and can't support the population using it, but both of these options are shortsighted and reckless and impact climbers. **(32.4A and 32.4B)** This canyon is narrow, and widening the road would remove natural features. Please consider other, non-destructive options with less environmental impact. **(32.2.9A and 32.2.2PP)**

COMMENT #: 7034
DATE: 8/25/21 7:07 PM
SOURCE: Website
NAME: Patrick Wilson

COMMENT:

Let's join forces to find a solution that works for everyone who wants to enjoy the canyon (32.2.2PP)

COMMENT #: 7035
DATE: 8/25/21 7:21 PM
SOURCE: Website
NAME: Melissa Villalobos

COMMENT:

Taking down nature for our convenience is getting out of hand. Other projects can be considered first!
(32.2.2PP)

COMMENT #: 7036
DATE: 8/25/21 7:26 PM
SOURCE: Website
NAME: James Family

COMMENT:

Climb utah (32.29D)

COMMENT #: 7037
DATE: 8/25/21 7:30 PM
SOURCE: Website
NAME: Cheyenne Smith

COMMENT:

this isn't right!! No land widening and gondola, need a bus system! (32.2.9C, 32.2.9E, and 32.2.9A)

COMMENT #: 7038
DATE: 8/25/21 7:32 PM
SOURCE: Website
NAME: Madeline voloshin

COMMENT:

- Ski areas will be the primary beneficiaries of the proposed changes to Little Cottonwood, why is it being funded by taxpayers/state money? **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**
- Is this mitigating traffic or a way to just move more people up the canyon for the resorts? **(32.1.2B)** What are the determined capacities of the canyon and will the options help mitigate traffic but not go over capacity? **(32.20B and 32.2.4A)**
- Why hasn't a capacity study not been conducted? **(32.20B)**
- Will tolling be year round? **(32.2.4A)**
- Will there be incentives to take the gondola or bus? **(32.2.4A)**
- Will the easement under/around the gondola be accessible for use by recreators? **(32.4B)**
- Permanent solution to temporary problem, congested traffic only occurs seasonally, and not even every day of the season. **(32.1.4D)** The EIS is meant to address the purpose and need-which is all canyon users-but neither of these options meet the purpose and need. **(32.1.2B)**
- Has it been considered that bus technology will continue to improve while gondola technology will not? **(32.2.6.3F)**

COMMENT #: 7039
DATE: 8/25/21 7:32 PM
SOURCE: Email
NAME: Clint Hoffar

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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)**

I am an avid climbing and skier and would hate to see little cottonwood destroyed with a gondola or the roads widening. **(32.2.9E and 32.2.9C)**. I love being up on the granite walls and looking down seeing the natural beautiful of what the canyon truly is. **(32.17A and 32.17B)** If this were to change with a gondola that only has a sole purpose of bring skiers to snowbird and Alta that would deter me from heading up little. **(32.4I)** It also doesn't address the problem of what you will do with the other nine months of the year. **(32.1.2C)**

Sincerely,
Clint Hoffar
Salt Lake City, UT

COMMENT #: 7040
DATE: 8/25/21 7:35 PM
SOURCE: Website
NAME: Jake Zastrow

COMMENT:

Please do not demolish great rock climbing. (32.4A and 32.4B)

COMMENT #: 7041
DATE: 8/25/21 7:35 PM
SOURCE: Email
NAME: Brandon Ussery

COMMENT:

Dear Utah Department of Transportation,

Commenting once again because I feel that the gondola is a taxpayer funded marketing scheme for the resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I understand that those at UDOT are likely being paid out by resorts to get this done, and nothing I can do can stop this, but I have not met a SINGLE person who wants a gondola built. You guys need to seriously consider what you are about to do. **(32.2.9E and 32.2.9N)**

Sincerely,
Brandon Ussery
Salt Lake City, UT

COMMENT #: 7042
DATE: 8/25/21 7:39 PM
SOURCE: Website
NAME: Mike McBride

COMMENT:

I'm for the Gondola option. If it's cheap, people will prefer it to driving. **(32.2.9D)**

COMMENT #: 7043
DATE: 8/25/21 7:39 PM
SOURCE: Website
NAME: Hailey Ihlow

COMMENT:

Save LCC, less invasive more nature **(32.29G)**

COMMENT #: 7044
DATE: 8/25/21 7:41 PM
SOURCE: Website
NAME: Alden Brom

COMMENT:

Please realize that climbers are equally valid users of this space, and given the climate change that is occurring, our sport will probably be viable longer. The only people whose claim supercedes any recreation group would be the indigenous people from whom the land was stolen. **(32.4A, 32.4B, and 32.2.2E)**

COMMENT #: 7045
DATE: 8/25/21 7:41 PM
SOURCE: Website
NAME: Carolina Terrazas

COMMENT:

Save LCC less invasive more nature **(32.29G)**

COMMENT #: 7046
DATE: 8/25/21 7:42 PM
SOURCE: Website
NAME: Alexander Koo

COMMENT:

Save LCC (32.29G)

COMMENT #: 7047
DATE: 8/25/21 7:46 PM
SOURCE: Website
NAME: Emily Salzman

COMMENT:

Both proposals are detrimental to climbing and other recreation. I do not support either proposal.
(32.4A, 32.4B, 32.2.9C, and 32.2.9E)

COMMENT #: 7048
DATE: 8/25/21 7:46 PM
SOURCE: Website
NAME: Madeline Gronset

COMMENT:

Both of these proposals are not good for the environment nor the recreational access for climbers and beyond. Both would be detrimental. (32.4A, 32.4B, 32.4G, 32.4I, 32.4P, 32.12A, 32.12B, 32.13A, and 32.13B)

COMMENT #: 7049
DATE: 8/25/21 7:52 PM
SOURCE: Website
NAME: Kenny Byers

COMMENT:

As a climber and regular visitor to Utah, I come to Little Cottonwood to climb, in particular on boulders. The gondola option and road option will remove many of these world class, social problems. **(32.4A and 32.4B)** I support bussing as an alternate option that may protect these boulders. **(32.2.9A)**

COMMENT #: 7050
DATE: 8/25/21 7:54 PM
SOURCE: Website
NAME: Andrew Quirk

COMMENT:

No gondola!!! (32.2.9E)

COMMENT #: 7051
DATE: 8/25/21 7:56 PM
SOURCE: Email
NAME: Josi Frommelt

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Josi Frommelt
Sandy, UT

COMMENT #: 7052
DATE: 8/25/21 8:00 PM
SOURCE: Website
NAME: Zach Coury

COMMENT:

The proposed solutions, gondola and road widening, cause permanent damage that cannot be undone. They also almost entirely serve users of the ski resorts, and ignore the many other uses, especially backcountry skiing and climbing. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Additionally, severe damage will be done to local fragile ecosystems. **(32.13A and 32.13B)** A less invasive and aggressive solution must be explored before we take this dramatic of steps. **(32.29R and 32.2.9A)**

COMMENT #: 7053
DATE: 8/25/21 8:00 PM
SOURCE: Email
NAME: Kate Osborne

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Kate Osborne
Salt Lake, UT

COMMENT #: 7054
DATE: 8/25/21 8:03 PM
SOURCE: Website
NAME: Ross Walker

COMMENT:

The gondola thing actually seems awful everybody. **(32.2.9E)** It'll just sit around most of the year doing nothing, get shut down during bad weather. **(32.2.6.5F and 32.2.6.5K)** Listen to the SLCA and make a comprehensive solution **(32.2.2PP)**

COMMENT #: 7055
DATE: 8/25/21 8:03 PM
SOURCE: Email
NAME: Danielle Gaztambide

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Danielle Gaztambide
Salt Lake City, UT

COMMENT #: 7056
DATE: 8/25/21 8:06 PM
SOURCE: Email
NAME: Caroline Flood

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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. **(32.13B)** 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,
Caroline Flood
Salt Lake City, UT

COMMENT #: 7057
DATE: 8/25/21 8:07 PM
SOURCE: Website
NAME: Erin Greer

COMMENT:

Don't change anything **(32.2.9G)**

COMMENT #: 7058
DATE: 8/25/21 8:08 PM
SOURCE: Website
NAME: Jessica Milarmsi

COMMENT:

Both UDOT proposals threaten iconic climbing throughout Little Cottonwood and at least 64 boulders and 273 boulder problems. **(32.4A and 32.4B)**

COMMENT #: 7059
DATE: 8/25/21 8:08 PM
SOURCE: Website
NAME: Lea Lazaris

COMMENT:

Gondola or any construction up little cottonwood is going to ruin outdoor access for climbers and skiers. **(32.4A, 32.4B, 32.4G, 32.4I, and 32.4P)** Add more buses. Limit Cars driving up. PLEASE save lil cottonwood **(32.2.9A and 32.2.4A)**

COMMENT #: 7060
DATE: 8/25/21 8:08 PM
SOURCE: Website
NAME: Victoria Brown

COMMENT:

Gondola would destroy environment for flora and fauna, as well as disturb outdoor recreation. (32.2.9E, 32.13A, 32.4B, 32.4G, and 32.4I)

COMMENT #: 7061
DATE: 8/25/21 8:14 PM
SOURCE: Website
NAME: Megan Dingman

COMMENT:

We can explore other ways before making permanent damage. Such as regulating busses, and other methods of traffic mitigation. **(32.2.9A and 32.2.4A)**

COMMENT #: 7062
DATE: 8/25/21 8:14 PM
SOURCE: Website
NAME: Thorn Merrill

COMMENT:

Both options will cause irreversible damage to the canyon. We should explore other traffic mitigation and public transit options before damaging the canyon. **(32.2.9A, 32.2.4A, and 32.2.2PP)**

COMMENT #: 7063
DATE: 8/25/21 8:20 PM
SOURCE: Email
NAME: Kate Osborne

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
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- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
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- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Kate Osborne
Salt Lake City, UT

COMMENT #: 7064
DATE: 8/25/21 8:30 PM
SOURCE: Website
NAME: Ian Thompson

COMMENT:

Do not build a [REDACTED] gondola in LCC (32.2.9E)

COMMENT #: 7065
DATE: 8/25/21 8:45 PM
SOURCE: Website
NAME: Susan Anderson-Ayers

COMMENT:

I favor tolls, shuttles and increased carpool incentives to help decrease traffic in the Canyon year-round, for all users. **(32.2.9A, 32.2.4A, 32.1.2C, and 32.2.6.3C)** As a hiker, runner, and biker, I don't feel the plan should cater only to skiers and the resorts, and favor more bus service over a gondola system which appears to be set up to allow the 2 ski resorts to increase capacity and convenience solely for their customers. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 7066
DATE: 8/25/21 8:45 PM
SOURCE: Email
NAME: Brenda Rios

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
brenda rios
Sandy, UT

COMMENT #: 7067
DATE: 8/25/21 8:47 PM
SOURCE: Website
NAME: Cindi Grant

COMMENT:

I'd like to see a toll on LCC & BCC Roads. **(32.2.4A)** This will decrease congestion and encourage using the bus. **(32.2.9A)** I think the gondola is very short sighted and a bad idea for such an iconic natural canyon. **(32.2.9E)** It already has enough development. We need to be stewards of the canyon and preserve its character for future generations. Not pack more people and vehicles in it. **(32.1.2B and 32.7C)**

COMMENT #: 7068
DATE: 8/25/21 8:49 PM
SOURCE: Website
NAME: Charles Ayers

COMMENT:

I have previously commented in favor of increased bus service over a gondola system, but would like to further state that I prefer carpool incentives, shuttles and tolls for motorists over either of the 2 presented options. **(32.2.4A)** I visit the canyon most outside of winter, as a biker and hiker, and don't expect the gondola system to help me much. **(32.1.2D, 32.7B, and 32.7C)**

COMMENT #: 7069
DATE: 8/25/21 8:52 PM
SOURCE: Website
NAME: Matt Corso

COMMENT:

Horrible idea! Utilizing our tax dollars to fund a means for Alta's and Snowbird's winter profits destroying the canyon for their business. The canyons ARE Utah. The resorts ARE accessible. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. Please seek out alternate solutions!! **(32.2.2PP)**

COMMENT #: 7070
DATE: 8/25/21 8:53 PM
SOURCE: Email
NAME: Katelin Goings

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Katelin Goings
SLC, UT

COMMENT #: 7071
DATE: 8/25/21 9:16 PM
SOURCE: Website
NAME: Susan Collins

COMMENT:

The proposed gondola has only one goal, to help sustain growth at the ski resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The traffic that is talked about mostly occurs on hood powder days... what a dozen times a year? **(32.1.4D)** This is a waste of tax payers money. The proposal only Benegits the elite who can afford to ski. It has no hearing for the rest of us. I think both suggestions are horrible. Leave the canyon as is. Create a reservation system during huge powder days or create a toll for busy days. Enforce car pooling. Don't destroy our canyon! **(32.2.9C, 32.2.9E, 32.2.2K, 32.2.4A, and 32.2.2Y)**

COMMENT #: 7072
DATE: 8/25/21 9:18 PM
SOURCE: Email
NAME: Kayla Kantor

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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. **(32.13B)** 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,
Kayla Kantor
Park City, UT

COMMENT #: 7073
DATE: 8/25/21 9:19 PM
SOURCE: Email
NAME: Brigetta Utai

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Brigetta Utai
South Jordan, UT

COMMENT #: 7074
DATE: 8/25/21 9:26 PM
SOURCE: Email
NAME: Alexis Abelow

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Alexis Abelow
Salt Lake City, UT

COMMENT #: 7075
DATE: 8/25/21 9:32 PM
SOURCE: Website
NAME: Glen Nickle

COMMENT:

Build it! (32.29D)

COMMENT #: 7076
DATE: 8/25/21 9:42 PM
SOURCE: Website
NAME: Gregory Ducker

COMMENT:

I'm writing to oppose the draft EIS as presented. Both preferred options involve substantial and irreversible changes to the canyon that would cause significant negative impact for benefits that would only be apparent a few days each year. **(32.2.9C, 32.2.9E, 32.4I, and 32.1.4D)** In particular, the gondola option will have a significant visual impact and risks being a white elephant. **(32.17A)** Users would have to crowd into a new parking structure to access the gondola and once that was full, use buses just to get to the gondola itself- an unattractive option that is unlikely to be used except for the busiest 5 days a year. **(32.2.4A)** It is clear that a more modest set of physical improvements (1-2 snowsheds in the most avalanche prone areas, enhanced bus service, new park and ride lots) in conjunction with private vehicle tolling to both reduce traffic and help finance them would be a more sustainable solution for the near future, with much less environmental impact. **(32.2.9A, 32.2.9K, and 32.2.4A)** I would hope that UDOT would consider cost and how the current plans are very expensive for taxpayers for only minimal benefit and that cheaper, less construction heavy alternatives should be phased in for several years before moving on to such significant changes that would truly harm LCC for everyone.

COMMENT #: 7077
DATE: 8/25/21 9:43 PM
SOURCE: Website
NAME: Christopher Madden

COMMENT:

I think the enhanced bus system would be the best because it would bring some of the running and biking traffic out of big cotton wood and would also help with the traffic. **(32.2.9A)** The second best option would be the gondola because it would have the least effect on the ecosystem in little cotton wood **(32.2.9D and 32.13A)**

COMMENT #: 7078
DATE: 8/25/21 9:49 PM
SOURCE: Website
NAME: Anna Hansen

COMMENT:

Is the integrity of our canyons really worth an expensive and frankly temporary solution that will only benefit resort using winter althetes? **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** There are better ways to mitigate the issue that don't involve permanently altering the landscape so many call home. Do better. **(32.2.2PP and 32.2.9A)**

COMMENT #: 7079
DATE: 8/25/21 9:51 PM
SOURCE: Email
NAME: Janelle Blessing

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Janelle Blessing
Ogden, UT

COMMENT #: 7080
DATE: 8/25/21 9:58 PM
SOURCE: Website
NAME: Josh Payne

COMMENT:

I support the gondola, very economical and environmentally safe. **(32.2.9D)**

COMMENT #: 7081
DATE: 8/25/21 9:59 PM
SOURCE: Email
NAME: Meera Andersen

COMMENT:

Dear Utah Department of Transportation,

Get the hell out of here with your gondola [REDACTED]. **(32.2.9E)** And don't try to expand capacity. **(32.20B and 32.20C)**

Sincerely,
Meera Andersen
Salt Lake City, UT

COMMENT #: 7082
DATE: 8/25/21 10:17 PM
SOURCE: Email
NAME: Evan Heyman

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
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- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
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- Traffic controls **(32.2.4A and 32.2.9R)**
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Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Evan Heyman
Salt Lake City, UT

COMMENT #: 7083
DATE: 8/25/21 10:22 PM
SOURCE: Website
NAME: Rochelle Jonswold

COMMENT:

The Gondola would be a welcome change to the traffic. We live in Park City and gave up trying to get up Little Cotton Wood Canyon. This is eliminate parking issues too. Great plan. **(32.2.9D)**

COMMENT #: 7084
DATE: 8/25/21 10:27 PM
SOURCE: Website
NAME: Josh Decola

COMMENT:

Yes do the gondola **(32.2.9D)**

COMMENT #: 7085
DATE: 8/25/21 10:35 PM
SOURCE: Email
NAME: Mitchell Wang

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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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- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** 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)**

Please consider other solutions. Gondola is not the way! **(32.2.2PP and 32.2.9E)**

Sincerely,
Mitchell Wang
Draper, UT

COMMENT #: 7086
DATE: 8/25/21 10:38 PM
SOURCE: Website
NAME: Gabriel Kemling

COMMENT:

Dear UDOT,

I am a boulderer from Oregon and would like to voice my strong opposition to destroying Cottonwood Canyon in order to put a new road in to alleviate ski traffic for 30 days per year. **(32.2.9C, 32.1.4D, and 32.4A)** I hope that UDOT can come up with a solution that does not negatively impact the climbing area, or the rest of the environment there. **(32.2.9A and 32.2.2PP)** I am sure that future generations of climbers will be appreciative of the canyon being left in tact.

Sincerely,

Gabriel Kemling
Avid climber and outdoor enthusiast

COMMENT #: 7087
DATE: 8/25/21 10:53 PM
SOURCE: Email
NAME: Kelly Hammon

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

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Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Kelly Hammon
Wayzata, MN

COMMENT #: 7088
DATE: 8/25/21 11:28 PM
SOURCE: Website
NAME: Sean We must seek

COMMENT:

Please allow for an extension of the planned LCC EIS. Formal Comment Period from 45 days to 60 days. **(32.29A)** Other options must be reviewed prior to moving forward with a gondola or bus lane. **(32.2.2PP)** I recreate frequently in LCC as a climber and Backcountry skier and value the dispersed activities within. Altering access to bouldering and other climbing will forever tarnish the canyon. **(32.4A and 32.4B)** All in the name of the mighty dollar. **(32.1.2B)** Let's work together to seek other options

COMMENT #: 7089
DATE: 8/25/21 11:50 PM
SOURCE: Email
NAME: Ben Lazenby

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 11). 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? **(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. **(32.13B)** 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,
Ben Lazenby
Provo, UT

COMMENT #: 7090
DATE: 8/25/21 11:51 PM
SOURCE: Email
NAME: Nick Cramer

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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. **(32.13B)** 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,
Nick Cramer
Sandy, UT

COMMENT #: 7091
DATE: 8/25/21 11:59 PM
SOURCE: Email
NAME: Austin Zetting

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Austin Zetting
Draper, UT

COMMENT #: 7092
DATE: 8/26/21 12:09 AM
SOURCE: Website
NAME: Gary Jones

COMMENT:

I'm a home owner in Cottonwood Heights and Canyon employee. I'm 100 percent against the gondola. **(32.2.9E)** I'd prefer to see the road turned into a toll road. **(32.2.4A and 32.2.2Y)** Use the money for canyon conservation. To tax home owners for a gondola that will benefit the ski resorts is insanity. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I drive up the canyon daily and rarely get stuck in traffic. I've altered my driving schedule to miss the high traffic powder day times. Please contact me with any additional questions.

COMMENT #: 7093
DATE: 8/26/21 12:31 AM
SOURCE: Website
NAME: William Washburn

COMMENT:

Please don't put a gondola in little cottonwood. **(32.2.9E)** You're not considering the impact it has on the other users in the canyon, and ski traffic is only about half the year so you're alienating more than half of the canyon users **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 7094
DATE: 8/26/21 1:03 AM
SOURCE: Website
NAME: Aaron Arnold

COMMENT:

The busses have great potential, if they really expanded the service. Start of by building a trax line up to the smiths on 9400s and 2000e. **(32.2.2I)** Have four additional buses going up each canyon leaving from this point. **(32.2.6.3N and 32.2.9A)** we can expand if necessary. Have them run every 15 min during peak hours. This makes way more sense when it comes to parking issues and the fact tax payer dollars will be used. Not only would we benefit from the trax line in way more ways then the gondola. we wouldn't be creating an eye sore or threatening our watershed. **(32.17A and 32.12A)** As well as creating jobs that would go year round with the trax line. I don't think the road should be widened or anything should be done inside of lcc. **(32.2.7C)** We must protect our watershed **(32.12B)**. That is more important then a tourist attraction. That really doesn't benefit your average Salt Lake City resident and we are the ones paying for it. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Please take this into strong consideration let's protect our watershed by not touching lcc you would already have to get on a bus from the parking garage to get to the gondola. **(32.2.6.4B and 32.2.6.5J)**

COMMENT #: 7095
DATE: 8/26/21 5:38 AM
SOURCE: Website
NAME: Jere Gimbel

COMMENT:

I am in favor of the tram/gondola up little cottonwood canyon **(32.2.9D)**

COMMENT #: 7096
DATE: 8/26/21 5:40 AM
SOURCE: Website
NAME: Copeland Corley

COMMENT:

It's a shame that both options you're considering destroy long established boulder fields loved by the climbing community. **(32.4A and 32.4B)** I understand the desire to reduce carbon emissions, but preserving such natural features as the Little Cottonwood boulders is equally if not just as important. **(32.10A)** Have you thought about less destructive options? For example, increasing bussing to the ski resort while discouraging individual drivers with toll booths. **(32.2.9A and 32.2.4A)**

COMMENT #: 7097
DATE: 8/26/21 5:44 AM
SOURCE: Website
NAME: Kevin Lawlor

COMMENT:

While much thought has clearly gone into this, I believe we should attempt to address the transportation issue through other, less impactful measures such as additional bussing and tolling the road before we make permanent changes that would forever change the wild character of Little Cottonwood Canyon. **(32.2.9A and 32.2.4A)** We have something that is so special and we should do everything we can to preserve it.

COMMENT #: 7098
DATE: 8/26/21 6:11 AM
SOURCE: Email
NAME: Deborah Candler

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Deborah Candler
Salt Lake City, UT

COMMENT #: 7099
DATE: 8/26/21 6:34 AM
SOURCE: Website
NAME: Mathias Simmons

COMMENT:

I understand that sometimes changes that permanently change the landscape are necessary. However I do not feel as if these proposed options have taken into account all of the activity that occurs in the canyon. Instead, I feel these options are hyper-focused on one problem at the expense of everyone else that visits the canyon. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** UDOT's gondola and additional lane (s) proposals would have an unacceptable impact on the climbing experience as well as year-round dispersed recreation access throughout all of Little Cottonwood Canyon. **(32.4A, 32.4B, 32.4G, 32.4I, and 32.4P)**

UDOT must find a new alternative based on an expanded electric bus service coupled with tolling and other traffic mitigation strategies that includes dispersed recreation transit needs before any permanent changes are made to Little Cottonwood Canyon that will forever alter the landscape, **(32.2.9A, 32.2.6.3F, and 32.2.4A)**.

COMMENT #: 7100
DATE: 8/26/21 6:42 AM
SOURCE: Email
NAME: Chad Moore

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Chad Moore
Salt Lake City, UT

COMMENT #: 7101
DATE: 8/26/21 6:59 AM
SOURCE: Website
NAME: Jake Cortesi

COMMENT:

I just wanted to weigh in that LCC is one of the Backcountry gems of the wasatch and provide for those who live in Salt Lake the opportunity to have unparalleled access to some of the most impressive mountains in the area and be able to do a myriad of things such as run, ski and climb. Any unnecessary development in the canyon will likely result in losing the impressive alpine environment you are trying to make more accessible. **(32.4G, 32.4I, and 32.4P)** Also the damage done with the mass amount of construction to the area will likely impact the watershed and the ecosystems which run through little cottonwood. **(32.12A, 32.12B, 32.13A, and 32.13B)** This is a very special place to lots of people and further development will change the canyon and the wasatch beyond recognition. **(32.4I)**

COMMENT #: 7102
DATE: 8/26/21 6:59 AM
SOURCE: Email
NAME: Emiline Twitchell

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Emiline Twitchell
Salt Lake City, UT

COMMENT #: 7103
DATE: 8/26/21 7:06 AM
SOURCE: Website
NAME: Ani Haas

COMMENT:

Please think about the world your children and grandchildren are inheriting. Let's preserve the wildness that was the very thing that shaped us into our existence. **(32.29G)**

COMMENT #: 7104
DATE: 8/26/21 7:10 AM
SOURCE: Email
NAME: Alec Finke

COMMENT:

Dear Utah Department of Transportation,

Hello, I have lived at the base of LCC and have skied up there my whole life. I am 24 now and LCC has grown to be my favorite place in the whole world, the same for many other locals here in the salt lake valley.. And I am very concerned about these recent options that we are given to “decide” on when they both only benefit the resorts which will bring them more and more money. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** This is not the solution we need. I think it is very unnecessary to force a gondola into LCC when that is just going to double the amount of people that are ABLE to get up there. **(32.20A, 32.20B, and 32.20C)** We need to do a better job at limiting people, not including more of them. We can start by charging a toll at the mouth of the canyon and using that money to invest in systems that we already have in place. **(32.2.4A and 32.2.2Y)** I also love the idea of constructing snow sheds like they have in Alaska in Europe at the base of our avalanche runout zones, drastically improving the bus system (bigger parking lots at Lodi stations along valley, more buses, more bus schedule marketing, etc.) **(32.2.9K, 32.2.9A, and 32.2.6.2.1C)** It seems like a better option than the gondola all around and I would like to see it talked about more. I also like the idea of having a locals/employees time to drive up the canyon for backcountry users. Just some ideas but all in all, I say NO to the gondola! **(32.2.9E)**

Sincerely,
Alec Finke
Sandy, UT

COMMENT #: 7105
DATE: 8/26/21 7:11 AM
SOURCE: Email
NAME: Steve Gottfredson

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Steve Gottfredson
Salt Lake City, UT

COMMENT #: 7106
DATE: 8/26/21 7:12 AM
SOURCE: Website
NAME: Skyler Nichol

COMMENT:

While I live the gondola idea, it only services the resorts, and provides little to no benefit for other canyon users. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Improved bussing can provide opportunity for multiple stops for other users, and will receive more use during summer as well. **(32.2.6.3C and 32.1.2C)**

If the lanes are to be widened, historic rock climbing boulders should be undisturbed when possible, or relocated. **(32.4A)** Little Cottonwood is a world-renowned climbing area just as it is a world-renowned skiing area. These boulders and climbs are destinations too, and should be maintained. If a rock garden were constructed near the new mobility hub, using the relocated boulders, this would keep these boulders around for continual use while still allowing for road expansion. **(32.4A)**

COMMENT #: 7107
DATE: 8/26/21 7:27 AM
SOURCE: Website
NAME: Bonnie Rothman

COMMENT:

I am a seasonal resident of LCC. I support developing environmentally responsible options to transport recreators up into the canyon. I strongly prefer the enhanced bus service option over the gondola option. **(32.2.9A)** The gondola would be inconvenient and prohibitively expensive for most canyon enthusiasts. **(32.2.4A and 32.2.6.5J)** It would also be unsightly to those of us who value the natural beauty of the canyon. **(32.17A)** The Enhanced Bus Service would be easy for all to use. It would be aesthetically preferable. There should also be a toll for cars driving up into the canyon to encourage bus usage. **(32.2.4A)** I welcome further discussion.

COMMENT #: 7108
DATE: 8/26/21 7:29 AM
SOURCE: Website
NAME: Scott Martin

COMMENT:

The gondola very much appears to be a viable long-term solution to a long-term problem that has plagued the area for a good while. Not to mention, I can get behind a solution that has the ability to save lives (less vehicular traffic = less accidents) and lessens are footprint in terms of emissions and new road construction **(32.2.9D and 32.10A)**

COMMENT #: 7109
DATE: 8/26/21 7:34 AM
SOURCE: Email
NAME: Jennifer Spencer

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Jennifer Sprncer
Slc, UT

COMMENT #: 7110
DATE: 8/26/21 7:44 AM
SOURCE: Website
NAME: Robert Powell

COMMENT:

This project would only benefit the ski resorts and not the other users of the canyon. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** As a climber in this canyon, I would prefer not to have the natural beauty deteriorated and access reduced by these measures. **(32.17A, 32.17B, 32.4A, 32.4B, and 32.4G)** Surely, there is another solution that benefits all. **(32.2.2PP)**

COMMENT #: 7111
DATE: 8/26/21 7:45 AM
SOURCE: Website
NAME: Shannon Meredith

COMMENT:

Do we really need more humans going up Little Cottonwood Canyon? **(32.1.2B)** Yes, I have waited in that line in the winter and I always turn around when I get stuck in it. There's got to be a better solution than expanding transportation. **(32.2.2PP)** The mountains are full anyway no matter how soon anybody gets there-unless there will also be more lifts up there and expansion of ski areas! **(32.20C)** The current chairlift capacity up there seems too small to justify these major transportation developments.

COMMENT #: 7112
DATE: 8/26/21 8:00 AM
SOURCE: Website
NAME: Jakob Niemeyer

COMMENT:

Please don't go through with either of these plans they will destroy hundreds of iconic boulders in the wilderness that are cherished by outdoor enthusiasts and climbers alike. **(32.2.9C, 32.2.9E, 32.4A and 32.4B)** Please respect this slice of wilderness and don't make any renovations to our natural lands. **(32.2.9G)**

COMMENT #: 7113
DATE: 8/26/21 8:03 AM
SOURCE: Email
NAME: Erin Knoeck

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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)**
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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,
Erin Knoeck
South Salt Lake, UT

COMMENT #: 7114
DATE: 8/26/21 8:04 AM
SOURCE: Email
NAME: Losaunne White

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Losaunne White
Salt Lake City, UT

COMMENT #: 7115
DATE: 8/26/21 8:05 AM
SOURCE: Email
NAME: Nicholas Kean

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(32.20B)**
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Sincerely,
Nicholas Kean
South Salt Lake, UT

COMMENT #: 7116
DATE: 8/26/21 8:07 AM
SOURCE: Website
NAME: Jackson Sargent

COMMENT:

Protect access for other's and ensure the longevity of the region by picking the more flexible bussing program, without expansion of lanes, over the gondola plan **(32.2.9A, 32.2.9C, and 32.2.9E)**

COMMENT #: 7117
DATE: 8/26/21 8:07 AM
SOURCE: Website
NAME: Alec Penttila

COMMENT:

The construction of a gondola / cog train will cause irreparable scarring in our canyon and cost taxpayers too much money. **(32.17A, 32.17D, and 32.2.7A)** Do not expand the wasatch boulevard into a highway that will certainly increase the rate of vehicle vs animal collision further damaging our fragile ecosystem. **(32.2.9L and 32.13D)** My solution to you is expansion of parking garages at the resorts or at the mouth of the canyon, increased bus access with incentive to use it, and monitored access to the canyon ie. time slots, canyon pass, cops checking for 4x4 and chains more consistently on storm days even if the storm is coming in the afternoon. These options may not be as fancy as a gondola but they are sure to be less destructive. **(32.2.9A, 32.2.4A, 32.2.6.2.1C, 32.2.2K, 32.2.2F, and 32.2.2M)**

COMMENT #: 7118
DATE: 8/26/21 8:07 AM
SOURCE: Website
NAME: Gabriel Rainisch

COMMENT:

Please revisit your solution to the traffic congestion with those that balance the interests of outdoor enthusiasts (hikers and climbers) who find it heartbreaking to learn treasured land will be permanently destroyed by your plans. **(32.29G, 32.2.2PP, and 32.4I)**

COMMENT #: 7119
DATE: 8/26/21 8:33 AM
SOURCE: Website
NAME: Michael Hutchings

COMMENT:

I believe neither of these two proposed plans are the best course of action in LCC. **(32.2.9C and 32.2.9E)** It takes into account only one portion of the users of the Canyon (the skiers) and only makes access and the space harder to use for a larger group of people that use the space for other outdoor activities. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, 32.7C, 32.4A, 32.4B, 32.4G, and 32.4I)** Of the two plans the bussing plan makes the most sense, but I believe should be implemented without widening the road and potentially a toll implemented for passenger cars in order to incentivize people to take the busses. **(32.2.9A and 32.2.4A)**

COMMENT #: 7120
DATE: 8/26/21 8:39 AM
SOURCE: Email
NAME: Danielle White

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains. I am not in agreement with the creation of more traffic lanes or the addition of a gondola in Little Cottonwood Canyon. **(32.2.9C and 32.2.9E)** Ways to REDUCE traffic and redirect the use of private vehicles to mass transportation must be found. **(32.2.9A and 32.2.4A)** Leaving the ecosystem intact is imperative. Furthermore, I am amongst the Salt Lake valley's rock climbers who do not wish to see the boulders close to the road sacrificed. **(32.4A and 32.4B)**

Please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 11). 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,
Danielle White
Salt Lake City, UT

COMMENT #: 7121
DATE: 8/26/21 8:44 AM
SOURCE: Website
NAME: Cody Frisby

COMMENT:

What you are proposing is going to forever alter the canyon for other users to cater to a very narrow group of users for a very limited part of the year. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I oppose both options being considered. **(32.2.9C and 32.2.9E)** Less destructive options exist. **(32.2.9A)** I DO NOT support the gondola or widening the road especially since YOU have not considered other less destructive options. **(32.2.2PP)** Tax payer dollars SHOULD NOT be going to help the private ski resorts at the top of the canyon to the detriment of all other users of the canyon. Climbing, hiking, and other uses will be forever changed with both these options. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 7122
DATE: 8/26/21 9:00 AM
SOURCE: Website
NAME: Yaraslau Kaushovik

COMMENT:

No additional lanes or gondolas please. **(32.2.9C and 32.2.9E)** Increasing bus traffic and limiting car access is the simplest, cheapest and non-destructive solution! **(32.2.9A and 32.2.4A)**

COMMENT #: 7123
DATE: 8/26/21 9:07 AM
SOURCE: Website
NAME: Gregory Collins

COMMENT:

Thanks for the opportunity to comment on vehicle transportation in Little Cottonwood Canyon. Under no circumstances should you alter (again) the resting place of the granite boulders in the canyon. They were placed by god. The boulders are sacred, any manipulation of them will be sacrilege. Think of, and honor future generations. **(32.4A and 32.4B)**

COMMENT #: 7124
DATE: 8/26/21 9:11 AM
SOURCE: Email
NAME: Kyle Price

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

This is a terrible idea. No gondola! **(32.2.9E)**

Sincerely,
Kyle Price
Ogden, UT

COMMENT #: 7125
DATE: 8/26/21 9:12 AM
SOURCE: Website
NAME: Barbara Jeffries

COMMENT:

Little Cottonwood Canyon has been a very important part of our family life. My husband proposed to me here. My son has spent thousands of hours in the canyon, some of the best times in his life have been in LCC. Now my grandchildren are learning to love it like their Dad. I am OPPOSED to both the solutions proposed. **(32.2.9C and 32.2.9E)** Widening the road ruins many areas that rock climbers use for bouldering, a sport that many in Utah and around the US enjoy. **(32.4A)** I can't even imagine a gondola going overhead. It would spoil the beauty of the area **(32.17A)**. My family in NY used to come to ski at Alta and Snowbird for over 40 years. I moved to Utah 43 years ago to ski at Alta. Utah gained a taxpayer when I moved here in 1976 LCC has always been such a majestic beautiful place. I ask that UDOT consider other traffic mitigation that doesn't physically damage Little Cottonwood Canyon. **(32.2.9A and 32.2.2PP)**

Thank you for your consideration of my request.

COMMENT #: 7126
DATE: 8/26/21 9:12 AM
SOURCE: Website
NAME: Kevin Bold

COMMENT:

I'm writing because I am concerned about the proposed plans for LCC. Widening the road or adding a gondola would require UDOT to destroy valuable rock climbing resources and hiking access along LCC. **(32.4A, 32.4B, and 32.4I)** this may seem like a good economic move in the present, but I implore you to consider the long-term economic loss and consequences. **(32.29G)** Climbing as a sport is exploding in popularity, especially with it's recent debut in the Olympic games. Utah is set up to be a pinnacle world climbing destination in the future years, and will be able to economically capitalize on this natural resource. If you destroy irreplaceable rocks now, you are greatly damaging your future economic gains. **(32.6D)**

COMMENT #: 7127
DATE: 8/26/21 9:20 AM
SOURCE: Website
NAME: Chris Gregory

COMMENT:

I am NOT in support of the Gondola. **(32.2.9E)**. I don't think the gondola is flexible enough. It serves a small purpose and creates a massive impact on the area. It only solves a portion of the canyons issues. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 7128
DATE: 8/26/21 9:28 AM
SOURCE: Website
NAME: Lindsay Bull

COMMENT:

I had lofty climbing goals I was looking forward to going after this fall once the temperature drops. Unfortunately, and you've likely seen the video, I was bitten by an alligator, thus throwing a wrench in those plans. I don't want to have to imagine accepting that some of those goals will never be realized because of this project. **(32.4A and 32.4B)** I know there's an issue of economics going into this decision, and so emotional responses don't necessarily bare the same weight, but please consider that people travel from outside the country to climb in LCC. **(32.1.2B, 32.1.2D, 32.2.7A, 32.4I, 32.7B, and 32.7C)** Thanks for your time and consideration!

COMMENT #: 7129
DATE: 8/26/21 9:32 AM
SOURCE: Website
NAME: Jared Bradshaw

COMMENT:

I love skiing up the cottonwoods. Snowbird is where I first had a chance to hit powder. I have so many fond memories. I also have scary memories as my family was involved in an accident up the canyon. I believe something needs to change with how traffic is regulated going up to the resorts. However from my vantage point it seems these improvements are direct towards the well-being of the resorts and not those who love the canyons. Sure a gondola or wider roads would help get more people up the ski and thus make the resorts more money, but it hurts so many other people who enjoy the rest of the canyon. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Other solutions exist and are worth trying before we jump to sure expensive permanent conclusions. Let's try canyon limits, added electric busses, metering. **(32.2.29R, 32.2.20O, 32.2.9A, 32.2.6.3F, and 32.2.4A)** Why not make it mandatory that those traveling to the resorts take buses from below unless they pay extra to drive? **(32.2.4A)** There exists other options, let's try to save the canyon first and then make money second. Thank you for your time.

COMMENT #: 7130
DATE: 8/26/21 9:34 AM
SOURCE: Website
NAME: Kristen Parrish

COMMENT:

These road widening and gondola solutions are both unacceptable to the climbers of Utah. Little cottonwood has been pivotal in the sport of climbing in Utah and it would be a waste and a shame to destroy these well known boulders. **(32.4A and 32.4B)** Please instead choose a lower impact solution such as an electric bus system. **(32.2.9A and 32.2.6.3F)** Thank you.

COMMENT #: 7131
DATE: 8/26/21 9:35 AM
SOURCE: Website
NAME: Kelton Williams

COMMENT:

Think it's something that should be more thought out and not just be thinking what's best for traffic and what not. **(32.29G)** Sometimes you need to realize how much history has been made in those canyons and if you just wanna take away the history and uniqueness of the canyon then go ahead. But utah is known for its canyons and its beauty. So don't ruin that. **(32.4I)**

COMMENT #: 7132
DATE: 8/26/21 9:35 AM
SOURCE: Website
NAME: Ainsley Warren

COMMENT:

Don't destroy the boulders!!!! Do a bus system! (32.4A, 32.4B, and 32.2.9A)

COMMENT #: 7133
DATE: 8/26/21 9:40 AM
SOURCE: Website
NAME: Dennis Goreham

COMMENT:

Wasatch Mountain Club LCC Draft EIS comment
To: UDOT LCC EIS team
Date: 8/25/2021

The Wasatch Mountain Club has participated in all phases of the UDOT Little Cottonwood Canyon Environmental Impact Statement process so far and looks forward to helping UDOT complete the process and develop a solution acceptable to all. We are pleased to provide our comments to the Draft EIS. The WMC currently has over 1200 paid members. We have been recreating in LCC for over a century and have a special interest in the canyons of the Wasatch and preserving their beauty and recreation opportunities for future generations.

Our comments here are focused on three primary issues related to UDOT's preferred alternatives and the WMC preferred alternative.

- 1) Ensuring that any alternative accommodates dispersed recreation in all areas of Little Cottonwood Canyon and includes year-round transit service.
- 2) Ensuring that the problems associated with heavy visitor use are understood and addressed..
- 3) Ensuring that the transportation solution preserves the natural resources of LCC including the visual quality of the canyon's environment.

Year-round transit for all Little Cottonwood Canyon Users

With this EIS process, UDOT missed an opportunity to address traffic and parking in LCC in a comprehensive and holistic way. The Utah State Legislature directed UDOT to prioritize projects that "have a significant economic and development impact associated with recreation and tourism within the state". At a minimum this should have included year-round issues within LCC but should have included a broader analysis of the entire central Wasatch and associated regional transit. **(32.1.2C and 32.1.1C)**

We believe the long-term transportation solution for LCC must focus on mass transit for all LCC users to the maximum extent possible. A solution must be developed to not only meet the needs of the ski resorts but also the needs of dispersed recreation users throughout the entire canyon. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The focus of this EIS is on winter use only and is very shortsighted. **(32.1.2C)** This is a year-round issue and transportation solutions should not just address winter ski area concerns. Any transportation solution must address this comprehensive and holistic approach and be integrated with a county-wide transit solution. **(32.1.1C)**

The WMC agrees with UDOT's intention of improving the "commuter, recreation, and tourism experience" for all users in the canyon. We are concerned however, that nothing be done in this process that could limit or degrade the recreation activities WMC members currently participate in. **(32.4I)**

We support the proposals in this document to improve parking at existing trailheads and other locations to enhance safety, allow additional recreational opportunities, and protect the environment. These projects are likely a once in a lifetime opportunity to improve current conditions and facilitate long term strategies. With the improved trailhead plans, however, UDOT failed to include transit stops which must be an absolute requirement for all future trailhead enhancements. **(32.1.2C, 32.1.2D, and 32.2.6.3C)**

Any solution must include bus stops at the proposed improved trailhead parking areas. Current use demonstrates the need for year-round buses to trailheads and other dispersed recreation locations. **(32.1.2D)**

We believe there are short-term and intermediate steps that will accommodate current needs and ensure easy implementation of a long-term solution. Solutions should be implemented in stages. Mass transit options need to be implemented soon to alleviate traffic on weekends, holidays, and ski days. In the short to intermediate time frame, cars should be allowed to access trailheads and dispersed areas, during mid-week and off-peak times. This includes roadside parking necessary for many dispersed activities. We do not agree with UDOT's alternatives that would eliminate roadside parking below the ski areas. **(32.29R, 32.2.4A, and 32.4P)**

By implementing a comprehensive year-round strategy for buses in LCC, UDOT can alleviate much of the congestion and parking issues we are currently experiencing. This will get us a long way toward the goal of substantially reducing personal cars in LCC.

Better understand visitor use in the Wasatch

Another problem with this EIS is that UDOT is trying to develop a solution to manage canyon use without even knowing what the current or future use is. This is especially true for dispersed recreation users.

We appreciate UDOT's recognition that the need for this study was prompted by the "anticipated future increases in visitation to Little Cottonwood Canyon as a result of population growth in Utah". Unfortunately, the future is already here as our canyons are being loved to death and something needs to be done now to improve transportation and ensure access to areas we recreate in.

UDOT's two preferred alternatives pose a risk of over-use in the upper portion of LCC while limiting legitimate uses in the rest of the canyon. The current use must be better understood to determine preferred levels of use throughout the canyon. Only then should a comprehensive transportation solution be determined. **(32.20B)**

All users have seen growth of use in LCC and experienced crowds at busy times. Efforts to restrict parking and access to areas within LCC make no sense until we actually know what the capacity is. There is no information on capacity of trails, off-trail backcountry use, or roadside and creek-side use. These are all legitimate uses of our public lands and should not be reduced. **(32.4P)**

We believe efforts to determine carrying capacity of the Wasatch mountains needs to be accelerated - especially of back county users and undeveloped areas users. This must be done to sustain that type of recreation, and transportation solutions must enable these uses for both our citizens and tourists. **(32.20B)**

Maintain water quality and visual aesthetics of LCC

Another concern we have is to make sure we protect the environment of Little Cottonwood Canyon for future generations. Any transportation solution must not create negative environmental, watershed, or water resource impacts. Impacts must be minimal from both new transportation infrastructure, and from increased use of the canyon because of the transportation solution. **(32.12A and 32.12B)**

The Wasatch Mountain Club believes it is important to maintain the visual quality of the viewshed contained in Little Cottonwood Canyon. We have made this known throughout this EIS process and recommended that visual assessment be part of the screening process. So far UDOT has only minimally done this important and necessary analysis. **(32.2.2FFF, 32.17A and 32.17B)**

According to Transportation Research Board documents "NEPA requires that visual impacts be considered for transportation projects". AT this point, UDOT can check the box they did it, but only from

their perspective. Stakeholders were never engaged in defining visual quality as required by the TRB. **(32.17E)**

The TRB identifies a number of foundational concepts for Visual Impact Assessments. The first two are:

- 1) Perception of visual quality is an interaction between people and their environment. (This is absolutely true and the EIS process should talk to users of LCC, especially those involved in dispersed recreation who care about the aesthetics of the canyon).
- 2) It is important that the public be directly involved in defining existing visual quality and visual quality management goals and determining visual impact. (This has certainly not been done by UDOT)

UDOT must involve users immediately to establish what viewers value in LCC, what views could be affected by any of the alternatives and how those alternatives will affect the views in the canyon. Doing these simple things must be done now and will help meet NEPA's aesthetic mandate before publishing the Final EIS. **(32.17E)**

In addition to the TRBs methodology, the Federal Highway Administration has Guidelines for Visual Impact Assessment that have not been followed. Here are just two of FHWA requirements:

- 1.1 "Community acceptance of a proposed transportation project is frequently influenced by the extent of its visual impacts. Anticipating and responding appropriately to these impacts avoids unnecessary delay in delivering needed transportation improvements."
- 2.2 NEPA was established, in part, to "assure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings" Sec. 101 [42 U.S.C. 4331]. NEPA is the primary governing rule that established the country's national environmental policy. NEPA requires Federal agencies to undertake an assessment of the environmental effects of their proposed actions prior to making decisions. Visual impacts are included among those environmental effects. **(32.17E)**

The DRAFT EIS indicates that "the landscape would appear to be severely altered, and the gondola infrastructure would dominate the visual setting". **(32.17A)**

The aerial gondola alternative undoubtedly has the greatest visual quality impact. According to this report, gondola towers will be 130 - 230 feet tall. These will be visible from many scenic view points and sensitive areas. Also, the cables and gondola cars will obstruct views. No one using the canyon would be able to fix an image in their mind or take a photo without these unnatural obstructions.

Although UDOT addressed the visual Resources in Chapter 17, they did their best to minimize the impacts of the aerial gondola. There are many deficiencies in this section.

- 1) UDOT identified a very limited set of Key Observation Points (KOPs). Some points like the Gate Buttress trailhead are a discreet point, while climbers recreate in a much broader area served from that point. Even though the visual impact might be moderate at the parking lot, it is extremely high on the face of the cliffs affecting thousands of climbers annually. **(32.17F)**
- 2) UDOT's KOPs are all observation points, while in reality visitors view the canyon from many other locations that are not points, but are linear. Examples include various trails in the canyon where towers, cables, and gondola cabins would be visible from; as well as the highway itself that would have nearly constant view of the gondola infrastructure and in UDOT's words, views along the highway "would be dominated by gondola infrastructure, and the visitor experience would be degraded". **(32.17A)**
- 3) UDOT references the Wasatch-Cache Forest Plan where it states that views "will be carefully managed to sustain scenic resources". UDOT admits that the gondola infrastructure would not be in compliance with the Scenic Integrity Objectives, then disregards the Forest Plan in selecting the gondola as one of the preferred alternatives. **(32.17F)**
- 4) UDOT discusses lights on towers to meet FAA requirements but does not acknowledge that cabins will be lighted causing additional adverse visual impact in the night sky. **(32.17G)**

5) In some places, UDOT concludes that the impact to the landscape from the gondola would be moderate, which is inconsistent with other sections of the Draft EIS. This opinion is just plain wrong.

The impact to the landscape would be, by their own definition, high. High meaning the “landscape would be severely altered, and project elements would dominate the visual setting”. **(32.17A)**

6) UDOT has not completed a Line-of-sight GIS analysis on the gondola towers using the high-quality DEM data for LCC. The WMC has requested this throughout the entire process in previous EIS comments, meetings with UDOT EIS team, and emails. So far, UDOT has refused to do so. **(32.17F)**

Because of the visual quality issues and other environmental issues, the Gondola alternative should not be considered. **(32.2.9E)**

Wasatch Mountain Club preferred alternative

Neither of UDOT’s preferred alternatives are satisfactory. **(32.2.9C and 32.2.9E)** Both have significant environmental problems. Both will result in irreversible adverse changes to the canyon. Both are too expensive for the limited issue they address. The DEIS inadequately addresses the effects of climate change; **(32.2.2E)** but a phased approach with buses would be more flexible and more easily adaptable to a changing climate. **(32.2.9A and 32.2.9R)**

For a fraction of the cost of the proposed alternatives, year-around buses from various feeder locations to hubs that serve the resorts, trailheads, and dispersed users, makes the most sense. **(32.2.2I and 32.2.6.3C)** In UDOT’s own analysis, the Enhanced Bus best meets these needs. **(32.2.9A)**

There are many advantages to the Enhanced Bus Alternative:

- the lowest capital cost
- the least environmental impact
- it is easy scalable which allows phased implementation
- low mechanical and operations concerns

This alternative has basically the same travel times as any of the other alternatives except the faster Enhance Bus with Shoulder Lane Alternative. Some of the other alternatives may get people to the resorts a couple more days a year, but at a cost of hundreds of millions of dollars to do so, and do nothing for dispersed recreation uses. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

We look forward to participating with UDOT in the final phase of the EIS where this alternative is reconsidered as the preferred solution.

Dennis Goreham
Conservation Director
Wasatch Mountain Club

COMMENT #: 7134
DATE: 8/26/21 9:41 AM
SOURCE: Website
NAME: Jane Hudson

COMMENT:

Thank you for reviewing my comment.

Until about 3 months ago, I lived in Sandy along Wasatch Blvd and now I live just north of there in the Millcreek neighborhood. I am a heavy, year-round canyon user. Between LCC, BCC, and Millcreek I am probably in the canyons 100+ days per year skiing, running, camping, biking, and hiking. I am also a life-long Snowbird skier and still renew my season's pass every year. MY LIFE WILL BE HEAVILY IMPACTED BY THE OUTCOME OF THIS PROCESS.

I STRONGLY OPPOSE both of the current preferred alternatives. **(32.2.9C and 32.2.9E)** I believe that they are both too expensive and disruptive. I believe that there are simpler, cheaper, less disruptive, common-sense approaches available. I believe that spending over half a billion dollars to solve a problem that occurs only a few days a year is fiscally irresponsible **(32.1.4D)**.

I SUPPORT:

- Show sheds in strategic spots over the road in LCC. **(32.2.9K)**
- Better, environmentally-friendly, more frequent bus service on the existing road (with or without show sheds). **(32.2.9A)**
- The transportation hub at the gravel pit (this would help both LCC and BCC). Right now there is too little parking available and therefore people are not encouraged or able to carpool. **(32.2.6.2.1C)**
- More remotely-triggered avalanche devices in LCC such as those that have been installed around Alta in recent years. **(32.2.2TT)**
- Tolling to restrict the total number of users to a sustainable level on heavy-use days **(32.2.4A)**.
- Restrictions on vehicles unprepared for winter travel (I got a sticker last year, but it made no difference). UDOT was hardly EVER patrolling the canyon mouths to make sure only appropriate vehicles were going up the canyon. **(32.2.2M)**
- Preserving the visual experience of LCC. **(32.17A and 32.17B)**
- A solution that considers all of the Wasatch Front Canyons (not just LCC) and dispersed users as well as ski resort users. **(32.1.1C)**

I OPPOSE:

- Widening the LCC road. **(32.2.9C)**
- Widening Wasatch Blvd. **(32.2.9L)**
- The gondola alternative. I believe this solution only benefits Alta and Snowbird and makes things worse for dispersed users. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I loath the visual impact this would have on the canyon. **(32.17A)** It will INCREASE CROWDING in the canyon due to the volume of people it can carry up the canyon. **(32.20A and 32.20C)** It still wouldn't be able to run on high danger days while large avalanches are actively occurring in LCC. **(32.2.6.5H)**
- Such a massive subsidy for 2 commercial businesses (Alta and Snowbird).
- Any solution that does not consider the ENTIRE Wasatch Front canyon system & community. **(32.1.1C)**

Thank you.

COMMENT #: 7135
DATE: 8/26/21 9:51 AM
SOURCE: Website
NAME: Jacob Federico

COMMENT:

Non-physical measures **MUST** be taken, & **PROVEN** to be unsustainable, before any physical alteration can be done to LCC! **(32.29R)** We must explore tiered tolling, tiered by # ridesharing in vehicle, as well as tire restrictions before we change the landscape of the canyon! **(32.2.2M, 32.2.4A and 32.2.2Y)**

This entire project is supposed to facilitate the use of our beautiful canyon, while keeping it safe for all. The issue is access is irreparably damaged for the boulders that many of us love so much. **(32.4A and 32.4B)** Us summer-use canyon-goers are being totally overlooked with both propositions :(**(32.1.2C and 32.4I)** I love skiing, have an Alta-Bird pass, but will **NEVER** advocate for removing the climbs next to the road that are so characteristic of the entire LCC experience. **(32.4A)** For the sake of all that enjoy the **FULL** canyon experience, not just skiing, **PLEASE** take this in to consideration. Thank you

COMMENT #: 7136
DATE: 8/26/21 9:54 AM
SOURCE: Website
NAME: Dan Wilson

COMMENT:

Climbing has helped save my life. The community and locations are what make another day worth it. Please allow this community to grow and don't disturb the land. **(32.4A and 32.4B)**

COMMENT #: 7137
DATE: 8/26/21 9:54 AM
SOURCE: Email
NAME: Will Matheson

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). I have great concerns about the fiscal responsibility of this project. This substantial spending seems frivolous given the broader state of our economy, and if it must be spent for transportation I would urge an investment in repairing our aging infrastructure instead. **(32.1.2B)** Economically, I am not convinced this project is NPV positive, as benefits extend far into the future. Due to worsening drought, the ski industry will contract and seasons will shrink, meaning the projected benefits for this project are artificially high. **(32.2.2E)** For an administration that supposedly values fiscal responsibility I am extremely frustrated with the approach
- 2). 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)**
- 3). 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)**
- 4). 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)**.
- 5). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** 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)**
- 6). 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,
Will Matheson
Salt lake city, UT

COMMENT #: 7138
DATE: 8/26/21 9:57 AM
SOURCE: Website
NAME: Conner Larsen

COMMENT:

Hello,

In support of salt lake climbers alliance I support looking for another solution to the canyon road expansion or gondola. **(32.2.9C, 32.2.9E, 32.2.9A, and 32.2.2PP)** It seems logical there are other means to reduce traffic with larger parking lots at the base and added bus services to shuttle people up the canyon. **(32.2.6.2.1C, 32.2.9A, and 32.2.6.3C)**

COMMENT #: 7139
DATE: 8/26/21 10:02 AM
SOURCE: Website
NAME: Nicole Feliciano

COMMENT:

I make the trek to Utah once a year to ski your beautiful mountains. Now is the time to preserve Little Cottonwood Canyon for future generations.

Let's reduce our reliance on vehicles and go with 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 and 32.10A)**

COMMENT #: 7140
DATE: 8/26/21 10:18 AM
SOURCE: Website
NAME: Gregory Hirst

COMMENT:

I am against the gondola alternative for Little Cottonwood Canyon. **(32.2.9E)** It is too detrimental to the environment which it crosses over. **(32.12A, 32.13A, and 32.17A)** All this seems to do is to solve the problem of skiers for about 30 days out of the year. **(32.1.4D)** Although these are deemed "improvements," I affirm that they are not.

COMMENT #: 7141
DATE: 8/26/21 10:19 AM
SOURCE: Website
NAME: Zach Grant

COMMENT:

No, just no. Enough is enough. Put in a toll booth. **(32.2.2Y and 32.2.4A)** That will decrease traffic and encourage people to use public transportation or carpool. The money raised at the toll can help everyone, not just the resorts. The funds can go to trailhead improvements, trail maintenance, restroom cleanliness, and road maintenance. **(32.2.4A)** There's a good chance with a toll booth that there will be a dramatic decrease in vandalism, car break ins, theft, graffiti, and overall less riffraff. We don't need anymore development in our mountains. **(32.2.9G)** The end.

COMMENT #: 7142
DATE: 8/26/21 10:19 AM
SOURCE: Website
NAME: Jane Maus

COMMENT:

Please please please protect our canyon and consider alternative options. There are so many alternative options, there is no need to immediately go with the most extreme option. **(32.2.2PP)** This will destroy an iconic location for rock climbers. **(32.4A and 32.4B)** Why are we prioritizing skiing over climbing? **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Let's keep both accessible with an alternative option. Please.

COMMENT #: 7143
DATE: 8/26/21 10:21 AM
SOURCE: Email
NAME: Alex McCoy

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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 McCoy
Salt Lake City, UT

COMMENT #: 7144
DATE: 8/26/21 10:24 AM
SOURCE: Email
NAME: Matthew Jensen

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Matthew Jensen
Sandy, UT

COMMENT #: 7145
DATE: 8/26/21 10:37 AM
SOURCE: Email
NAME: Ashleen McGirk

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Ashleen McGirk
Salt Lake City, UT

COMMENT #: 7146
DATE: 8/26/21 10:41 AM
SOURCE: Website
NAME: Eric Santistevan

COMMENT:

I am in full support of this project! Long term sustainability and efficacy of transporting people up the canyon, regardless of weather, is why this should be a no-brainer!" **(32.29D)**

COMMENT #: 7147
DATE: 8/26/21 10:43 AM
SOURCE: Email
NAME: Brandon Thomson

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Brandon Thomson
Salt Lake City, UT

COMMENT #: 7148
DATE: 8/26/21 10:45 AM
SOURCE: Website
NAME: Jaron Earle

COMMENT:

I do not think that building a gondola in the canyon is a good solution to the issue at hand. **(32.2.9E)** Not only would it be unsightly, its construction would also permanently alter and destroy many bouldering and climbing access area throughout the canyon. **(32.17A and 32.4B)**. How about considering a less invasive option? Improving the buses and shuttling services from the existing park and rides or mandating bus/shuttle only days on busy or powder days? **(32.2.2I and 32.2.2B)** Many alternative solutions exist and should be considered. **(32.2.2PP)**

COMMENT #: 7149
DATE: 8/26/21 10:45 AM
SOURCE: Website
NAME: Brett Dugan

COMMENT:

Hello,

Please reconsider your current proposal for little cottonwood canyon. While the solutions are aimed at making one public space more accessible for recreation, it in turn destroys another area of recreation. **(32.4I)** There are solutions that can increase the ability to travel more efficiently to the ski mountain without disturbing the area so many climbers and hikers call home. **(32.2.9A and 32.2.2PP)**

This must be in everyone's best interest, not just a few individuals.

Thanks for listening!

COMMENT #: 7150
DATE: 8/26/21 10:48 AM
SOURCE: Website
NAME: Ash Parker

COMMENT:

Please don't do anything that will harm the world-class bouldering found in Little Cottonwood Canyon. I know there are alternatives, and those boulders mean so much to the Salt Lake Community. **(32.4A, 32.4B, and 32.2.2PP)**

COMMENT #: 7151
DATE: 8/26/21 10:49 AM
SOURCE: Website
NAME: Thomas Siegel

COMMENT:

I have enjoyed skiing at Alta during ski vacations in Utah for many years. Every trip up Little Cottonwood Canyon is chaotic with drivers racing to pass one another through the passing zones. And the evidence of numerous avalanches highlight the danger of travel through the area. I support the development of the gondola to bring skiers and others through the area in a safe and reliable manner.
(32.2.9D)

COMMENT #: 7152
DATE: 8/26/21 10:49 AM
SOURCE: Website
NAME: Sawyer Johnson

COMMENT:

The project you have proposed would destroy countless climbing routes that can never be replaced. **(32.4A and 32.4B)** Find another option that has a much less invasive and destructive outcome. **(32.2.9A and 32.2.2PP)**

COMMENT #: 7153
DATE: 8/26/21 10:50 AM
SOURCE: Website
NAME: Chase Gesteland

COMMENT:

Sacrificing the boulders and beautiful pine trees for a destructive gondola or wider road is absolutely not worth it, we can have a less invasive solution (**32.4A, 32.4B, 32.2.9A, and 32.2.2PP**)

COMMENT #: 7154
DATE: 8/26/21 10:51 AM
SOURCE: Website
NAME: Zoe Bitters

COMMENT:

Both of the widening of lanes and the gondolas threaten the climbing in Little Cottonwood. This is unacceptable as an entire community values these climbs. There has to be other ways to satisfy both communities. **(32.4A, 32.4B, 32.2.9A, and 32.2.2PP)**

COMMENT #: 7155
DATE: 8/26/21 10:55 AM
SOURCE: Website
NAME: Dylan Carey

COMMENT:

Hello UDOT and Utah legislature,
Please consider the impact of what the expansion is proposing. **(32.29G)** It is destroying hundreds of boulders and climbing routes for the climbers in the canyon. The damage to boulders is irreversible and irreplaceable. The canyon is a sanctuary for climbers like myself. I come from Texas to climb in Utah at these boulders, I stay in your hotels and buy your food on these trips. **(32.4A, 32.4B, and 32.6D)**
Thanks for your time and attention.

DC

COMMENT #: 7156
DATE: 8/26/21 10:56 AM
SOURCE: Website
NAME: Dan Sneider-Cotter

COMMENT:

I am not in favor of either proposal for Little Cottonwood Canyon. **(32.2.9C and 32.2.9E)** However, if I must choose one it would have to be a flexible bussing option that does not include adding additional lanes. **(32.2.9A)** There is clear research to suggest adding lanes does not solve traffic problems. **(32.7C)** This is a ski resort problem and does not factor in other users and other season of recreation. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Thank you for taking the time to read and consider my comments.

COMMENT #: 7157
DATE: 8/26/21 11:01 AM
SOURCE: Website
NAME: Amy Fruge

COMMENT:

PLEASE do NOT widen the roads or put a gondola in! **(32.2.9C and 32.2.9E)** The environmental impact this can have on our Canyon and what makes SLC so special is FAR more devastating than the traffic we wait in to ski. Further incentives for carpooling, public transport and ride share will be a more beneficial and long term option for traffic, the air pollution we breathe & the recreation we get to enjoy. **(32.2.9G, 32.2.4A, 32.2.9A, 32.7C, 32.10A, 32.4G, and 32.4I)** Please please do NOT destroy this canyon that is so near & dear to our hearts

COMMENT #: 7158
DATE: 8/26/21 11:05 AM
SOURCE: Email
NAME: Hannah Satein

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Hannah Satein
Salt Lake City, UT

COMMENT #: 7159
DATE: 8/26/21 11:09 AM
SOURCE: Website
NAME: Brooke Raboutou

COMMENT:

Protect Little Cottonwood canyon!!! **(32.29G)**

COMMENT #: 7160
DATE: 8/26/21 11:10 AM
SOURCE: Website
NAME: Keith Meyer

COMMENT:

I believe these proposals are a threat to the Wasatch-Cache National Forest, and as such the U.S. Forest Service should be involved with sustainability planning. **(32.20B)** The September deadline is far too soon to make rational decisions. **(32.29A)**

I am not a resident of Utah, but each state has a duty to keep national resources clean.

COMMENT #: 7161
DATE: 8/26/21 11:11 AM
SOURCE: Website
NAME: Will Lloyd

COMMENT:

I believe that the two options that have been put forth, widening the road for more buses or a gondola, are two extreme options in terms of environmental impact as well as cost. **(32.2.9C and 32.2.9E)** These seem to just benefit the ski resorts and does not take into account recreationalists who backcountry ski, hike, mtn bike, climb or any other adventure. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** To have such a gross impact on the canyon, more conservative options should be explored first. Increasing parking at the canyon mouth/La Calle like is already proposed then more bus service/shuttles in the canyon would begin easily with the parking area which is needed for either proposed option, and then the additional buses are also in one proposal and could be explored without affecting the canyons wildlife, water and recreational areas. **(32.2.6.2.1C and 32.2.9A)** There is no need for such an extreme, costly and impactful proposals such as the two that are on the table. Please, let us try something less impactful, cheaper and go from there. **(32.2.2PP and 32.29G)** Thank you.

COMMENT #: 7162
DATE: 8/26/21 11:12 AM
SOURCE: Website
NAME: Steven Neveadomi

COMMENT:

I am writing in regard of the climbing community in Salt Lake City in hope of you to reconsider the proposed plans to include the impact that will occur to the climbing community. SLC is often revered as one of the best climbing destinations in the US and LCC is part of that reason. I am even personally moving to SLC in September because of the climbing, and I personally want to climb the boulders in LCC. **(32.4A and 32.4B)** Please consider another plan that minimizes the impact. **(32.2.9A and 32.2.2PP)**

COMMENT #: 7163
DATE: 8/26/21 11:13 AM
SOURCE: Website
NAME: Mike Kaserman

COMMENT:

Examples of other possible measures that could help out, not just with the issues during ski season, but with all the other issues the canyon faces while not destroying the landscape, would be:

1. Implement mandatory parking pass purchases for all ski resorts during the season. **(32.2.2K and 32.2.4A)** 2. Require bus access without a parking pass, or after the canyon, parking is full, if going up to ski at the resorts. **(32.2.9A and 32.2.4A)** 3. Expand the parking structure at the Walgreens on 94th and highland, could even put in a 3 level parking garage or another structure. **(32.2.6.2.1C)** 4 Expand bus service WITHOUT providing a dedicated bus lane (You could close the canyon to public traffic at the mouth once parking is exhausted, Alta does this today with the summer road) **(32.2.9A and 32.2.2L)** 5. Implement a toll/fee structure like Millcreek and AF already have, with an option of purchasing an annual pass (this would help with crime issues in the summertime). **(32.2.4A)**

Any of the above options could be implemented at a much lower cost and much lower impact than the proposed solutions that UDOT has today. I'm sure there are many other potential options for others who are more knowledgeable than I could come up with. **(32.2.2PP)** If these kinds of things do not work, there is always the possibility of revisiting more impactful options in the future - but if we destroy the canyon today, there is never an option for going back and restoring it to its prior state.

Please - scrap both the gondola and the road widening, consider alternate options instead, and save our canyon! **(32.2.29R, 32.2.9C, and 32.2.9E)**

COMMENT #: 7164
DATE: 8/26/21 11:16 AM
SOURCE: Website
NAME: Walker Frahm

COMMENT:

My 12 year old son Atticus just began climbing a couple years ago. He took to it immediately and managed to make the momentum climbing team shortly before Covid locked down the gyms.

During a long 18 month period when we took great care to avoid risky Covid situations, LCC was his haven. We had never climbed outdoors before, and discovering the riches of the canyon was like stumbling upon a gold mine of climbing riches. By climbing there 3-4 days a week for over a year during lockdown, Atticus grew by leaps and bounds. He and I literally spent hundreds of hours at Secret Garden, the Cabbage Patch, 5 Mile, the Gate, and many other locations up and down the canyon. The day he first finally climbed a particular tricky boulder, Twisted, was, according to him, one of the greatest days of his life. ?

Climbing in Little Cottonwood also led us to find a community we had never known before. Climbing in the gym is impersonal and the routes are constantly changing. In bouldering outdoors, you come into conversation with a whole generation of climbers who have struggled and sweat and trained and triumphed on those very same boulders. Atticus, who is on the spectrum (high functioning), has sometimes really struggled to know how and where he fits in. Climbing in LCC helped him hone his passion and find an entire community in the process. Losing access to those boulders near the road that have become a primary training ground and community touchstone for him and so many others would be no less than devastating. **(32.4A)**

UDOT must find a new alternative based on an expanded electric bus service coupled with tolling and other traffic mitigation strategies that includes dispersed recreation transit needs before any permanent changes are made to Little Cottonwood Canyon that will forever alter the landscape, **(32.2.9A, 32.2.6.3F, and 32.2.4A)**.

Thank you for taking the time to read this. Please do what you can to conserve our world class natural resources and to find a more charitable, conscientious solution that wouldn't crush the spirits of my LCC-obsessed kiddo.

COMMENT #: 7165
DATE: 8/26/21 11:21 AM
SOURCE: Website
NAME: Jamie Van

COMMENT:

I think you should try less invasive things, a tollgate. (32.2.2Y) You will destroy some of the natural beauty and wonders to see through the canyon. (32.4I)

Also mess with the bouldering in the area. (32.4A and 32.4B) Please consider other options (32.2.9A and 32.2.2PP)

COMMENT #: 7166
DATE: 8/26/21 11:24 AM
SOURCE: Website
NAME: Eliza Zenger

COMMENT:

As an avid hiker, climber, and general outdoor enthusiast, I do not support the proposal for either the gondola or widening the roads. **(32.2.9C and 32.2.9E)** We need more shuttle services but that should not come at the cost of losing our beautiful bouldering areas. **(32.4A and 32.4B)** We need to allow more to enjoy the ski season but that should not come at the cost of ruining the view with a gigantic gondola **(32.17A)**. Leave the canyon alone. We are guests here.

COMMENT #: 7167
DATE: 8/26/21 11:29 AM
SOURCE: Website
NAME: Jon Fischer

COMMENT:

I am an active user of the canyon for both winter and summer activities. By far the best solution for my needs is to leave the road as it is, but increase bus frequency up and down the canyon. **(32.2.9A and 32.2.4A)** It's the most financially responsible solution that also is the most useful! Expanding the road would destroy much of what makes the canyon special to me-an escape from the hustle and bustle of the city. **(32.4I)**

COMMENT #: 7168
DATE: 8/26/21 11:30 AM
SOURCE: Website
NAME: Robert Otto

COMMENT:

I am a local climber and concerned that the two current proposals would have an unacceptable impact on the climbing experience as well as year-round dispersed recreation access throughout all of Little Cottonwood Canyon. This is a world-class climbing area that should be protected.

- UDOT must find a new alternative based on an expanded electric bus service coupled with tolling and other traffic mitigation strategies that includes dispersed recreation transit needs before any permanent changes are made to Little Cottonwood Canyon that will forever alter the landscape, **(32.2.9A, 32.2.6.3F, and 32.2.4A)**.
- Both UDOT proposals threaten iconic climbing throughout Little Cottonwood and at least 64 boulders and 273 boulder problems. **(32.4A and 32.4B)**
- UDOT's proposed parking lot "improvements" would severely limit access to the most popular climbing in the canyon by dramatically reducing the already limited parking currently available at the Gate Buttress, Grit Mill, and at the lower Little Cottonwood Park and Ride. **(32.4N and 32.4P)**.

COMMENT #: 7169
DATE: 8/26/21 11:36 AM
SOURCE: Website
NAME: Julia Dominesey

COMMENT:

It is clear that there are issues with traffic going up and down LCC, but that doesn't mean we should destroy the canyon in attempting to fix it. Road widening and a gondola sound good in theory, but will come at a large environmental cost which will only benefit the resorts and not the people. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Please find a new solution (buses) or amend the current ones to limit the environmental impact **(32.2.9A and 32.2.2PP)**

COMMENT #: 7170
DATE: 8/26/21 11:39 AM
SOURCE: Website
NAME: Chelsea Millward

COMMENT:

I would support year-round tolls in the 3-5\$ range and a 20\$ per car toll during ski season. **(32.2.4A)** this would reduce traffic and would avoid impacting the rest of the user groups like me. please do not demo boulders that my husband and I enjoy climbing on! **(32.2.2Y, 32.4A, and 32.4B)**

COMMENT #: 7171
DATE: 8/26/21 11:42 AM
SOURCE: Website
NAME: Melissa Fields

COMMENT:

I favor the Gondola B (from La Caile) Option. **(32.2.9D)** Additionally, I'd like to see UDOT work with the Salt Lake Climbers Alliance to prioritize placement of the gondola towers to allow the least amount of disruption possible to the canyon's bouldering and climbing resources. **(32.2.6.5DD)** Access to said climbing and bouldering resources should be maintained after tower construction is complete, even if this means allowing the public directly near the base of the towers. **(32.4B)** I'd also like to see a beginner-skier appropriate cat track created between Alta and Snowbird that does not require a chairlift ride (The current down canyon connection, the Keyhole Run, is appropriate for expert skiers only.) and another added from from Snowbird's Baby Thunder Area to the White Pine Trailhead. I'd also like to see an improved visitor center/bathroom facility/warming hut built at the White Pine Trailhead and regular shuttle transport from there to the Snowbird gondola stop/station, both in winter and summer. **(32.2.6.5AA and 32.2.9M)** I'd like to see the canyon's peak times bus service maintained after the gondola is completed, mostly for employee access to the canyon, but available to resort passholders or canyon transportation pass holders. **(32.2.2W)** I'd like to see vehicular access into the canyon eliminated, following Zion National Park's model; available to lodging guests and essential employees only. **(32.2.2B)**

COMMENT #: 7172
DATE: 8/26/21 11:57 AM
SOURCE: Email
NAME: Jackie Smith

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Jackie Smith
Sandy, UT

COMMENT #: 7173
DATE: 8/26/21 11:58 AM
SOURCE: Website
NAME: Mina Urbina

COMMENT:

I strongly disagree with both suggested solutions for the Little Cottonwood Area. **(32.2.9C and 32.2.9E)** While I recognize that skiing brings in much wealthy tourism potential for the city and state, it should not be the only consideration when Little Cottonwood Canyon houses many other sporting and tourism opportunities for a variety of different communities, including rock climbing and mountain biking to name two. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The expansion of the road would quite literally crush some of the most famous and world renowned boulders in the United States. **(32.4A)** It would prevent climbers, and hiking onlookers, from experiencing the joys of climbing outdoors **(32.4I)**. As someone who loves Salt Lake City and LCC, it would be more than just sad to see this welcoming, communal space become nothing more than a clear-cut forest for a few skiers to ride up on, or for it to become a dirty, and most likely still congested, highway. **(32.2.6.5B and 32.2.6.3B)** I ask that UDOT kindly consider the impact these decisions will have on more than just one outdoor community. **(32.2.9G)** I also hope that UDOT considers new options that do not permanently alter one of the many beautiful areas of the state, but instead look to more electric buses, carpool only times for entering the roadway, and more in order to resolve the concern at hand. **(32.2.6.3F, 32.2.9A, and 32.2.2PP)** Thank you for listening.

COMMENT #: 7174
DATE: 8/26/21 12:06 PM
SOURCE: Website
NAME: Camille Pierce

COMMENT:

I am a 72 year old native Utahn. I tried downhill skiing. I didn't like the crowds of people, lift lines, noise, cost and fear of an errant skier crashing into and injuring me.

For 50 years now, I have been enjoying canyon nature in a variety of different ways. I've hiked, cross country skied, snowshoed, gone fall 'leaf peeping', picnicked, bird watched, examined the geology, and walked appreciating the wildflowers. I deeply value the canyon's natural qualities. I enjoy just driving up canyon in ALL SEASONS and hope to continue doing my activities for some years, yet.

If a gondola canyon transportation system is chosen, I would be paying for something I would never use. I would not benefit from a gondola, as I will continue to car pool and take mass transit. The gondola serves the ski resorts but will not serve me. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

While none of my interests are supported by either the gondola or enhanced bus systems, they will significantly impact the quality of my canyon experience. As a senior, my exposure to nature is a key ingredient to my continued emotional and physical health. **(32.4I)**

When out of town guests stay with me, our activities do not center just on being in the canyon. We go out to eat, attend a cultural event or take in a local tourist attraction within the whole of Salt Lake County. We contribute to the wider economy, not just the downhill ski industry.

The downhill ski industry has already caused swaths of trees to be removed to create runs and built many structures over the land. Please do not enable new transportation solutions to be another harmful impact to the canyon.

Thank you for the opportunity to respond.

COMMENT #: 7175
DATE: 8/26/21 12:25 PM
SOURCE: Website
NAME: Michael Milano

COMMENT:

Why are you going to destroy unreplaceable nature in the name of a ski resort. (32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)

COMMENT #: 7176
DATE: 8/26/21 12:26 PM
SOURCE: Email
NAME: Aaron Porter

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Aaron Porter
Salt Lake City, UT

COMMENT #: 7177
DATE: 8/26/21 12:27 PM
SOURCE: Website
NAME: Margaret Wellik

COMMENT:

I would like to see a proposal from UDOT that explores an expanded bus service before continuing to explore more costly, intrusive, and irreversible options (such as a gondola and lane additions). **(32.2.9A)** Using existing lanes to support more public transportation could service those interested in hiking, climbing, running, backcountry skiing and inbound skiing while also reducing the existing traffic issues. **(32.2.6.3C)** This could be paid for through a combination of bus fees and higher fees for driving. **(32.2.4A)** Parking expansion would be inevitable but could come by way of building garages on existing lot surfaces, not by cutting into more of the existing recreational land. **(32.2.6.2.1C)** This would be a less impactful alternative and such an alternative could potentially eliminate the need for roadway widening. I do NOT support the idea of a gondola **(32.2.9E)**

COMMENT #: 7178
DATE: 8/26/21 12:28 PM
SOURCE: Website
NAME: Gabe Phillips

COMMENT:

this is going to destroy world class climbing for the sake of padding the pockets of the ski resorts.
(32.4A, 32.4B, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)

COMMENT #: 7179
DATE: 8/26/21 12:29 PM
SOURCE: Website
NAME: Catherine Widner

COMMENT:

Please consider other options that don't destroy our beautiful mountains for the sake of capitalist ski resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Limit the number of people in the canyon before you destroy the canyon. **(32.2.2L and 32.20B)**

COMMENT #: 7180
DATE: 8/26/21 12:32 PM
SOURCE: Website
NAME: Christopher Tuttle

COMMENT:

I am against widening the road and adding the gondola, as it would retract from the natural beauty, history, and climbing access in the canyon (**32.2.9C, 32.2.9E, 32.17A, 32.17B, 32.4A, and 32.4B**)

COMMENT #: 7181
DATE: 8/26/21 1:05 PM
SOURCE: Website
NAME: Jennifer Nazzaro

COMMENT:

To whom it may concern,

As a resident of the [REDACTED] neighborhood, I use Wasatch Boulevard every day. I also am an avid skier who goes up Little Cottonwood Canyon often. I am greatly concerned about the suggested widening of Wasatch Boulevard and the negative effect this will have on our city and neighborhood. **(32.2.9L and 32.4F)** With adding lanes, this is allowing more vehicles to travel through our neighborhoods bringing more congestion and pollution. Higher speeds result from increased lanes and this makes leaving my neighborhood and walking or biking on Wasatch Boulevard more dangerous. Adding lanes also fails to solve the problem of congestion at the mouth of Little cottonwood Canyon if these additional lanes funnel down to one lane in each direction. It just allows more cars to be idling on our streets on busy ski days. **(32.2.6.2.2A)**

Widening Wasatch Boulevard with additional lanes is the opposite direction we should be taking for our city. Improving pedestrian and bike lanes should be the priority, not making Wasatch Boulevard into a freeway running through our city. Cottonwood Heights is a city filled with people who love to recreate and visitors who come here to enjoy our skiing, biking, hiking and active lifestyle. We must improve the safety of our roads for our neighbors to leave their houses, provide a safe way for children to walk to school and enhance the walkability and bikability of our city for it's citizens and visitors. **(32.2.6.2.2A)** Adding lanes to Wasatch Boulevard and sound barriers to nearby neighborhoods also creates an ugly eyesore. **(32.11B)**. I would also like to strongly voice my opinions against the proposed gondola idea. **(32.2.9E)** This solution does not shorten times to get to ski resorts and will employ a cost to riders. **(32.7C and 32.2.4A)** If the gondola trip is slower and more expensive than a car driving up the canyon, no one will use this. **(32.2.4A)** The proposed gondola can not handle the volume of people that go up the canyon during busy ski days and this will lead to a long wait and ultimately less people using it. **(32.2.6.5C and 32.2.6.5N)** The gondola also doesn't serve any purpose the rest of the year when people frequent the canyon for hiking, climbing and other recreation. **(32.1.2C)** I believe increasing bus service with a bus specific lane down Wasatch Boulevard and Little Cottonwood Canyon is the best solution to incentivize people to take public transportation and leave their cars behind. **(32.2.9A and 32.2.4A)** When people see a bus zooming past the traffic line they are sitting in, they will think twice about driving next time. This will reduce traffic on Wasatch Boulevard and Little Cottonwood Canyon. Thank you,
Jenny Nazzaro

COMMENT #: 7182
DATE: 8/26/21 1:06 PM
SOURCE: Website
NAME: Marni Epstein

COMMENT:

I strongly oppose both options. **(32.2.9C and 32.2.9E)** Both options serve the ski resorts only and ignore the needs of individual who use Little Cottonwood Canyon for other purposes such as hiking, backcountry skiing, and climbing. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I believe a more equitable and less environmentally tolling alternative would be to improve the bus system, making it a viable alternative to driving, and improving the road, including adding in avalanche protections. **(32.2.9A and 32.2.4A)** As it currently stands, the bus is extremely uncomfortable and does not run that frequently. When I have taken it, I have had to stand with my skis or try to fit them into the crowded bus. If the buses were replaced with more comfortable models, or more buses were run so that people didn't have to stand, I would much prefer to take the bus than to drive. **(32.2.6.3N)** I hope that UDOT decides to invest in our current systems before taking the extreme measure of permanently altering the canyon, negatively affecting wildlife, the canyon itself, climbers, and other independent outdoorists, while only benefiting the two ski resorts. **(32.4I, 32.13A, 32.13B, 32.4A, and 32.4B)**

COMMENT #: 7183
DATE: 8/26/21 1:09 PM
SOURCE: Website
NAME: Robert Macfarlane

COMMENT:

I have had a season pass at Snowbird for over 15 years and I ride there over 75 days per season. I also split board in the LCC backcountry 10-20 days per year. I believe the EIS is incomplete as there is not details on vehicle occupancy rates on the peak winter travel days for the past 2-3 years. I believe that data should be gathered and then a toll booth put in place with tiered peak pricing. **(32.2.4A)** Vehicles with 4+ occupants can go free of charge and even get preferred resort parking at Alta and Snowbird. Single occupant cars pay a high price and may even be restricted on peak weekend days. UDOT should collaborate with resorts to find or develop an app to encourage carpooling. **(32.2.4A)** Spending over \$500M to benefit a resort like Snowbird owned by a billionaire family to help alleviate a problem that only exists on 20-30 peak days in winter and can be solved more cheaply with tolls and incentives as well as slightly better and more frequent bus service makes no sense and should not be pursued until low cost and simple solutions are attempted. **(32.2.9A, 32.2.4A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Presenting only the high costs options creates a false choice and more data and simpler, lower cost and impact solutions should be exhausted before spending massive levels of public dollars. A gondola is not something I would ride as it would be hard to get to and slower than a vehicle when the total travel time is accounted for. **(32.2.9E and 32.2.4A)**

The EIS also fails to consider what the maximum carrying capacity is for the resorts on peak winter days and what an optimal experience is on the public lands. **(32.20B and 32.20C)** The gondola also does not address the needs of backcountry skiers, ice climbers, snowshoers and other users who plan to recreate in other parts of the lower canyon. **(32.2.6.5G and 32.7C)**

COMMENT #: 7184
DATE: 8/26/21 1:11 PM
SOURCE: Email
NAME: Holly Peck

COMMENT:

Dear Utah Department of Transportation (UDOT),

I am opposed to the gondola which will only serve the ski resorts. **(32.2.9E)** I think the better alternative would be a dedicated bus lane that provides pick up and drop off services at multiple points in the canyon. **(32.2.9B and 32.2.6.3C)**

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? **(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. **(32.13B)** 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,
Holly Peck
Salt Lake City, UT

COMMENT #: 7185
DATE: 8/26/21 1:12 PM
SOURCE: Website
NAME: Ben Singley

COMMENT:

I grew up both skiing and climbing. I understand you are trying to mitigate a problem that primarily exists for about 1 month a year, at it's peak, to allow more people to more easily access private company property for a recreational activity, but you are entertaining two plans to allow people to access this one specific activity to the great and irrevocable detriment of a much more accessible activity, namely bouldering and climbing. **(32.4A, 32.4B, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I would not expect that any of the ski resorts would be ok in any way with reducing their lifts and runs to allow climbers and mountain bikers better access to anything, so how are skiers and snowboarders being granted such a massive preference, at such a permanent loss for the climbing community? **(32.1.2D)** Just like with Utah's ski resorts, people come from all over to climb Little Cottonwood. Come up with something better, that doesn't reek of pandering to a single for-profit industry.

Sincerely, a climber and former resident of Utah.

COMMENT #: 7186
DATE: 8/26/21 1:14 PM
SOURCE: Website
NAME: Cody Drilling

COMMENT:

This boulders are a deep part of the areas history, and a huge draw for both locals and tourists alike. There has to be a better way to achieve your goals that don't include the distruction of so much history and passion. Please! **(32.4A, 32.4B, 32.2.9A, and 32.2.2PP)**

COMMENT #: 7187
DATE: 8/26/21 1:16 PM
SOURCE: Website
NAME: Gabe Fillmore

COMMENT:

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

COMMENT #: 7188
DATE: 8/26/21 1:24 PM
SOURCE: Website
NAME: Alex Marshall

COMMENT:

I really hope you consider not going with either proposal. **(32.2.9C and 32.2.9E)** You are risking destroying incredibly important climbing recreational areas. **(32.4A and 32.4B)** I was planning on visiting Utah specifically for climbing at little cottonwood and if these projects destroy the area I probably won't visit Utah at all.

COMMENT #: 7189
DATE: 8/26/21 1:32 PM
SOURCE: Website
NAME: Nathan Lyon

COMMENT:

Please don't build a gondola! **(32.2.9E)**

The gondola will not reduce traffic as effectively as the bus. **(32.2.4A and 32.7C)** The gondola only stops at the two ski resorts. What about all the trailheads and attractions throughout the canyon? **(32.2.6.3C and 32.2.6.5G)** Little Cottonwood is so much more than a two ski resort canyon! The gondola will force people to either backtrack quite a distance on foot--which most won't do--or drive their cars, thus defeating the purpose of the gondola.

The gondola fundamentally changes, for the worse, the look and feel of one of Utah's prettiest canyons. Giant poles and gondolas would only mar a beautiful landscape. **(32.17A)**

The bus lanes better accomplish the purpose of reducing traffic. Once people see how easily and quickly buses jet up the canyon, more riders will come. And as someone who has been riding mass transit for years, I can tell you that people will try it out and stick with it. As noted above, the buses will service all parts of the canyon, not just two resorts. **(32.2.6.3C)**

The bus option will both reduce traffic and better meet the needs of everyone that recreates in the canyon. **(32.2.9B)**

COMMENT #: 7190
DATE: 8/26/21 1:36 PM
SOURCE: Email
NAME: Whitney Berger

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Whitney Berger
Salt Lake City, UT

COMMENT #: 7191
DATE: 8/26/21 1:45 PM
SOURCE: Website
NAME: Amy Hartner

COMMENT:

Please do not widen the road or make changes that would remove bouldering boulders in LCC. **(32.2.9C, 32.4A and 32.4B)** As a rock climber myself I would hate to see boulderers lose their playgrounds. Practicing hobbies outside is wonderful for the body and soul and this would be detrimental to climbers who prefer to boulder.

COMMENT #: 7192
DATE: 8/26/21 1:54 PM
SOURCE: Email
NAME: Ashley Lodmell

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Ashley Lodmell
Salt Lake City, UT

COMMENT #: 7193
DATE: 8/26/21 2:05 PM
SOURCE: Website
NAME: Kirby Coggins

COMMENT:

Salt Lake is the only city I return to year after year and it's because of these boulders (**32.4A and 32.4B**).

COMMENT #: 7194
DATE: 8/26/21 2:34 PM
SOURCE: Website
NAME: Catherine Johnson

COMMENT:

I support the gondola option and sincerely hope it will happen. Thank you! **(32.2.9D)**

COMMENT #: 7195
DATE: 8/26/21 2:43 PM
SOURCE: Website
NAME: Tori Sailor

COMMENT:

Please do not do this. The things that make UT so special include rock climbing and the mountains as they are. **(32.4A and 32.4B)** By expanding you are asking for more tourists to come and destroy our homeland like they have done everywhere else. Keep UT secret and please don't do this to the climbers. You are asking for more millionaires and billionaires to push the middle class and lower level environmentalist out. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Please don't be corrupt.

COMMENT #: 7196
DATE: 8/26/21 2:51 PM
SOURCE: Website
NAME: Chris Hyatt

COMMENT:

The cottonwoods provide more monetary value than simply acting as a means to get to ski resorts. The hiking, nature preservation, climbing, etc communities have been and are still what makes SLC one of the best cities to live in. A gondola or wider road will turn the canyons into a place to avoid within the greater salt lake outdoors. **(32.4I, 32.2.9C, and 32.2.9E)**

COMMENT #: 7197
DATE: 8/26/21 2:54 PM
SOURCE: Website
NAME: Loren Butler

COMMENT:

Dear elected official: do the right thing and spare the world-class recreation in Little Cottonwood Canyon. Specifically, spare the boulders. A few points:

UDOT's gondola and additional lane (s) proposals would have an unacceptable impact on the climbing experience as well as year-round dispersed recreation access throughout all of Little Cottonwood Canyon. **(32.4A, 32.4B, and 32.4G)**

UDOT must find a new alternative based on an expanded electric bus service coupled with tolling and other traffic mitigation strategies that includes dispersed recreation transit needs before any permanent changes are made to Little Cottonwood Canyon that will forever alter the landscape, **(32.2.6.3F, 32.2.9A, and 32.2.4A)**

Both UDOT proposals threaten iconic climbing throughout Little Cottonwood and at least 64 boulders and 273 boulder problems. **(32.4A and 32.4B)**

UDOT's proposed parking lot "improvements" would severely limit access to the most popular climbing in the canyon by dramatically reducing the already limited parking currently available at the Gate Butte, Grit Mill, and at the lower Little Cottonwood Park and Ride. **(32.4N and 32.4P)**

COMMENT #: 7198
DATE: 8/26/21 3:02 PM
SOURCE: Website
NAME: Carolyn Keigley

COMMENT:

Little Cottonwood Canyon has snow avalanches during the winter. Big Cottonwood Canyon has "human avalanches" year around. The level of visitation is unsustainable not only on the road but on many of the trails. Increasing the ability of bringing more people via mass transit is therefore unsustainable no matter what mass transit UDOT chooses. **(32.1.2B, 32.20A, and 32.20C)** This is a fact that is being acknowledged across our country in many National Parks and Recreational areas. In other words this is a problem not just for the Cottonwood Canyons. How are these other areas solving this problem? Many are realizing that increased infrastructure is not a sustainable solution and they are looking at solutions that are cheap and much quicker in implementing, although politically painful - a reservation policy which also limits the #s of visitation during the busy times. If we spend millions of dollars into a mass transit system it will only be outdated in 20 or so years as the visitation and population increases. WE will have wasted public \$s and destroyed the visitor experience by overcrowding and destroyed the beauty and solitude that we all enjoy in these canyons. **(32.2.2K)**

Second comment - Toll both canyons immediately regardless of what or when a mass transit goes in! Do it now! **(32.2.2Y and 32.2.4A)** AND for Big Cottonwood Canyon the tolling needs to be at the mouth of the canyon and at the top of Guardsman Pass. The reasoning for this is due to the "Human Avalanches that are occurring year around, resort in the winter, and trailheads in the summer. **(32.20D)** Canyon Patrol reports that 32.23% of all calls and cases in all canyons surrounding Salt Lake Valley occur within the Town of Brighton boundaries and the majority of that action occurred not at the ski resorts but at Cardiff/Donut Falls parking area. That is a summer problem, not a winter ski problem. **(32.1.2C)** We do have a winter ski problem in Big Cottonwood Canyon with parking along the road when the resort parking lots are full, but nothing compared to what is happening parking areas at trailheads and on the trails. **(32.1.1A)** True, the highway traffic congestion is more visible but I am more worried about what is happening to the canyon that is not seen - crime, overcrowded trails, the low ration of bathrooms to visitors, etc. Multiple weddings trampling the meadows in the Cardiff area, leaving their glitter and trash, side by side vehicles driving on trails and right next to the creek, etc. Simply out of control with the USFS not having the money to manage the huge numbers of visitors. **(32.1.1A)** 3 - comment - Parking on the highway for the commercial business of the resorts should not be allowed! **(32.2.9P)** When their parking lots are full, that should be it, they are full, period. What other businesses are allowed to use a public highway as a parking lot??? This is a huge safety risk in the winter when snow and ice is on the road and you have the public including children walking in the road for more than a mile when cars, buses and snow plows are traveling 45 MPH on a narrow icy road. The day that a child is killed on the road in those conditions, who will be responsible? I would squaring put the blame on UDOT for plowing the sides of road to enable more cars to park, ski resorts for encouraging their excess customers to park on the road when they parking lots are full and any other government entity that encouraged this unsafe practice. I can't tell you how many times I have seen car doors opening into the lane of traffic with the occupants stepping out into the road or are sitting in the cars putting on their ski boots with their doors opening into the oncoming traffic. Then you have the hazard of the people walking in their slippery ski boots on the road in the mix of moving vehicles because there is not enough room between the parked cars and the moving traffic on the road. One day three pedestrians were not only walking in the road but were swinging their snowboards at the moving cars that were trying to go around the walkers and at the same time cars were coming in the opposite direction but had no clearance. The pedestrians were laughing and mocking the drivers as if they had a "right" to walk in the middle of the highway. This must stop and the only way that it will be safe again is if parking on the road is not allowed - period!!!"**(32.2.9P)**

COMMENT #: 7199
DATE: 8/26/21 3:06 PM
SOURCE: Website
NAME: Brett Iddison

COMMENT:

Please reconsider the Cog Train. A cog rail train up Little Cottonwood Canyon would not only allow for much higher thorough-put of travelers, but it would become a tourist attraction in its own right. We should do it. **(32.2.9F)**

COMMENT #: 7200
DATE: 8/26/21 3:10 PM
SOURCE: Website
NAME: Vicky Hall

COMMENT:

How did climate change factor into your primary choices? Snow conditions could change dramatically in coming years, either too much or too little snow, both of which would impact the ski industry. **(32.2.2E)** as for the gondola, it seems to me that is designed to serve only the ski industry as the only stops are at the resorts in question. This seems an unfair economic burden on the taxpayers, many of whom do not ski and would not/could not use this expensive people moving machine. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** And while it might improve safety for those riding it, there is still the concern for safe roadways for those who choose to drive up the canyon--the gondola itself does nothing to address this problem. **(32.2.9E)**

COMMENT #: 7201
DATE: 8/26/21 3:19 PM
SOURCE: Website
NAME: Grant Burton

COMMENT:

All options offered right now are very destructive and only serve ski resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** While I am sympathetic to the issue resorts are facing the following options are much better alternatives to start with. 1. Implement mandatory parking pass purchases for all ski resorts during the season. **(32.2.2K and 32.2.4A)** 2. Require bus access without a parking pass, or after the canyon, parking is full, if going up to ski at the resorts. **(32.2.9A and 32.2.4A)** 3. Expand the parking structure at the Walgreens on 94th and highland, could even put in a 3 level parking garage or another structure. **(32.2.6.2.1C)** 4 Expand bus service WITHOUT providing a dedicated bus lane (You could close the canyon to public traffic at the mouth once parking is exhausted, Alta does this today with the summer road) **(32.2.9A and 32.2.2L)** 5. Implement a toll/fee structure like Millcreek and AF already have, with an option of purchasing an annual pass (this would help with crime issues in the summertime). **(32.2.4A)**

COMMENT #: 7202
DATE: 8/26/21 3:20 PM
SOURCE: Website
NAME: Sam Ogles

COMMENT:

I'm a part of the rapidly growing climbing community in Utah. It's easy to find choose a different solution, it's impossible to replace outdoor climbs. **(32.2.2PP, 32.4A and 32.4B)** Please reconsider.

COMMENT #: 7203
DATE: 8/26/21 3:23 PM
SOURCE: Website
NAME: Kali Roy

COMMENT:

These two propositions have the biggest environmental impact possible. UDOT needs to consider lower environmental impact options before resorting to destroying the canyon for road widening or a gondola. We choose to live in and near this canyon and community because of the nature and wildlife. Please do not destroy this for commercial gain. **(32.2.9A, 32.4I, 32.13A, and 32.13B)**

With climate change and our warmer winters, who knows how long the ski resorts will even be able to continue to operate at the level that is needed for current car traffic. **(32.2.2E)** Please consider other low impact options (fee booths, canyon passes, dedicated bus-only hours, etc.) Please dont destroy the nature we love"**(32.2.4A, 32.2.2K, and 32.2.2B)**

COMMENT #: 7204
DATE: 8/26/21 3:29 PM
SOURCE: Email
NAME: Joe Kiffney

COMMENT:

"Dear Utah Department of Transportation (UDOT),

A gondola is just such a bad idea. **(32.2.9E)** A selfish push to make the canyons more profitable for outside tourists.

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? **(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. **(32.13B)** 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,
Joe Kiffney

██████████
Salt Lake City, UT ██████████

"

COMMENT #: 7205
DATE: 8/26/21 3:33 PM
SOURCE: Website
NAME: Charles Beall

COMMENT:

"Before I attended one of your virtual meetings, I was enthusiastic about the Gondola plan. Now my preference is regular, frequent UTA bus trips up and down the canyon, preferably without widening the road, and it's reasonable to charge private vehicles a toll to enter the canyon. If this is done, I will return as a UTA user **(32.2.9A and 32.2.4A)**

COMMENT #: 7206
DATE: 8/26/21 3:42 PM
SOURCE: Email
NAME: Carol HANSEN

COMMENT:

"Dear Utah Department of Transportation (UDOT),

NO Gondola! **(32.2.9E)** No on spending money for new lanes to transport to ski areas only. **(32.2.9C)** Make Icon pay for it. Or better yet set up a list or lottery to everyone gets a chance to use the canyon as they would like without the crowds. **(32.2.2K)** The gondola is STUPID!!! More corporate greed and corruption is what brought on the gondola. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Stop any discussion. No one wants to add two hours of transit time to their very expensive ski day **(32.2.6.5C)**

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? **(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. **(32.13B)** 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)**. So

Sincerely,
Carol HANSEN

██████████
Salt Lake City, UT ██████████

COMMENT #: 7207
DATE: 8/26/21 3:45 PM
SOURCE: Website
NAME: David Sailor

COMMENT:

I don't believe this is fair or accurate. Rock climbing has minimal impact. Certainly far less so than other forms of uses in the park. Climbers are also more mindful of their environment and are far better stewards of the parks than tourists. **(32.29D)**

COMMENT #: 7208
DATE: 8/26/21 3:48 PM
SOURCE: Website
NAME: Dawn Bardon

COMMENT:

I'm completely opposed to using tax payer money to slightly help a small subgroup of the skiing population while substantially negativity impacting the canyon environment. The only ones who really win with any plan are the resort owners. What actually are those who stand to benefit the most contributing? **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 7209
DATE: 8/26/21 3:48 PM
SOURCE: Email
NAME: Ryan Smith

COMMENT:

"Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Ryan Smith

██████████ Salt Lake City, UT ██████████
██████████

COMMENT #: 7210
DATE: 8/26/21 4:08 PM
SOURCE: Website
NAME: Andrew Hendrickson

COMMENT:

The gondola is not the right decision for this canyon, and for our state. **(32.2.9E)** The current infrastructure needs to be improved without expanding infrastructure in the canyon. **(32.2.9A and 32.2.2PP)** So many great climbing and bouldering will be routes will be impacted and taken from us forever. **(32.4A and 32.4B)** Please do not make this rushed decision without more consideration. **(32.29G)**

COMMENT #: 7211
DATE: 8/26/21 4:13 PM
SOURCE: Website
NAME: Kinde Nebeker

COMMENT:

It is critical at this time in our cultural development that we make a radical shift from seeing the beautiful, gorgeous, powerful planet we live on as an endless source of material and financial gain but as PART OF US. If we overcrowd the Wasatch and pollute the natural systems and the beauty of these mountains, we deplete ourselves at a spiritual and energetic level. I do not overstate the issue when I say that developing these mountains with widening a road OR putting in a gondola will be a loss beyond understanding. **(32.2.9C, 32.2.9E, 32.4I)** The very premise we are starting from -of having to have more access for people is out of balance. Many of us will have parts of our soul ripped out if this development goes through. It will rip everyone's soul, whether they consciously feel it or not. Can we not reconsider the premise?"**(32.20B)**

COMMENT #: 7212
DATE: 8/26/21 4:19 PM
SOURCE: Website
NAME: Wes Haskell

COMMENT:

The gondola is a cost-effective, long-term solution to problems we've been trying to tackle for years
(32.2.9D)

COMMENT #: 7213
DATE: 8/26/21 4:19 PM
SOURCE: Website
NAME: Brandon Barton

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 #: 7214
DATE: 8/26/21 4:20 PM
SOURCE: Website
NAME: Jason Gooden

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)**

COMMENT #: 7215
DATE: 8/26/21 4:20 PM
SOURCE: Website
NAME: Billy Bustamante

COMMENT:

"More buses and a wider road don't solve the problem. **(32.2.9C)** 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 **(32.2.6.3P)**

COMMENT #: 7216
DATE: 8/26/21 4:20 PM
SOURCE: Website
NAME: Kam Nielsen

COMMENT:

My name is Kam Nielsen and I have lived in Salt Lake my entire life. I am an avid rock climber and boulderer, and I love spending hundreds of hours each year bouldering in Little Cottonwood. Hundreds of climbing and bouldering routes are located close to the road in LC and could be either destroyed or removed in the process of expanding the road or building a gondola. **(32.4A and 32.4B)** I believe in the importance of nature conservation and I also would like to continue to enjoy Little Cottonwood for years to come. Salt Lake City is the climbing capital of the United States, and the interests of the growing global sport should be considered along with those of skiing. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** In lieu of the options presented, UDOT should consider alternative solutions to alleviate traffic congestion, such as a bus system along with car quotas in the canyon. **(32.2.9A, 32.2.4A, and 32.20C)** Bussing has been an effective method for national parks and ski resorts across the United States to accommodate more visitors while reducing traffic, and UDOT should adopt a similar model to achieve this goal in Little Cottonwood. **(32.2.2B)**

COMMENT #: 7217
DATE: 8/26/21 4:21 PM
SOURCE: Website
NAME: Ed Leash

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.
(32.1.2C and 32.2.6.2.4A)

COMMENT #: 7218
DATE: 8/26/21 4:22 PM
SOURCE: Website
NAME: Chase Madigan

COMMENT:

Canyon closures due to planned avalanche mitigation will no longer be a problem with the gondola.
(32.2.9D and 32.2.6.5H)

COMMENT #: 7219
DATE: 8/26/21 4:25 PM
SOURCE: Website
NAME: Oyoyo Joi

COMMENT:

Traffic in the neighborhoods surrounding the entrance of the canyon is unbearable when the canyon is backed up. A gondola will allow locals to commute without hassle. **(32.2.9D and 32.7B)**

COMMENT #: 7220
DATE: 8/26/21 4:26 PM
SOURCE: Website
NAME: Neil Fashel

COMMENT:

I would feel so much safer taking a gondola up the canyon during heavy snow days than sitting in a bus. (32.2.9D)

COMMENT #: 7221
DATE: 8/26/21 4:27 PM
SOURCE: Website
NAME: Melissa Hunter

COMMENT:

Taking a gondola to and from seasonal festivals would take away all the stress of worrying about inebriated drivers on the narrow canyon roads. **(32.2.9D)**

COMMENT #: 7222
DATE: 8/26/21 4:31 PM
SOURCE: Website
NAME: Adam Cates

COMMENT:

The gondola is the smart, safe and popular choice! **(32.2.9D)**

COMMENT #: 7223
DATE: 8/26/21 4:32 PM
SOURCE: Website
NAME: Kelli Youngman

COMMENT:

Utah deserves the cleanest air and water possible and that is why I support the gondola. Simply put, a gondola is the best thing for Utah as a whole. **(32.2.9D, 32.10A, and 32.12A)**

COMMENT #: 7224
DATE: 8/26/21 4:33 PM
SOURCE: Website
NAME: Andrew Wilson

COMMENT:

The reliability of a gondola makes it easier to plan a day around skiing, hiking, or rock climbing.
(32.2.9D)

COMMENT #: 7225
DATE: 8/26/21 4:34 PM
SOURCE: Website
NAME: Andy Garcia

COMMENT:

As i travel around the country for my various jobs I love exploring their beauty but rarely do I have access to a car the whole time. This seems like a great opportunity for tourists to see the beauty of Utah **(32.29D)**

COMMENT #: 7226
DATE: 8/26/21 4:37 PM
SOURCE: Website
NAME: Roberto Gutierrez

COMMENT:

Please protect the access & boulders in Little Cottonwood Canyon! **(32.4A and 32.4B)**

COMMENT #: 7227
DATE: 8/26/21 4:38 PM
SOURCE: Email
NAME: Meghan DeGemmis

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Meghan DeGemmis
Salt Lake City, UT

COMMENT #: 7228
DATE: 8/26/21 4:44 PM
SOURCE: Website
NAME: Lesley Sheppard

COMMENT:

As a former resident of Alta, Utah, why not limit the amount of uphill traffic and thus the number of people? **(32.2.2L and 32.2.4A)** This solves the traffic/crowding/environmental impacts of bus/train/gondola and is easy to implement. The only downside is fewer people/perhaps less revenue, but a toll for non-public bus traffic and higher overall costs to ski/snowboard will offset the decreased revenue from packing as many people in the canyon as possible. Show some concern for experience and not just profits! **(32.2.4A and 32.20C)**

COMMENT #: 7229
DATE: 8/26/21 4:59 PM
SOURCE: Website
NAME: Parker Garrett

COMMENT:

I do not support changes to the current transportation system in place at LCC. This will negatively impact myself and the rest of the climbing community **(32.2.9G, 32.4A, and 32.4B)**

COMMENT #: 7230
DATE: 8/26/21 5:02 PM
SOURCE: Website
NAME: Michal Kolaczwaski

COMMENT:

The gondola encompasses the long-term vision that we need to think about as we build a better world and infrastructure. **(32.2.9D)**

COMMENT #: 7231
DATE: 8/26/21 5:03 PM
SOURCE: Website
NAME: Matt Bauman

COMMENT:

Many people drive up the canyon to visit, moving people off the roads would create a safer environment and cleaner air. **(32.2.4A, 32.7C, and 32.10A)**

COMMENT #: 7232
DATE: 8/26/21 5:04 PM
SOURCE: Website
NAME: Landon Haycock

COMMENT:

I have spent days and hours recreating in Little Cottonwood canyon. I think it would be disastrous to go with either of UDOT's ideas. **(32.4I, 32.2.9C, and 32.2.9E)** They both only benefit the resorts. What about all the people who want to climb the roadside boulders? how about making the people that want to ski at resorts take a bus that doesn't need widening a road to do so? **(32.2.9A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Leave the roads the way they are for all the other people that want to recreate- not at the resorts.**(32.2.4A)** People need wild, open spaces to re-energize and recharge. That is part of the beauty of LCC is it is not completely overdeveloped. Please keep it that way. **(32.4I)**

COMMENT #: 7233
DATE: 8/26/21 5:07 PM
SOURCE: Website
NAME: Thomas Gnyra

COMMENT:

I'm canadian and travel often to slc to Boulder at little cotton wood. It's an amazing place and many travelers stop here for the bouldering. **(32.4A and 32.4B)** I would probably think twice if these boulders didn't exist to visit Utah again

COMMENT #: 7234
DATE: 8/26/21 5:07 PM
SOURCE: Website
NAME: Gabe Spencer

COMMENT:

Traffic in bad weather isn't the only issue, a lot of pollution comes from the canyon regardless of the season. A gondola secures a reduction in pollution by taking people off the roads. **(32.2.9D)**

COMMENT #: 7235
DATE: 8/26/21 5:09 PM
SOURCE: Website
NAME: Brad Haak

COMMENT:

It seems the gondola would have the smallest impact on the surrounding nature. I appreciate any care that is taken to save our earth. **(32.2.9D)**

COMMENT #: 7236
DATE: 8/26/21 5:10 PM
SOURCE: Website
NAME: Lance Anderson

COMMENT:

We need to protect against the pollution of the watershed in the canyon. A road expansion does not consider that, whereas a gondola does. **(32.2.9D, 32.12A, and 32.12B)**

COMMENT #: 7237
DATE: 8/26/21 5:12 PM
SOURCE: Website
NAME: Dallas Young

COMMENT:

A gondola allows for access in and out of the canyon during and immediately following an avalanche which could be life-saving in so many situations. **(32.2.9D and 32.2.6.5H)**

COMMENT #: 7238
DATE: 8/26/21 5:13 PM
SOURCE: Website
NAME: Pascal Pastrana

COMMENT:

A gondola is a safe, and more reliable transportation system regardless of canyon weather conditions (32.2.9D).

COMMENT #: 7239
DATE: 8/26/21 5:13 PM
SOURCE: Website
NAME: Erica Nuttall

COMMENT:

Please do not build a gondola in Cottonwood Canyon. It would ruin the incredible rare beauty. **(32.2.9E and 32.17A)** I support buses/public transportation for visitors. **(32.2.9A)**

COMMENT #: 7240
DATE: 8/26/21 5:15 PM
SOURCE: Website
NAME: Kevin Metzger

COMMENT:

The gondola would save taxpayers a lot of money as it is an opportunity for private companies to endorse and advertise on the gondola and its expenses. **(32.2.9D and 32.2.7A)**

COMMENT #: 7241
DATE: 8/26/21 5:17 PM
SOURCE: Website
NAME: Dickie Heart

COMMENT:

The ski resorts up the canyon would help cover the cost of the gondola by providing automatic riders that work up the canyon and would choose to ride it. **(32.2.7A and 32.29D)**

COMMENT #: 7242
DATE: 8/26/21 5:20 PM
SOURCE: Website
NAME: Aiden Dewitt

COMMENT:

More buses would require more roads, and that means more damage to nature in the canyon. Please don't harm the wildlife and its habitat. **(32.13B)** The gondola has far less effect on the environment and I support it. **(32.2.9D)**

COMMENT #: 7243
DATE: 8/26/21 5:22 PM
SOURCE: Website
NAME: Brooke Bohn

COMMENT:

A gondola can be used year-round for transportation and as its own attraction. I don't know one person who doesn't like a gondola ride. **(32.2.9D)**

COMMENT #: 7244
DATE: 8/26/21 5:24 PM
SOURCE: Website
NAME: Alli Berry

COMMENT:

I oppose both gondola and road widening projects. **(32.2.9E and 32.2.9C)** They would threaten all the historic climbing and bouldering on the roadside in LCC and it makes me sad to think of the history and access we would lose. **(32.4A and 32.4B)**

COMMENT #: 7245
DATE: 8/26/21 5:46 PM
SOURCE: Website
NAME: Matt DeBusscher

COMMENT:

I am a tourist who frequently comes to Utah for skiing. The Gondola proposal for LCC is absolutely the best option and would be an immediate go-to option for accessing Snowbird and Alta. **(32.2.9D)** Traffic up LCC is terrible, and I often wake up multiple hours before lifts open to either beat the avalanche work on the highway, or I choose to ignore and go to different resorts not wanting to face long traffic jams. Parking at Snowbird/Alta is also limited and exacerbates my drive to arrive early. A gondola option would 100% eliminate this issue. Not only can it continue to function with ongoing avalanche work, it provides an easy parking lot that does not have the traffic issues that LCC presents. I would definitely use this option and am willing to pay extra (\$10) to park and ride. **(32.2.6.5H and 32.2.4A)** Being forward, this is obviously also the environmentally conscious decision to help limit car pollution in LCC. **(32.10A)** Please do the right thing and choose this gondola. This is the most practical and environmentally friendly option and the long-term benefits vastly outweigh the short term considerations.

Looking forward to riding the LCC Gondola in the next few years!

COMMENT #: 7246
DATE: 8/26/21 6:07 PM
SOURCE: Email
NAME: Kristine Gebauer

COMMENT:

Dear Utah Department of Transportation,

Do not ruin our beautiful canyon with a gondola. **(32.2.9E and 32.17A)** There are few untouched places in the world and LCC needs to stay untouched. Alta is a special place to many of us residents and though it might be convenient we don't want a gondola scarring the beautiful terrain.

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Kristine Gebauer
Midvale, UT

COMMENT #: 7247
DATE: 8/26/21 6:14 PM
SOURCE: Email
NAME: Haily Wilbert

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Haily Wilbert
Farmington, UT

COMMENT #: 7248
DATE: 8/26/21 6:32 PM
SOURCE: Website
NAME: William Royer

COMMENT:

Hello,

I was born and have lived in Utah my entire 30 years. Over this period of time I have watched the Cottonwood Canyons become increasingly crowded year after year. After seeing the debate regarding mitigation of traffic and crowding in the canyons it is clear that there is no easy solution for congestion or overcrowding as the population in and around the Wasatch Range increases. Big, fun solutions such as the gondola are easy to pitch and fun to look at for Ski company executives as a marketing ploy, while widened roads and increased bus coverage seems more of a stop-gap half measure than any kind of real solution. Neither solution will completely solve any of the problems that they are prescribed to fix. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** What scares me is the idea of permanently altering the character of the canyon and its wonderful resources that come along with it. **(32.4I)** Don't widen the road, don't destroy any boulders, don't put massive metal tram poles and wires along the bottom of the canyon. **(32.2.9C, 32.2.9E, 32.4A, 32.4B, and 32.17A)** Keep Little Cottonwood Little. As an avid outdoor re-creationist, and a land planner and natural resource manager by trade, I don't think that either of the proposed UDOT solutions are what the canyon or the population need or want. Recognize the size and limitations of the canyon and restrict the amount of people in it through tolls or by a bus-only system such as Zion National Park employs, or keep it crowded and let the ski resorts whine about their potentially missed profits. **(32.2.9A, 32.2.4A, and 32.2.2B)** Regardless there won't be much of a ski season anyway in ten years, so why waste the money on an expensive tram. **(32.2.2E)**

From a place of love,

Will

COMMENT #: 7249
DATE: 8/26/21 7:13 PM
SOURCE: Website
NAME: Jesse Williams

COMMENT:

I live and own my own house in [REDACTED]
I support that a carrying capacity assessment needs to be performed to help inform these strategic decisions. The USFS should not propose this only as an addendum, but a full, revised assessment. **(32.20B)**. I do not favor either alternative as the best solution. **(32.2.9C and 32.2.9E)** I think we should make better use of the existing road by investing in better public transit (modern, comfortable, well-run, appropriately available and incentivized) buses and mass transit using the existing roadway, and adjusting according to usage. **(32.2.9A and 32.2.4A)** And ALL of the mentioned parking areas- as offered in both alternatives, should be developed as transit hubs with expanded parking (and open to supportive commercial co-development) to support the expanded bus service. This could happen on the soonest timeline also. **(32.2.6.2.1C and 32.2.7C)**. I support the staged re-development of Wasatch Boulevard to see how it works before expanding to 4 lanes. A safe bike path should be a community asset. **(32.2.6.2.2A)**

COMMENT #: 7250
DATE: 8/26/21 7:20 PM
SOURCE: Website
NAME: Sarah Nelson

COMMENT:

UDOT's gondola and additional lane (s) proposals would have an unacceptable impact on the climbing experience as well as year-round dispersed recreation access throughout all of Little Cottonwood Canyon. **(32.2.9C, 32.2.9E, 32.4A, 32.4B, and 32.4G)**

UDOT must find a new alternative based on an expanded electric bus service coupled with tolling and other traffic mitigation strategies that includes dispersed recreation transit needs before any permanent changes are made to Little Cottonwood Canyon that will forever alter the landscape, **(32.2.6.3F, 32.2.9A, and 32.2.4A)**

Both UDOT proposals threaten iconic climbing throughout Little Cottonwood and at least 64 boulders and 273 boulder problems. **(32.4A and 32.4B)**

UDOT's proposed parking lot "improvements" would severely limit access to the most popular climbing in the canyon by dramatically reducing the already limited parking currently available at the Gate Buttress, Grit Mill, and at the lower Little Cottonwood Park and Ride. **(32.4N and 32.4P)**.

COMMENT #: 7251
DATE: 8/26/21 7:29 PM
SOURCE: Website
NAME: Jason Thomas

COMMENT:

500 to 600 million dollars is outrageous! How much are Alta or Snowbird contributing to the project? My guess is 0 dollars. **(32.2.7A)** There has to be better options; electric buses, tolls etc.. **(32.2.9A, 32.2.6.5F, and 32.2.4A)** I can't stand the idea of my tax dollars going to make it easier to ski for the wealthy. Stop the madness

COMMENT #: 7252
DATE: 8/26/21 7:39 PM
SOURCE: Website
NAME: Cy McIntosh

COMMENT:

Climbing is the biggest part of my life and despite never climbing in Little Cottonwood I am aware of it's legendary status in the sport and would hate to see it destroyed. **(32.4A and 32.4B)**

COMMENT #: 7253
DATE: 8/26/21 7:46 PM
SOURCE: Email
NAME: David Bollschweilr

COMMENT:

Dear Utah Department of Transportation,

To whom it may concern,

For many years I have enjoyed hiking, rock climbing, and skiing both at resorts and in the backcountry in Little Cottonwood Canyon and believe that a gondola is not the appropriate solution to the traffic problem in the canyon which is largely experienced during the winter months, mainly Nov. through March. **(32.2.9E)** Other options exist which I believe would be more beneficial for everyone.

The proposed gondola would only serve skiers and resort goers and would not help the population who recreate outside the ski resorts whether it be hiking, rock climbing, backcountry skiing, snowshoeing, etc. and may cause access issues for groups recreating outside the resorts due to restrictions of where the gondola towers would be placed. **(32.1.2B, 32.1.2D, 32.2.7A, 32.4B, 32.7B, and 32.7C)**

Another issue with a gondola running the entire length of the canyon would be that gondolas are routinely shut down during strong weather i.e. high wind, heavy precipitation, lightning, etc. where as motor vehicles can still safely be operated during inclement weather. **(32.2.6.5K)**

If one looks at the bus/shuttle transportation system utilized in Zion National Park during the peak season one would see an opportunity to apply similar transportation methods to Little Cottonwood Canyon **(32.2.2B)**.

Similar to Zion National Park there is already a bus system set in place by UTA for Little Cottonwood Canyon and would simply need to increase the amount of busses that could also be used throughout the state for transportation during the summer and fall months of the year. UTA also has several parking lots already in place for the ski busses. The already existing ski bus parking lots could either be expanded or have multi level parking garages built in the existing lots for increased capacity if needed. **(32.2.6.2.1C and 32.2.9A)**

Another option with utilizing buses similar to Zion National Park would be to place a gated booth at the mouth of the canyon and close the road to non-bus traffic during peak season use, in this case during the winter months Nov. through March, with the exception of people who live and work in Little Cottonwood Canyon who would receive a special permit pass to drive in the canyon. With closing the road to all but bus traffic and special use permits during the peak winter season months the road would not need to be widened or changed **(32.2.2B)**.

As far as providing service to non resort recreational users a few bus stops could be added to the current routes up and down the canyon and be called upon to stop at the next bus pickup/ drop off location when the next stop line is pulled by a patron on the bus. Additional UTA pick up and drop off locations could be placed at the major trail heads and parking lots currently located in Little Cottonwood Canyon. Locations could include but are not limited to the Gate Buttress parking lot, Tanners Flat Campground, and White Pine Trailhead. **(32.2.6.3C, 32.1.2D, and 32.1.2C)**

I believe that the best option for solving traffic congestion in Little Cottonwood Canyon during the winter months would be to increase the amount of ski busses already in place by UTA and to close the road

during the winter months to non-bus traffic with the exception of residents and workers in the canyon.
(32.2.2B)

Thank you for taking the time to read my input.

Sincerely,
David Bollschweiler

Sincerely,
David Bollschweilr
Salt Lake City, UT

COMMENT #: 7254
DATE: 8/26/21 7:47 PM
SOURCE: Website
NAME: Brayden Harbaugh

COMMENT:

Hello, I am fairly new to rock climbing and it makes me so sad to hear things like these boulders being destroyed. **(32.4A and 32.4B)** I am making my voice heard, do NOT destroy the boulders please

COMMENT #: 7255
DATE: 8/26/21 7:55 PM
SOURCE: Website
NAME: Randall Baum

COMMENT:

Hello,

I oppose both of the options set forth by UDOT in regards to alleviating congestion in Little Cottonwood Canyon. **(32.2.9C and 32.2.9E)** Instead, I strongly encourage authorities to set up a blessing system so much of that found in Zion National Park and/or to incentivize carpooling with discounted lift tickets and other measures. **(32.2.2B and 32.2.4A)**

Best,

Randy Baum

COMMENT #: 7256
DATE: 8/26/21 7:56 PM
SOURCE: Email
NAME: Molly Grenlie

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Molly Grenlie
Sandy, UT

COMMENT #: 7257
DATE: 8/26/21 8:11 PM
SOURCE: Website
NAME: Landon Crowther

COMMENT:

Dear Little Cottonwood EIS and UDOT,

As a Salt Lake resident and avid backcountry skier and climber, I find myself enjoying the natural wonders of Little Cottonwood Canyon 2-3 times per week. It is a canyon full of incredible terrain and beauty. While access to the canyon is one of the major perks of living in the Salt Lake Valley, it comes with its own challenges as well. Specifically, access during the wintertime can be limited due to extreme weather and increasing tourism.

The proposed transportation solutions have been gaining a lot of attention since the first round of comment solutions, with the main two proposals being the gondola and enhanced bus service with road widening. I believe that neither of these options is a great solution and will cause permanent destruction to the canyon. **(32.2.9C and 32.2.9E)** These “solutions” will eliminate some of the most iconic bouldering problems that Utah has to offer, which attract climbers from all over the world. **(32.4A and 32.4B)** Additionally, both proposals will have significant impacts on the watershed that provides water to thousands of Salt Lake residents. **(32.12A and 32.12B)**

The gondola solution will only serve users of Alta and Snowbird. In reality, there are many other users of the canyon who will not benefit from this destructive construction. Backcountry skiers, rock climbers, snowshoers, bikers, hikers, bird watchers, and campers alike will not benefit from the gondola. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Additionally, at the rate climate change is affecting the world, it's possible that a time will exist where snow is a rarity in our canyons. Then what? Taxpayer money will have funded millions of dollars to a for-profit ski resort that may no longer be in operation. **(32.2.2E).**

Before any major construction happens in our precious canyons, we need to give an honest effort at making our current infrastructure work for us. We have a bus system in place that, while lacking, has huge potential. If taxpayer money is going to go anywhere, it should go to enhancing the public transportation system both to and within the canyons. We need to make carpooling a priority, add additional parking infrastructure near the base of the canyon so that the current bus service can be better utilized, toll or limit personal vehicle use, and better utilize less destructive transportation methods. **(32.2.9A, 32.2.6.2.1C, and 32.2.4A)** Don't think it will work? Look at Zion National Park: they have implemented a shuttle system that does not allow personal vehicles up and down the canyon. While it may be inconvenient, it is a very efficient system that serves all types of visitors and stops at multiple locations within the canyon. **(32.2.2B)**

These canyons took millions of years to form, and we could ruin them very easily if we are not careful about our decisions during such a critical time. We should be making decisions that best protect the canyons and ensure access for generations to come. Once any massive infrastructure has been built, the canyons will never be the same.

COMMENT #: 7258
DATE: 8/26/21 8:15 PM
SOURCE: Website
NAME: Jacob Bretz

COMMENT:

Please don't destroy the excellent and historic climbing in LCC. **(32.4A and 32.4B)** Not only are the boulders in the canyon accessible, but they truly constitute a world class climbing experience. Traffic in Little Cottonwood has gotten worse over the years, but at what cost are the alleviations worth it?

COMMENT #: 7259
DATE: 8/26/21 8:51 PM
SOURCE: Website
NAME: Brenna Brooks

COMMENT:

Please do not move forward with either the Gondola or the widening of the road. **(32.2.9E and 32.2.9C)**
I specifically chose where I live to be close to little cottonwood canyon (LCC) because of my deep and abiding love for this canyon. I am a climber, and the world class climbing and bouldering would be significantly damaged with either proposal. **(32.4A and 32.4B)**

Please consider making the canyon have fees. Building larger parking lots for parking at the bottom of 9400 s. Or having a parking permit for the ski resorts. **(32.2.6.2.1C, 32.2.2K, and 32.2.4A)**

Please do not irreversibly ruin our beloved canyon. **(32.4I)**

COMMENT #: 7260
DATE: 8/26/21 8:55 PM
SOURCE: Website
NAME: Julie Osborn

COMMENT:

I don't like either of the proposed options for trying to resolve the traffic issues in Little Cottonwood Canyon. **(32.2.9C, 32.2.9E, 32.7B, and 32.7C)** They are excessively expensive and negatively impact the environment. Please don't destroy our beautiful canyon. **(32.4I)** It is a natural treasure that we can't reclaim if we build gondola towers or a wider road. There are more affordable and less impactful solutions to the ski traffic problem. **(32.2.9A and 32.2.2PP)** I don't think that those who stand to profit from the gondola option should have an influence on the decision. Why can't there be a toll for entering the canyon during peak traffic times and also limit access to only those who have parking passes and are carpooling. **(32.2.4A and 32.2.2Y)**

COMMENT #: 7261
DATE: 8/26/21 9:27 PM
SOURCE: Website
NAME: Priyam Patel

COMMENT:

I strongly oppose the gondola and widening the roads in LCC. **(32.2.9E and 32.2.9C)** I am a professor at the university of Utah and climb in my free time. The bouldering area that would be affected if either plan was approved is one of my favorite areas when work makes it hard to find time to climb. The area is so accessible and has deepened my love for climbing immensely. I understand that more people want to get up the canyon to ski but bouldering is an incredible sport that is highly accessible for people of color and those from lower socioeconomic backgrounds in comparison to more expensive sports like skiing. **(32.4A, 32.4B, and 32.5A)** I think it would be a real travesty to lose some of the climbing grounds that Utah and Salt Lake City are so famous for. We should be able to find another way. **(32.2.9A and 32.2.2PP)**

COMMENT #: 7262
DATE: 8/26/21 9:32 PM
SOURCE: Website
NAME: Jack Becker

COMMENT:

Hi there. I recently saw something from the SLCA about a couple climbing areas being affected by some project. **(32.4A and 32.4B)** I don't know much about it, but as a climber, I understand how hard it is to get access to certain places, especially places with the incredibly beautiful lines that it has. Please reconsider this decision. It is desecrating something enjoyed both by the nature around it and humans alike, and ruining said habitat would be incredibly disheartening. **(32.4I, 32.13A, and 32.13B)**

COMMENT #: 7263
DATE: 8/26/21 9:51 PM
SOURCE: Website
NAME: Bryce Manubay

COMMENT:

Please don't destroy the bouldering in this wonderful place. **(32.4A and 32.4B)** This is a recreation area for everyone. Disrupting it to add capacity to the ski resorts in the area is selfish and unnecessary. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Runners, hikers, bikers and climbers alike love this canyon and want to maintain it the way it is **(32.2.9G)**

COMMENT #: 7264
DATE: 8/26/21 10:11 PM
SOURCE: Website
NAME: Alexandria Cantrell

COMMENT:

No gondola, trains, road widening or physical changes to the canyon!! **(32.2.9E, 32.2.9C, and 32.2.9M)**
The canyon is for more than just skiers and the road to the ski resorts! World class boulders, fishing, climbing and wildlife also exist here. Don't damage this place. Put a toll on the canyon. Allow the money from the toll to take care of the canyon and fund other projects. Also, move the bus stop that used to be at the park and ride at the base of the canyon to the other side of the road to fix the problem of turning left into and out of the lot. **(32.2.4A, 32.2.9A, and 32.2.6.2.1C)**

COMMENT #: 7265
DATE: 8/26/21 10:31 PM
SOURCE: Website
NAME: John FitzGerald

COMMENT:

Please make this happen! **(32.29D)**

COMMENT #: 7266
DATE: 8/26/21 10:32 PM
SOURCE: Website
NAME: Dan Gearing

COMMENT:

The gondola is a great idea that will relieve traffic congestion and greatly reduce the the levels of pollution in the canyon due to the reduced vehicle traffic **(32.2.9D and 32.10A)**

COMMENT #: 7267
DATE: 8/26/21 10:40 PM
SOURCE: Website
NAME: Sydney Dowben

COMMENT:

There has to be a cheaper, less invasive option. **(32.2.9A and 32.2.2PP)** What makes LCC enjoyable is being in nature no matter what season it is. The mountains would be changed forever. **(32.4I)** Furthermore, the gondola doesn't solve the unsolvable problem: there simply isn't enough space **(32.20A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**.

COMMENT #: 7268
DATE: 8/26/21 10:51 PM
SOURCE: Website
NAME: Callie Wiesman

COMMENT:

I just think it's not necessary. Why do you have to widen the gondola opening, and why widen it there. **(32.1.2B)** If you just want money, there are other avenues, and if you want money fueling the economy in the area, my suggestion is to put resources into furthering access to outdoor climbing. **(32.1.2B)** Invest in protecting and helping the world around us instead of tearing down more. There's enough tearing down of mother earth :(Please please reconsider your expansion and it's long term effects on the wildlife and communities around. **(32.13A, 32.13B, and 32.4I)**

COMMENT #: 7269
DATE: 8/26/21 10:52 PM
SOURCE: Website
NAME: Jarrid Casero

COMMENT:

Udot, please consider bussing as an alternative option to the less flexible, less inclusive, and more destructive gondola plan **(32.2.9E)** Adding tolls and increasing incentives for riding busses is a step that will cost less and if not effective can be built and expanded on. **(32.2.9A and 32.2.4A)** Rather than these all or nothing approaches, choose the least destructive method that services more than just the skiing community

COMMENT #: 7270
DATE: 8/26/21 10:58 PM
SOURCE: Website
NAME: Canyon Bryso

COMMENT:

My friends and I, who have been climbing for a few years, have recently been coming to little cottonwood more often as it's the best around. We've met climbers from across the nation there, so we speak for them too when we say there's nothing quote like it. It should be preserved for its positive national, statewide, and local impact **(32.4A and 32.4B)**.

Both UDOT proposals threaten iconic climbing throughout Little Cottonwood and at least 64 boulders and 273 boulder problems. **(32.4A and 32.4B)**

UDOT's proposed parking lot "improvements" would severely limit access to the most popular climbing in the canyon by dramatically reducing the already limited parking currently available at the Gate Buttress, Grit Mill, and at the lower Little Cottonwood Park and Ride. **(32.4N and 32.4P)**

Please consider the voices of all the non locals who have not heard of these proposals, yet would oppose them. Thank you.

COMMENT #: 7271
DATE: 8/26/21 10:59 PM
SOURCE: Website
NAME: Nick Smith

COMMENT:

I support multi use access to the gondola, or no gondola. (32.2.6.5G and 32.2.9E) This has to serve summer users and non resort winter users too. (32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)

COMMENT #: 7272
DATE: 8/26/21 11:13 PM
SOURCE: Website
NAME: Gene Desideraggio

COMMENT:

Please don't blow up the rocks. Climbing is a growing sport and as more people get outdoors, climbing areas or routes become crowded. **(32.4A and 32.4B)** Where I live we don't have a bouldering area like Little Cottonwood Canyon, we don't even have granite here! Please save the climbs. Backcountry skiing is getting more and more popular who needs a chairlift! **(32.1.2B)**

COMMENT #: 7273
DATE: 8/26/21 11:44 PM
SOURCE: Website
NAME: Adam Huber

COMMENT:

Please preserve the native lands! I haven't been able to visit them yet, and I don't want them to disappear **(32.29G)**

COMMENT #: 7274
DATE: 8/20/21 12:00 AM
SOURCE: Email
NAME: Sarah Cassell

COMMENT:

No gondola!!! **(32.2.9E)** This is not a sustainable option and will ruin our beautiful canyon. **(32.4I and 32.17A)** Make it so only busses can go up the canyon. **(32.2.2B)** Not a gondola.

COMMENT #: 7275
DATE: 8/26/21 10:37 AM
SOURCE: Email
NAME: Ashleen McGirk

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Ashleen McGirk
Salt Lake City, UT

COMMENT #: 7276
DATE: 8/26/21 10:43 AM
SOURCE: Email
NAME: Brandon Thomson

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
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- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Brandon Thomson
Salt Lake City, UT

COMMENT #: 7277
DATE: 8/26/21 11:05 AM
SOURCE: Email
NAME: Hannah Satein

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Hannah Satein
Salt Lake City, UT

COMMENT #: 7278
DATE: 8/26/21 3:29 PM
SOURCE: Email
NAME: Joe Kiffney

COMMENT:

Dear Utah Department of Transportation (UDOT),

A gondola is just such a bad idea. A selfish push to make the canyons more profitable for outside tourists. **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

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? **(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. **(32.13B)** 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,
Joe Kiffney
Salt Lake City, UT

COMMENT #: 7279
DATE: 8/26/21 3:42 PM
SOURCE: Email
NAME: Carol Hansen

COMMENT:

Dear Utah Department of Transportation (UDOT),

NO Gondola!(**32.2.9E**) No on spending money for new lanes to transport to ski areas only. (**32.2.9C**) Make Icon pay for it. Or better yet set up a list or lottery to everyone gets a chance to use the canyon as they would like without the crowds. (**32.2.2K and 32.2.4A**) The gondola is STUPID!!! More corporate greed and corruption is what brought on the gondola. Stop any discussion. No one wants to add two hours of transit time to their very expensive ski day (**32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C**)

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? (**32.2.0B**)
- 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. (**32.13B**) 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**). So

Sincerely,
Carol HANSEN
Salt Lake City, UT

COMMENT #: 7280
DATE: 8/26/21 3:48 PM
SOURCE: Email
NAME: Ryan Smith

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Ryan Smith
Salt Lake City, UT

COMMENT #: 7281
DATE: 8/26/21 4:38 PM
SOURCE: Email
NAME: Meghan DeGemmis

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

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Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Meghan DeGemmis
Salt Lake City, UT

COMMENT #: 7282
DATE: 8/26/21 6:07 PM
SOURCE: Email
NAME: Kristine Gebauer

COMMENT:

Dear Utah Department of Transportation,

Do not ruin our beautiful canyon with a gondola. **(32.2.9E and 32.17A)** There are few untouched places in the world and LCC needs to stay untouched. Alta is a special place to many of us residents and though it might be convenient we don't want a gondola scarring the beautiful terrain.

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

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- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Kristine Gebauer
Midvale, UT

COMMENT #: 7283
DATE: 8/26/21 6:14 PM
SOURCE: Email
NAME: Haily Wilbert

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

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- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
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Sincerely,
Haily Wilbert
Farmington, UT

COMMENT #: 7284
DATE: 8/26/21 7:46 PM
SOURCE: Email
NAME: David Bollschweilr

COMMENT:

Dear Utah Department of Transportation,

To whom it may concern,

To whom it may concern,

For many years I have enjoyed hiking, rock climbing, and skiing both at resorts and in the backcountry in Little Cottonwood Canyon and believe that a gondola is not the appropriate solution to the traffic problem in the canyon which is largely experienced during the winter months, mainly Nov. through March. **(32.2.9E and 32.1.2B)** Other options exist which I believe would be more beneficial for everyone.

The proposed gondola would only serve skiers and resort goers and would not help the population who recreate outside the ski resorts whether it be hiking, rock climbing, backcountry skiing, snowshoeing, etc. and may cause access issues for groups recreating outside the resorts due to restrictions of where the gondola towers would be placed. **(32.1.2D, 32.2.7A, 32.4B, 32.7B, and 32.7C)**

Another issue with a gondola running the entire length of the canyon would be that gondolas are routinely shut down during strong weather i.e. high wind, heavy precipitation, lightning, etc. where as motor vehicles can still safely be operated during inclement weather. **(32.2.6.5K)**

If one looks at the bus/shuttle transportation system utilized in Zion National Park during the peak season one would see an opportunity to apply similar transportation methods to Little Cottonwood Canyon **(32.2.2B)**.

Similar to Zion National Park there is already a bus system set in place by UTA for Little Cottonwood Canyon and would simply need to increase the amount of busses that could also be used throughout the state for transportation during the summer and fall months of the year. UTA also has several parking lots already in place for the ski busses. The already existing ski bus parking lots could either be expanded or have multi level parking garages built in the existing lots for increased capacity if needed. **(32.2.6.2.1C and 32.2.9A)**

Another option with utilizing buses similar to Zion National Park would be to place a gated booth at the mouth of the canyon and close the road to non-bus traffic during peak season use, in this case during the winter months Nov. through March, with the exception of people who live and work in Little Cottonwood Canyon who would receive a special permit pass to drive in the canyon. With closing the road to all but bus traffic and special use permits during the peak winter season months the road would not need to be widened or changed **(32.2.2B)**.

As far as providing service to non resort recreational users a few bus stops could be added to the current routes up and down the canyon and be called upon to stop at the next bus pickup/ drop off location when the next stop line is pulled by a patron on the bus. Additional UTA pick up and drop off locations could be placed at the major trail heads and parking lots currently located in Little Cottonwood Canyon. Locations could include but are not limited to the Gate Buttress parking lot, Tanners Flat Campground, and White Pine Trailhead. **(32.2.6.3C, 32.1.2D, and 32.1.2C)**

I believe that the best option for solving traffic congestion in Little Cottonwood Canyon during the winter months would be to increase the amount of ski busses already in place by UTA and to close the road during the winter months to non-bus traffic with the exception of residents and workers in the canyon.
(32.2.2B)

Thank you for taking the time to read my input.

Sincerely,
David Bollschweiler

Sincerely,
David Bollschweilr
Salt Lake City, UT.

COMMENT #: 7285
DATE: 8/26/21 7:56 PM
SOURCE: Email
NAME: Molly Grenlie

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Molly Grenlie
Sandy, UT

COMMENT #: 7286
DATE: 8/27/21 12:00 AM
SOURCE: Website
NAME: Ema Jensen

COMMENT:

It would cost taxpayers money to both widen the lanes or place a gondola there. Rather than destroying more of salt lake's wildlife and rad climbing areas, **(32.13A, 32.13B, 32.4A, and 32.4B)** start charging people going skiing up the canyon. Similar to Millcreek. Either one time fees or annual passes. People need to start being aware and respecting the beautiful mountains that salt lake has to offer. Stop destroying them. **(32.2.4A and 32.2.2Y)**

COMMENT #: 7287
DATE: 8/27/21 12:19 AM
SOURCE: Website
NAME: J Ware

COMMENT:

I strongly oppose both the gondola and road expansion in little cottonwood canyon. **(32.2.9E and 32.2.9C)** UDOT is about to embark on infrastructure changes that will mar the landscape for generations to come. **(32.17A and 32.17B)**

Please further consider options that will reduce our footprint in the canyon and protect our natural resources. I would be in favor of a solution that implements improved bus service without widening the road in conjunction with a substantial toll for private vehicles. **(32.2.9A and 32.2.4A)**

Let's determine a sustainable capacity for the canyon and implement solutions that match. **(32.20B)**

Thank you for your efforts to protect our state, roads, and our future.

COMMENT #: 7288
DATE: 8/27/21 12:49 AM
SOURCE: Website
NAME: Mitchell Boynton

COMMENT:

I encourage UDOT to consider the impact of the canyon traffic mitigation plan on all users of the area. **(32.1.2B and 32.1.2D)** The permanent loss of climbing routes due to widened bus lanes would short change a growing tourism opportunity for the future. **(32.4A)**

COMMENT #: 7289
DATE: 8/27/21 12:53 AM
SOURCE: Website
NAME: Sean Larson

COMMENT:

Please consider what we will lose and not be able to take back with the current 2 proposals. Both permanently damage trail access, iconic climbing spots, and trails around. **(32.4A, 32.4B, 32.4G, 32.4I, and 32.4P)** These activities are available and accessible for most of the year whereas these 2 proposals only serve a short period in the winter and favor those that have financial access to these high end winter sports. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The climbing and hiking areas around cottonwood canyon are available for practically free for everyone. Taking this away affects the essentially everyone. As a climber and outdoor enthusiast, I ask that you reconsider the alternative options that have a much smaller impact on the environment. **(32.2.9A)**

COMMENT #: 7290
DATE: 8/27/21 12:59 AM
SOURCE: Website
NAME: Teresa Crockett

COMMENT:

Little Cottonwood Canyon (LCC) Draft Environmental Impact Statement (DEIS) Comments
Submitted by Teresa Crockett
8/27/2021

The LCC DEIS is lacking in many areas beginning with inadequate scoping. Of the two selected preferred alternatives, the Gondola is by far the more objectionable and the Enhanced Bus option is the lesser of evils, while a phased bus approach that utilizes a more connected bus system that penetrates further into the Salt Lake valley offers many benefits to the broader community including reduced impact on climate change and air quality as well as improving accessibility to minority and low-income populations. **(32.2.9E, 32.2.2I, 32.10A, and 32.5A)** Furthermore, without a carrying capacity study for LCC, the cumulative and full impacts to the true affected environment, especially water quality, cannot be analyzed as required by the National Environmental Policy Act (NEPA) process. **(32.20B)**

A phased, integrated bus approach provides many advantages not fully considered for this project. A phased approach does not preclude the enhanced bus alternative and provides a relatively low-cost, low-impact and scalable solution. The enhanced bus alternative described includes the use of mobility hubs that, like the gondola alternative, will concentrate traffic around the parking structures. A more integrated and phased approach could utilize commercial areas throughout the city for parking which would get users out of their cars closer to home without having to make several transfers and without concentrating traffic near and on Wasatch Blvd and LCC and while reducing air emissions throughout the Salt Lake valley. It would allow for adjustments as riders become accustomed to using the buses for LCC access, as ridership increases, as user destinations and travel patterns become better understood, and as the effects of additional measures alter usage. Additional measures should include tolling (perhaps occupancy based), enforcement of proper winter traction and, prohibition during peak hours of private vehicles with fewer than 2-4 occupants. This approach could prove effective enough to not warrant a dedicated bus lane and can allow for the adoption of cleaner technology buses as it becomes available. It would allow for a phased approach to funding "the project requiring considerably less funds in the near future and would better ensure the solution will meet the needs as behaviors change and public transit improves. **(32.2.2I, 32.2.4A, 32.2.6.3F, and 32.29R)**

- The identified preferred alternatives are drastic actions to address roughly 30 of the worst traffic days for the area at huge cost to Utah taxpayers and the environment, and to almost exclusively benefit two ski resorts. **(32.1.4D, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**
- Buses should be utilized throughout the year with options for stopping at trailheads within the canyon on at least some of the buses. According to one study, 70% of LCC users are dispersed users. Neither preferred alternative provides transit for these users but the bus option would provide flexibility to alter schedules to serve these users. Bus service to trailheads would reduce demand for trailhead parking which is a frequent problem. **(32.1.2C, 32.2.6.3C, and 32.2.6.5G)**
- The DEIS states that the area closest to the proposed project does not consist of predominantly minority and low-income populations. From an environmental justice standpoint, however, the preferred alternatives would perpetuate the existing disparity among users in that no effective public transit is provided to LCC recreation sites exists now nor would it with the implementation of either of the preferred alternatives. Rather, the preferred alternatives primarily focus on serving skiers who can afford to transport themselves to near the base of the canyon and then pay the undetermined fare of the gondola or express bus to two of the most expensive resorts within the state. It provides little to no

benefits to lower-income or other users who seek to enjoy free use of the public lands within LCC. **(32.5A)**

- Cost to users for the various options is not addressed. **(32.2.4A)**
- Given the Salt Lake valley's air quality and non-attainment history, along with the projected growth in the region, the selected alternative must minimize the number of cars and vehicle miles traveled to get users from their homes/accommodations to their point of use within the canyon and utilize clean technology **(32.10A)**.
-
- A phased approach, particularly that utilizes better integration with the bus system throughout the valley, allows for the use of cleaner bus technology as it becomes available, lessens travel time and gets cars off the road earlier in the user's trip. The latter reduces impacts to air quality and minimizes congestion on the approach to LCC. **(32.2.2I, 32.10A, 32.7B, and 32.7C)**
- Any bus alternative must provide for stops throughout the canyon at least during non-peak hours or on specific buses. **(32.1.2C, 32.1.2D, and 32.2.6.3C)**
- The gondola alternative is not scalable and adaptive; rather, it focuses congestion in the areas near the proposed parking and as population and use swell, the road conditions will return to the existing conditions but with a limited number of resort users using the gondola in addition. It doesn't solve congestion - it just moves it, including around the base station. **(32.2.4A, 32.2.6.5E, 32.1.2D, 32.7B, and 32.7C)**
- The gondola will concentrate traffic around the traffic structures **(32.2.6.2.1D and 32.2.6.5E)**
- The DEIS does not adequately present the preferred alternatives, especially for the gondola. **(32.29D)**
 - o The fact that the gondola will be shut down during and right after avalanche control artillery firing and interlodge lockdowns is buried where most people are unaware of this fact. **(32.2.6.5H and 32.2.6.5K)**
 - o Realistic renderings of the visual impact of the gondola are from a very limited set of Key Observation Points (KOPs) yet there are multitudes of users who will be impacted by it from throughout the canyon including the two wilderness areas which were generally excluded from the analysis. "Views from the Twin Peaks and Lone Peak Wilderness Areas were not specifically assessed in this analysis..." Very few KOPs were identified beyond trailheads. A full and accurate rendering must be presented for informed public input. **(32.17A and 32.17F)**
 - o The fact that the towers will be equipped with FAA-compliant red lights that flash 20 to 40 times per minute with wind turbine generators is also not highlighted for the general public to grapple with and which will be visible from much of the canyon locations. Although an alternative for using aircraft detection lighting systems was mentioned but the added cost was not apparent although the flashing red lights is probably an unacceptable visual impact to the public thus the cost of the alternative must be included. The FAA-compliant lights were not illustrated nor were included in the scoring presented in 17A. **(32.17A)**
 - o The completed Visual Contrast Rating Worksheets appear to be biased in that the assessments for the gondola option played down the visual impact from the gondola option. For example, no mention was made of the red flashing lights in the included worksheets. There was no rendering of the gondola alternative presented in 17A for KOP7 to substantiate the corresponding assessment while there were for other alternatives, but more importantly, the renderings did not give a realistic view of the proposed alternative from all the impacted perspectives, including at night. **(32.17A and 32.17F)**
- The identified preferred alternatives only project a reduction in vehicles in the immediate area of 30% by 2050 during peak congestion hours (based on what fares?). **(32.2.4A)** If this is actually the case, a more connected and integrated bus approach that penetrates further into the valley could more substantially reduce vehicle miles traveled and associated emissions. This would reduce emissions throughout the valley. Buses could be used throughout the year to further reduce emissions in part by delivering year-round users to various trailheads and recreation sites rather than just reducing the number of drivers going to the resorts. **(32.2.2I and 32.1.2C)**
- Given that on peak days over 12,000 vehicles use LCC. The two proposed mobility hubs, and base station for the gondola alternative, will only provide 2,500 parking stalls or parking for 21% of those 12,000 cars. As population and users increase, it will still only provide 2,500 parking stalls but will

only accommodate a decreasing percentage of the vehicles using LCC. This assumes the parking is only used by people using the bus or gondola to reach the LCC ski resorts. This is unlikely to be the case. **(32.2.4A)**

- Cars approaching La Caille from the south, such as from Granite, Sandy and Draper, will have to pass by the mouth of LCC in order to park and gain access to the gondola adding unnecessary traffic at the mouth of LCC. **(32.2.6.5E)**

- The indirect impact of ever-increasing traffic to and up Big Cottonwood Canyon and the likely use of the northern mobility hub by those users is not adequately addressed. **(32.20D)**

- The cumulative effect of future developments and transit projects for traffic congestion associated with Big Cottonwood Canyon was not addressed although such projects and increasing traffic there have been acknowledged. **(32.20D)**

- LCC is a critical watershed for a huge population and is highly affected by its carrying capacity and the demands placed on it. Without establishing LCC's carrying capacity, a comprehensive EIS cannot be completed. It is also critical to know the carrying capacity before choosing the preferred alternative. The gondola infrastructure could not be scaled back once built if the Forest Service were to impose a visitation/use limit but a bus system could be. **(32.20B)**

- With the identified preferred alternatives, Wasatch Blvd will convey many more cars to the congestion points leading to an increase in the vehicle miles driven and generally the amount of emissions in the long run, further disrupts the local community, and doesn't provide for a safe buffer for bike and multi-use paths on each side nor prioritized bus transit during peak ski mornings and afternoons. **(32.2.6.2.2A and 32.4F)**

COMMENT #: 7291
DATE: 8/27/21 1:40 AM
SOURCE: Website
NAME: Zosia Piotrowski

COMMENT:

Please please don't change this landscape or remove these boulders. (32.4A and 32.4B) These being great joy to unnumbered people. Please. Even if you have to move them, don't destroy them

COMMENT #: 7292
DATE: 8/27/21 1:52 AM
SOURCE: Website
NAME: Jared Rodrigues

COMMENT:

Don't go ahead with the projects, it's not necessary and us hikers and climbers lose so much if you go ahead. **(32.2.9G, 32.4A, 32.4B, and 32.4I)**

COMMENT #: 7293
DATE: 8/27/21 4:43 AM
SOURCE: Website
NAME: Sara Nichols

COMMENT:

This sounds like a solution in search of a problem. **(32.1.2B)** Rather than create additional impact on the land for roughly a problem. That is only extreme 10 to 15% of the time, expand bussing and carpooling services. Make the busses easy to use and ski friendly. Run them in the summer, (we'd use them to go hiking). Sell passes for high traffic days. **(32.1.4D, 32.1.2C, 32.2.6.3C, 32.2.9A, and 32.2.4A)**

Do not destroy the land building gondolas or bus lanes. **(32.2.9E and 3.2.9C)** Please.

COMMENT #: 7294
DATE: 8/27/21 5:27 AM
SOURCE: Website
NAME: Laura Sailor

COMMENT:

This is so wrong! Tourism money at expense of some of best rock climbing in world. **(32.4A and 32.4B)**
BAD priorities and you are anti climate change! **(32.2.2E)** Obviously you are not from Utah .

COMMENT #: 7295
DATE: 8/27/21 5:50 AM
SOURCE: Website
NAME: Rachael Swenson

COMMENT:

Climbing in little cottonwood canyon is a dream of mine. To live up to all my climbing heros and climb where they have climbed. Please do not destroy this beautiful piece of nature. Areas like these are under threat from so many avenues. I would hate to see little cottonwood canyon on the list as another of our countries environmental conservation failures. Please protect this area and help me live up to my dream of experiencing this beautiful climbing spot. **(32.4A, 32.4B, and 32.4I)**

COMMENT #: 7296
DATE: 8/27/21 6:22 AM
SOURCE: Website
NAME: Matthew Petrinitz

COMMENT:

please save our natural resources from increased human traffic. do not develop a tramway into this precious climbing landmark **(32.4B and 32.2.9E)**

COMMENT #: 7297
DATE: 8/27/21 6:31 AM
SOURCE: Website
NAME: Richard Spedden

COMMENT:

Neither of the two plans currently proposed by UDOT for Little Cottonwood Canyon are in the best interest of the majority of canyon users or the people in the State who will pay for them. Below are my comments on the proposals and an outline of an alternate path for your consideration.

1. The Gondola proposal. This costly proposal benefits a very small portion of the canyon users. It seems to be driven by the special interests of two businesses in the canyon at the expense of everyone else in the state, including competing ski areas. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The Gondola line will be a permanent scar on the beauty of a rugged and accessible glacial valley. **(32.17A)** The Gondola is also very inflexible in its load carrying capacity. **(32.2.6.5N)** Access to the ski areas tends to be at peak times on peak days, a scenario not well serviced by gondola technology.

2. The Bus scenario. This scenario has some positive points but it would be premature to execute on other aspects of it. The avalanche tunnels in the upper reaches of the canyon will significantly reduce the need to close the canyon for avalanche control work. This will be a big step in reducing canyon backups on powder days. **(32.7A)** There is a fallacious argument being presented that the tunnels will be an “eyesore”; actually the tunnels will be less intrusive on the landscape if vegetation is allowed on the top and they are designed to permit wildlife movement. **(32.17C and 32.13E)** Bus service can be added or reduced based on need. The buses can also run year-round and service the hiking and climbing community. **(32.1.2C and 32.2.6.3C)** Finally, bus technology will not be a static thing. Bus technology will evolve to cleaner alternatives. **(32.2.6.3F)** While the added bus lane does have an appeal for speeding transit time and as a bike lane in the summer, it would require significant excavation and disruption of existing features in the lower half of the canyon.

I think a third proposal would allow near-term benefits and permit additional data to be gathered to make a more informed decision. Following are the elements of that alternate path:

1. Change Little Cottonwood Canyon to a toll road during the winter. **(32.2.4A)** Those funds would appropriately be used to mitigate the cost of avalanche control work. During heavy traffic loading times, change this toll basis to a reservation basis with a given tag provided an allowable window of travel. This second point is preferable to allowing traffic to block all roads leading to the canyon. Homeowners in the area cannot get to their homes during those backups; that needs to change immediately.

(32.2.4A, 32.2.2K, and 32.7B)

2. Increase the level of bus service and give buses priority on heavy loading days. Additionally, implement bus service to the White Pine trailhead and, during the summer, to multiple points in the canyon. **(32.2.6.3N, 32.2.6.3C, and 32.2.6.2.2A)**

3. There is a current and very dangerous problem in the canyon: the “bike lane” is clearly marked as a bike lane at the entrance to the canyon; in general it is illegal to park in a bike lane because that forces bicycles out into traffic; however, in LCC cars park blocking the bike lane in many locations, this is a very dangerous situation - it is either a bike lane and restrictions need to be enforced, or it isn't.

(32.9A and 32.9B)

4. Proceed with planning and construction of the avalanche tunnels. Getting away from having to control the avalanches in the upper reaches has a lot of benefits encompassing safety, cost savings and improved and reliable traffic flow. **(32.2.9K)**

Little Cottonwood Canyon is a marvelous resource. The path forward needs to be done in a thoughtful and stepwise manner. Neither of the two current UDOT proposals meet this need. **(32.2.9C and 32.2.9E)**

COMMENT #: 7298
DATE: 8/27/21 7:22 AM
SOURCE: Website
NAME: Kevin Myers

COMMENT:

While admittedly I am not a "local" I have been skiing SLC area resorts for a long time. I watched the UDOT public meeting. It is interesting to me that the proposed cost of the gondola is higher than the other option of adding a extra lane for bus transit as it would seem the lane addition would be more expensive due to the amount of cut and fill, paving, drainage, etc. **(32.2.7C)** I also find it odd that the one stated "negative" about the gondola is that it was the more "visually detrimental of the two" which I strongly disagree with. First, there are already many lifts in the region, so while not up the canyon, ski lifts are not an uncommon sight in the surrounding mountain region. Second, all of the cut and fill, excavation, associated drainage, and addition of a extra lane in my opinion is way more of a visual impairment/change than the addition of a gondola. Furthermore, in the future the gondola could be easily removed with little remaining evidence it was ever installed, adding a bus lane is basically forever and will greatly impact the canyon in terms of excavation, cut and fill, additional impervious surface, visually, environmental impacts, impacts on wildlife, etc. **(32.17A, 32.17B, 32.13A, and 32.13B)** I strongly support the gondola as the preferred alternative for LCC. I look forward to continuing to visit LLC on a regular basis and riding the gondola sooner rather than later. **(32.2.9D)**
Thank you!

COMMENT #: 7299
DATE: 8/27/21 7:23 AM
SOURCE: Website
NAME: Quang Vo

COMMENT:

Please do not consider construction of a gondola system or widening of the roads in Little Cottonwood Canyon. This will cause so much damage in the natural spaces and be a pointless endeavor of financial resources. (32.2.9E, 32.2.9C, 32.4I, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)

COMMENT #: 7300
DATE: 8/27/21 7:27 AM
SOURCE: Website
NAME: Jesse Smith

COMMENT:

Please do not ruin this beautiful landscape. I remember driving up for my first time as a kid and feeling like I flew to another planet. A gondola and widening the road would destroy what lcc is all about...it's beauty. **(32.2.9C, 32.2.9E, 32.17A, and 32.17B)** Just use the Zion National park system where they shuttle people in. **(32.2.2B)** Our planet has already taken such a beating from us. We are a parasite to the planet.

COMMENT #: 7301
DATE: 8/27/21 8:19 AM
SOURCE: Website
NAME: Jonathan Hwang

COMMENT:

While many folks want to patch the solution with only the addition of more buses, the gondola is a transformative solution that will create smoother access to the canyon and boost the local tourism. Despite many folks complaining about the visitors, there's no option to make them disappear. We may as well accept it headfirst and create a world class solution. The gondola will be an elegant solution with minimal environmental impacts which will occur regardless of the solution we pick. **(32.2.9D)**

COMMENT #: 7302
DATE: 8/27/21 8:44 AM
SOURCE: Website
NAME: Joyce Marder

COMMENT:

We use the canyon in the summer to experience nature. So much of what I once enjoyed has been paved over. Rather than increase transit options, I vote to limit visitation. **(32.2.9G and 32.20B)**

COMMENT #: 7303
DATE: 8/27/21 8:45 AM
SOURCE: Website
NAME: Steven Giewont

COMMENT:

Drill a tunnel under the canyon up to the resorts. It will not obstruct any views and still provide streamlined access to and from the resorts. **(32.2.2C)**

COMMENT #: 7304
DATE: 8/27/21 9:11 AM
SOURCE: Website
NAME: Kevin Cantwell

COMMENT:

The gondola is a one season solution for a year round problem. **(32.1.2B and 32.1.2C)** Furthermore, it will use tax payer dollars to directly support privately held businesses, while only providing access to Alta or Snowbird. The capital intensive nature and lack of scalability makes this an inequitable plan for tax payers and year round users of the canyon. **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 7305
DATE: 8/27/21 9:17 AM
SOURCE: Website
NAME: Stella Mosher

COMMENT:

I was very concerned to learn about UDOTs plans to spend at least \$500 million dollars of largely taxpayer money, on a multi-year (multi-decadal?) and highly destructive project to benefit only a select group of people, a few days out of the year. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Little Cottonwood Canyon is, by itself, one of the reasons that I moved to Salt Lake City nearly 6 years ago. Since then, I have spent countless days, early mornings and late nights appreciating the access and beauty of this local bouldering hot spot. Both of UDOTs suggested plans will destroy, potentially, 100s of world class boulder climbs. **(32.4A and 32.4B)** I cannot emphasize this enough - this is a gorgeous canyon with bouldering that attracts climbers from all over the world to visit Salt Lake City, or to move here and call this canyon home. I am completely devastated that UDOT is proposing these highly destructive solutions without considering less destructive modalities to alleviate some winter traffic. Why not road tolls? Reservation parking at the ski areas as was implemented during covid-19? Increased parking structures outside the canyon for carpooling/park-and-ride bus transport? **(32.2.4A, 32.2.2K, 32.2.6.2.1C, and 32.2.9A)** Why can't we consider other methods for reducing traffic that don't involve creating a mechanical eyesore (gondola) or turning our gorgeous canyon into a multi-lane highway? **(32.2.9E, 32.17A, 32.2.6.3B, and 32.2.9C)** I don't beleive that many skiiers would choose to take a gondola to the resorts - that feels like a tourist attaraction that will do nothing but destroy LCC. **(32.2.4A)** Additionally, Snowbird already offers a tram for skiiers, mountain bikers and visitors alike, so the attraction of getting a birds-eye-view of the canyon already exisits. There is no need to create a highly destructive and redundant service. **(32.1.2B)** It also seems that the true bottleneck in accessing the canyon is on 6200, not LCC itself. Why not incentivise carpool lots or bus service and additional parking somewhere closer to town to reduce traffice on 6200 and within LCC? **(32.2.6.2.1C and 32.2.9A)** Further, we should all be incetivised to protect the LCC watershed, and increased traffic via wider roads is certainly not the answer. **(32.12B and 32.7C)** Please consider working with other stakeholder groups, such as the Salt Lake Climbers Alliance, who represent a vast community of outdoor enthusiasts recreating in LCC. Please remember that this canyon serves a greater population than skiiers, and that a few days of bad traffic each year do not warrant such destruction of an important and beautiful local natural space. **(32.29D)** Thank you for your consideration.

COMMENT #: 7306
DATE: 8/27/21 9:23 AM
SOURCE: Website
NAME: Anthony Oliver

COMMENT:

As a native Salt Lake resident and former Alta/Snowbird skier, I've awaited acceptance of a gondola in Little Cottonwood canyon for over 40 years. Decades ago, gondola technology did not seem enough to handle our situation here - now, it's time. Please do not hesitate - GO GONDOLA!!! **(32.2.9D)**

COMMENT #: 7307
DATE: 8/27/21 9:32 AM
SOURCE: Website
NAME: Jonathan Lewis

COMMENT:

I support the building of the gondola. **(32.2.9D)** We must discontinue the ikon pass ASAP. **(32.2.2K)** We need to regulate vehicles that are ill equipped to enter the canyon during winter months! **(32.2.2M)**

COMMENT #: 7308
DATE: 8/27/21 9:47 AM
SOURCE: Website
NAME: Annalyn Osborn

COMMENT:

We do not want a gondola nor a wider highway. We believe the best solution for everyone is a better bus system. **(32.2.9E, 32.2.9C, and 32.2.9A)**

COMMENT #: 7309
DATE: 8/27/21 9:59 AM
SOURCE: Website
NAME: Michael Pacaro

COMMENT:

Please do not widen the roads, UDOT. Keep the climbing in LCC. (32.2.9C and 32.4A)

COMMENT #: 7310
DATE: 8/27/21 10:07 AM
SOURCE: Website
NAME: Cody Carignan

COMMENT:

It is critical that we preserve both the natural beauty, environmental importance, and historical significance of the Utah wilderness. **(32.4I)** As we are so privileged to live and exist in such close proximity with the natural elements of Utah, it is important that use and ease of access are emphasized for all. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The impending decision by the UDOT on the development of additional transportation into the canyon MUST take in to consideration the historical and economic importance of climbing boulders in and near the Canyon. The boulders attract thousands of visitors every year bringing renown to Utah for its excellent climbing and significant eco tourism revenue. Additionally these boulders and there climbing routes have been the bedrock of a thriving local community for decades which would be devastated by their destruction or removal. **(32.4A, 32.4B, and 32.6D)** While it is desirable by all parties to increase travel volume to the wonderful paradise offered in the canyon and at ski resorts, it should not be done at the expense of the boulders and climbing community. Any development proposal should minimize the impact to known climbing sites and include rigorous mitigations for access and preservation. **(32.4A, 32.4B, 32.4G, 32.4P)** In this interest, the highway widening project should be given priority due to its reduced impact when compared to the Gondala project. It is possible for all users of Utah's natural wonders to coexist and enjoy the outdoors while bringing revenue and prosperity to Utah. **(32.2.9B)**

COMMENT #: 7311
DATE: 8/27/21 10:23 AM
SOURCE: Website
NAME: Jacob Nanfito

COMMENT:

Neither of the proposed solutions are ideal, as they are both absurdly expensive for taxpayers to solve a problem for a few ski resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Expanding bussing is fine. **(32.2.9A)** Spending \$500m widening roads is not. **(32.2.9C)** Ruining the skyline with a stupid expensive gondola gimmick is the worst solution of all. **(32.17A and 32.2.9E)** Ideally, bussing should be expanded and strongly encouraged through the use of tolls or other means. **(32.2.4A)** The proposed solutions are so overkill they seem ridiculous, I can't believe these projects are being allotted \$500m which could be spent better anywhere else.

COMMENT #: 7312
DATE: 8/27/21 10:56 AM
SOURCE: Website
NAME: Benjamin Wu

COMMENT:

UDOT's proposed parking lot "improvements" would severely limit access to the most popular climbing in the canyon by dramatically reducing the already limited parking currently available at the Gate Buttness, Grit Mill, and at the lower Little Cottonwood Park and Ride. **(32.4G, 32.4N, and 32.4P)**

As a local climbing guide, my livelihood depends on continued access to these areas. This proposal would benefit the ski industry at the equal expense of the climbing industry. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

UDOT must find a new alternative based on an expanded electric bus service coupled with tolling and other traffic mitigation strategies that includes dispersed recreation transit needs before any permanent changes are made to Little Cottonwood Canyon that will forever alter the landscape. **(32.2.6.3F, 32.2.9A, 32.2.4A, and 32.2.2PP)**

COMMENT #: 7313
DATE: 8/27/21 11:05 AM
SOURCE: Website
NAME: Stefan Nelson

COMMENT:

Neither of the proposed options work for solving the problem. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I believe the enhanced bus system fails in environmental impact due to constructing the necessary infrastructure, and the gondola system fails in that it can only serve 2 businesses for a few months of the year. **(32.2.9C and 32.2.9E)**

We should first try increasing frequency of our current bus system (without widening the road) and incentivizing usage of that bus system. **(32.2.9A and 32.2.4A)**

COMMENT #: 7314
DATE: 8/27/21 11:29 AM
SOURCE: Website
NAME: Grant Hughston

COMMENT:

Cottonwood canyon is a watershed for the salt lake valley. None of these options should be explored any further. **(32.12A, 32.12B, 32.2.9C, and 32.2.9E)** I think that more parking for uta buses should be explored as well as adding more uta busses to the route. Allowing bus stops for backcountry skiing areas would be a great addition. **(32.2.9A, 32.2.6.2.1C, and 32.2.6.3C)** Tearing up the canyon is an awful idea. The cottonwood ski resorts need to limit the amount of people coming into the ski resorts for safety of skiers as well as making it a more enjoyable experience for everyone else. **(32.2.2K)**

COMMENT #: 7315
DATE: 8/27/21 11:34 AM
SOURCE: Website
NAME: Jessica Wissa

COMMENT:

Please do not disrupt the nature of Little Cottonwood with a huge gondola project. **(32.2.9E)** The gondola would ruin so much of the recreation that people go into the canyon for. It's unnecessary and would cause massive destruction not to mention time wasted on construction. Please don't do the gondola! Choose a less destructive alternative! **(32.4I, 32.2.9A, and 32.2.2PP)**

COMMENT #: 7316
DATE: 8/27/21 11:35 AM
SOURCE: Website
NAME: Rachel Cerchiari

COMMENT:

Save LCC. Don't build gondalas, don't widen the roads. Save nature. (32.2.9C, 32.2.9E, and 32.29G)

COMMENT #: 7317
DATE: 8/27/21 11:38 AM
SOURCE: Website
NAME: Michael Wissa

COMMENT:

Building a gondola won't even help the traffic up the canyon, which is the worst part. **(32.7C)** Making a train system seems like a much better option and wouldn't ruin the nature. **(32.2.9F)** The sides of the roads hold tons of climbing opportunities that bring in famous climbers from all over the world. Don't build a gondola, please! **(32.4A, 32.4B, 32.4D, and 32.2.9E)**

COMMENT #: 7318
DATE: 8/27/21 12:12 PM
SOURCE: Website
NAME: David Zangrilli

COMMENT:

Dear UTDOT Study Team,

I support the bus alternative as an attempt to address the congestion problem in Little Cottonwood Canyon. **(32.2.9A)** I use the word “attempt” because we cannot build our way out of congestion. This alternative shows 1,008 people per hour using the buses. If this happens, those riders will be replaced on the roadway by others in personal vehicles who see less congestion. **(32.2.4A and 32.20E)** Eventually, SR 209 and SR 210 will be backed up as they are now.

Nevertheless, the bus alternative is far superior to the gondola. First and foremost, buses can deliver skiers to several points at each resort (Creekside and the Tram Base at Snowbird; Collins and Albion at Alta). For a senior skier such as me, being dropped off a few steps from my locker at Albion is much better than bus, gondola, bus. In addition, would it be possible for buses to stop at White Pine for backcountry skiers? **(32.2.6.3A and 32.2.6.3C)**

Second, I consider the views in Little Cottonwood Canyon as something worth preserving. Towers and cables will destroy those views. **(32.17A)**

Third, a gondola would serve only skiers at Alta and Snowbird. It seems to me that if the owners of Alta and Snowbird want a gondola, then they should pay for it. Alta is tracked out within two hours of opening and I don't see the need to put more people on the mountain at taxpayer expense. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The argument that the gondola would run during avalanche conditions overlooks the fact that it would not when control operations are in progress and that the cable would have to be inspected for shell fragments after control work has stopped. What happens if fragments are found in the cables? How long would the gondola be out of service then? And how many times are the resorts open when the road is closed? **(32.2.6.5H and 32.2.6.5K)**

Finally, we are in a drought and are seeing the effects of climate change on Utah. Alta's historic average snowfall is around 550 inches. In the last ten years, however, the average is 467 inches. If these trends continue and fewer people choose to ski, then the number of buses could easily be reduced. **(32.2.2E)** The gondola would still remain as a fixed system and an eyesore. **(32.17A)**

The needs of the climbing community must also be addressed. My career was in highway construction, so I know that designers and contractors can modify alignments to fit environmental considerations. If the road has to be shifted to preserve significant climbing areas, I would urge UDOT to do that. **(32.4A and 32.4B)**

COMMENT #: 7319
DATE: 8/27/21 12:27 PM
SOURCE: Website
NAME: Randall LaLonde

COMMENT:

I oppose both of the current 'solutions.' **(32.2.9C and 32.2.9E)** We need to look at Little Cottonwood Canyon holistically, as a mountain and watershed that will be drier and hotter in the future, not one that is just going to carry more and more people forever. **(32.12A, 32.12B, and 32.1.2B)** We should plan for sustainability, not maximizing carrying capacity. **(32.20B)** An honest wilderness experience is based on minimal numbers of people, not maximum. Why are both plans built around just downhill skiing? What about back-country skiing, now the fastest growing winter sport? What about all the other non-winter uses of the canyon--hiking, rock climbing, mountain biking, etc.? **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** As to the gondola plan, what will prevent downhill skiers from just ignoring the gondola system entirely and still driving up the canyon? **(32.2.4A)** The current EIS has some good ideas, like larger parking structures at the gravel pit. Instead of building another lane for buses, why not create a 12-month schedule, with stops at popular climbing and back country skiing spots? **(32.1.2C)** How about having variable lanes that only allow buses and HOV's during peak hours? **(32.2.2D)** Why not put limits on the number of cars that can go up the canyon on certain days, or even ban them completely? **(32.2.2L, 32.2.4A, and 32.2.2B)** You should start over and work with the U.S. Forest Service, the counties, and all the other stakeholder groups--climbers, for example--to create a larger scale plan for the Wasatch front, not a plan aimed solely for the proprietors of Alta and Snowbird, not to mention the millions of dollars that will be footed by the taxpayers, no matter which plan is approved. **(32.1.1C)**

COMMENT #: 7320
DATE: 8/27/21 12:38 PM
SOURCE: Website
NAME: Sarah Ellias

COMMENT:

I am an outdoor enthusiast and I love to use trails to enjoy the beauty of Little Cottonwood Canyon. I have concerns about the access to trailheads which will be reduced by inhibition of on-road parking. Access will be limited to the parking spaces at the trailhead. This will also force climbers to park at trailheads where a lot of climbing access trails will not be. This will reduce our safety as we will have to walk along the road for a longer amount of time than if we are able to park proximal to the climbing access trail. **(32.4P)**

The EIS states that the purpose is to increase mobility, safety, and reliability for all S.R. 210 users. However, climbing and trail access will be very limited, decreasing reliability, and safety for climbers will potentially be reduced too. **(32.4P)** Running the gondola year round is useless for dispersed users. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** A bus system can increase the mobility, safety and reliability for everyone year-round. **(32.1.2C)** It seems to me the purpose/goal of the EIS is not being met by the preferred alternatives. **(32.1.2B)**

COMMENT #: 7321
DATE: 8/27/21 12:53 PM
SOURCE: Website
NAME: Eddie Claridge

COMMENT:

I feel an extra lane & increased bus service is a better alternative to the gondola with less environmental impact to the canyon. **(32.2.9B)** There will be insufficient parking for gondola use requiring a shuttle to the base making it even less likely people will use it. **(32.2.9E, 32.2.6.4B, 32.2.6.5J and 32.2.4A)** The ski areas are in favor of the it will allow them to sell more tickets with little infrastructure expense. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** That doesn't mean it's a good idea for LCC. I want to live in a (relatively) pristine mountain environment, not Disneyland. **(32.29G)**

COMMENT #: 7322
DATE: 8/27/21 1:03 PM
SOURCE: Website
NAME: Cyrus McDowell

COMMENT:

Maybe look up the triple convergence theory before you decide to widen the roads. **(32.2.4A and 32.7F)** Road widening DOESN'T WORK and you are simply going to be impacting a large part of the culture and community utilizing LCC. Please reconsider your proposal. **(32.2.9C, 32.7B, and 32.7C)**

COMMENT #: 7323
DATE: 8/27/21 1:12 PM
SOURCE: Website
NAME: Adam Tobey

COMMENT:

UDOT's gondola and additional lane (s) proposals would have an unacceptable impact on the climbing experience as well as year-round dispersed recreation access throughout all of Little Cottonwood Canyon. **(32.2.9C, 32.2.9E, 32.4A, and 32.4I)**. UDOT must find a new alternative based on an expanded electric bus service coupled with tolling and other traffic mitigation strategies that includes dispersed recreation transit needs before any permanent changes are made to Little Cottonwood Canyon that will forever alter the landscape. **(32.2.9A, 32.2.4A, 32.2.6.3F, and 32.2.2PP)**

Please work to utilize a less impactful option for transit in Big and Little Cottonwood Canyon before resorting to the most impactful option that is currently being proposed. **(32.1.1A, 32.2.9A, and 32.2.2PP)**

As a climber and faith leader in Northern Utah, it is of vast importance to me that we follow humanity's call to serve and protect the earth, as is laid out to the first humans in Genesis. Please work to figure out the best way to serve and protect this piece of earth, so the least amount of impact possible may occur. **(32.2.9G)**

Sincerely,
Rev. Adam Tobey
Ogden, UT

COMMENT #: 7324
DATE: 8/27/21 1:18 PM
SOURCE: Website
NAME: Michael Sieverts

COMMENT:

I have spent a lot of time up Little Cottonwood Canyon. It has been and still is the closest canyon to where I live. Over the years, I have enjoyed skiing, biking, climbing, and hiking up the canyon. Some of my best memories have taken place enjoying the adventure and beauty the canyon offers. As a lifetime user of Little Cottonwood Canyon, I request lower impact options be explored to address the traffic issue during peak ski season. **(32.2.9A and 32.2.4A)** I do not believe the gondola or road widening options are appropriate solutions. **(32.2.9E and 32.2.9C)** Options that minimally alter the landscape we enjoy in the canyon should receive UDOT's full attention and consideration. **(32.2.2PP and 32.29G)**

COMMENT #: 7325
DATE: 8/27/21 1:19 PM
SOURCE: Website
NAME: Ray Klukoske

COMMENT:

The gondola is a single season solution to a year round problem. **(32.1.2C)** Also, it's funded with tax dollars and will directly benefit privately held businesses. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The solution should be scalable, year round and also benefit all users of the canyon; the gondola is none of those. **(32.1.2C)** The gondola will merely be an expensive bandaid. Not to mention one hell of an eye sore. **(32.17A and 32.2.9E)**

COMMENT #: 7326
DATE: 8/27/21 1:23 PM
SOURCE: Website
NAME: Jennifer Kleinman

COMMENT:

Please do not add a gondola in our canyon! **(32.2.9E)**

COMMENT #: 7327
DATE: 8/27/21 1:48 PM
SOURCE: Website
NAME: Joe Swindler

COMMENT:

Another comment from me, on the pushback from the rock climbers. I enjoy rock climbing too, but I don't see how any boulders under the gondola lines would be affected. Am I missing something?
(32.4B)

COMMENT #: 7328
DATE: 8/27/21 2:23 PM
SOURCE: Website
NAME: Karen Travis

COMMENT:

To: Utah Department of Transportation
Little Cottonwood decision of Tramway vs. Enhanced Bus Service

This very important decision should not be made until more definitive information is available in an easy-to-read and easy-to-find format as to the path of an overhead tram and it's physical dimensions is made available to the public. The same information should be made available regarding the actual locations of the expanded bus lanes, as well as parking plans and expanded parking lots for both propositions **(32.2.6J)**. What has been presented to us so far leaves many more questions than answers. Searching through your thousand pages of explanations is not good enough.

Also, UDOT has ignored the in-canyon residents' wishes and concerns and is focused on a one-size-fits-all project when in fact there are a myriad of concerns for those who live and work in the canyon.

Overhead Tramway:

1. If tram users get stuck up canyon (Interlodged or malfunctioning tram), where will people stay, and will their cars be able to safely be left in whatever parking structures are created down canyon? **(32.2.6.5H and 32.2.6F)** Lodges may be full. COVID has left massive accommodations impossible.
2. What happens if the tram cable ices up, heavy winds keep the tram from operating, or a mechanical problem shuts the tram down? How do people then get up or down the canyon? Who is responsible for evacuating the tram cars in any of these situations? Are these people trained and available as rescuers? **(32.2.6.5K)**
3. Do I presume that even with the tram, the highway will be kept open for vehicles (service vehicles, residents, employees, and others who are not able to ride the tram within the allotted hours)? **(32.2.4A)** What about emergency vehicles? Or will the tram run 24 hours a day as a service for everyone that needs to get in and out of the canyon? **(32.2.6.5D)**
4. Will each tram car be equipped with phone/radio service to the base in case of an emergency? **(32.2.6.5K)**
5. Will each car stop at Snowbird, or will there be express cars to and from Alta? **(32.2.6.5R)**
6. If a resident, business owner, or service personnel needs to get to the valley ASAP for a needed supply, mechanical part, or other emergency business (i.e. a suddenly broken snowblower, furnace, hot water boiler, snowcat, etc.), how difficult will it be to get down and back up the canyon with the repaired appliance or new part to do the job? **(32.2.6.5D)**
7. Others who may not have been considered in this plan are those residents who may have jobs in the Salt Lake Valley and have odd schedules. How do they conveniently get up and down the highway in all weather conditions, especially if they are dependent upon a tram? Or a limited bus schedule? **(32.2.6.5D and 32.2.4A)**
8. Will avalanche control work continue in order to protect homes and businesses in the canyon? **(32.2.6.5K)**
9. Will the tram run in the summer as well as winter? What do you envision as a schedule for the tram (days of the week, hours of the day, seasons of the year)? **(32.2.6.5F)**
10. Please address the fact of whether or not there will be a fee to ride the tram, and if so, what you project that fee to be? Would that fee pertain to employees and residents too? **(32.2.4A)**

Expanded Bus Lanes:

1. This option could easily be tested out right now on a limited basis in that UTA could expand their less-than-desired canyon bus schedule to be more frequent. I know people that used to ride but bus,

want to ride the bus, but will no longer ride the bus because of 1) filled parking lots, 2) overcrowded busses with standing room only which is not only uncomfortable but also dangerous, 3) inconvenient scheduling, 4) no express busses to Alta so the Snowbird stops add too much time to the trip. These problems could be ironed out right now and the entire idea of more busses more frequently could be tested in real time. **(32.2.29R, 32.2.7C, 32.2.6.2.1C, 32.2.6.3N, and 32.2.4A)**

2. Will the bus lanes (one uphill and one downhill) be fully restricted to busses, or will there be a time that they will be available for other vehicle traffic? **(32.2.6.3B)** There is always someone in a car that needs a passing lane. Will concrete trucks, for example, use the bus lanes or automobile lanes? There are a lot of slow-moving vehicles that use the canyon, so what is the plan for them once the bus lanes are created? **(32.2.6.3B)**

3. Where are cyclists expected to ride once the two bus lanes are added? Cycling up and down the canyon has exploded over these past years and they cannot be ignored. **(32.2.6.3B and 32.9A)**

4. Will snow sheds need to be built over the road in the most avalanche prone areas, and what will they look like? Will they be heated to keep ice from forming on the roadway? **(32.2.9K, 32.2.2II, and 32.17C)**

5. What will a winter bus schedule look like? **(32.2.6.3N)** What will a summer bus schedule look like? **(32.2.6.3C)** Will there be stops at main trail heads, especially the popular White Pine (both seasons) and Lisa Falls (summer & fall)?

6. What fees are envisioned for this new and expanded bus service? What hours will the busses run? **(32.2.4A and 32.2.6.3N)**

I'm sure there are many more questions that we, the public, need answered before we can reasonable back either of these proposals. And maybe both proposals are too limiting, creating more problems than they solve. **(32.7B and 32.7C)**

Why not first try managing Little Cottonwood Canyon traffic with a toll (including a season pass structure for canyon residents and employees) and see how much that reduces traffic? **(32.2.2Y)** Combined with a more efficient bus service, these two options might just save some time and money in the long run. It would also give businesses and residents more flexibility rather than restricting necessary highway use. **(32.2.9A and 32.2.4A)**

Also, spend some time and thought on what services will be needed for the public once they exit the tram or the bus. More public space for ski lockers, bathroom facilities, indoor waiting rooms, etc. **(32.2.3A)**

I have lived and worked in Alta for over 50 years. I was at work when the Goldminer's Daughter exploded. I was at work the night the rescue helicopter crashed at White Pine. I was at work in a lodge when it was hit by avalanches (several times). I was at work when we were desperate for a mechanic or a repairman or specific emergency parts in the midst of snowstorms. I was heading to work when a Sugarplum condominium was in flames a few years ago. I've been Interlodged with guests many, many times, for days (and a week) at a time. I was not there when all guests and employees were required to ski out of the canyon after a huge snowstorm but have talked to friends who were. Many of these scenarios are what are on my mind as I wonder how we would have to proceed in these or similar circumstances with the transportation changes that are coming to our canyon.

Karen Travis

COMMENT #: 7329
DATE: 8/27/21 2:28 PM
SOURCE: Website
NAME: Jeff Nordan

COMMENT:

So while I realize this comment period is mostly about Little Cottonwood Canyon, I feel a solution should apply to Big Cottonwood Canyon as well. It suffers from over crowding issues as well, granted more parking related than traffic related compared to Little. **(32.1.1A)**

That said, I am against a gondola. **(32.2.9E)** This is a very narrow focused solution, with too much tax payer funding, at the benefit of a couple private companies. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The gondola would always be there, even when not necessary, especially during summer months. How much of the time would it be cost effective to have the gondola spinning over the course of a year, yet it will always be there **(32.2.6.5F)** . And then what is being done to address the traffic situation of getting to the gondola and then parking when there? **(32.2.6.5E)**

I would much rather see expanded bus routes, with improved parking facilities at the primary park-n-ride locations. For example, there used to be a route that went north up Wasatch and then up BCC, but no longer. So now the only route up BCC comes down Ft Union, meaning those of us living or in a hotel south of BCC have to drive to get on a bus, why not just then drive up BCC? Additionally, the parking lots fill up so fast. And then the busses fill up early in their routes, meaning those later on the route may have to wait multiple busses. **(32.2.6.2.1C, 32.2.9A, 32.2.6.3N, and 32.2.2I)**

Thus, increased bus frequency and routes, along with improved parking facilities is my preferred solution. And during off times, the busses can be parked. While the parking facilities could be used for other events during other times of the year.

And if improved busses are not sufficient, then investigate and build a 3rd lane. **(32.2.2P)** But to repeat, against a gondola in LCC and would like a solution that can be applied to both BCC and LCC.

COMMENT #: 7330
DATE: 8/27/21 2:34 PM
SOURCE: Website
NAME: Elizabeth Kimball

COMMENT:

To the Utah Department of Transportation,

As a nonprofit organization that supports the adaptive community through outdoor recreation in Little Cottonwood Canyon, Wasatch Adaptive Sports (WAS) is eager to share our thoughts on the proposed plan for the Little Cottonwood EIS. An overarching question we have for both the bus and the gondola option is whether or not the design and functionality will increase access to the mountains for the community of people with disabilities. For either solution to compete with the often essential accessibility afforded by driving one's vehicle, we first and foremost strongly recommend 1) valuing the representation of people with adaptive needs in this decision-making, design, and implementation process to ensure standards beyond minimum ADA requirements are prioritized and 2) encourage a universal design to benefit all people of all ages and ability, to the greatest extent possible, without the need for adaptation or specialized design. Based on the information currently available on either option, specific areas of concern include the following list. We invite you to see these concerns from the perspective of a person using a wheelchair who is carrying not only a sit ski and all other personal and medical equipment but also from the perspective of a parent utilizing a stroller regardless of their child having an adaptive need. **(32.2.6M)**

- Accessibility of the snow and lifts from the top station
- Accessibility of the bottom station from the parking lot
- Use of elevators instead of escalators or stairs in all locations
- Use of ramps instead of stairs in all locations including the pedestrian tunnel
- Need for proactive and ongoing snow removal at all locations
- Affordable ticket pricing to ensure this is not cost-prohibitive
- Accessibility of inter-resort transportation to move between buildings. WAS offers thousands of lessons out of the Creekside building at Snowbird throughout the winter.
- Widely available, affordable gear storage such as sizeable lockers to store personal assistive devices **(32.5A, 32.2.6F, 32.2.4A, and 32.2.3A)**

It is central to WAS's mission to make skiing and the mountains accessible to the adaptive community, particularly those who live along the Wasatch Front. Accordingly, we seek to play an active role in helping UDOT ensure the community of people with disabilities is represented in this process. Please reach out to me directly to discuss further at the information below. Like you and many in our community, WAS would like to see a reduction of congestion in Little Cottonwood Canyon. Regardless of the solution, these transportation options must consider the lived experiences of people with adaptive needs should UDOT, the State of Utah, and the resorts desire to improve access for this population to whom recreation is greatly valued. Thank you for your consideration of this input.

COMMENT #: 7331
DATE: 8/27/21 2:56 PM
SOURCE: Website
NAME: Eddie Claridge

COMMENT:

I think a winter long traction requirement with stiff penalties would in itself go a long way towards mitigating traffic congestion. As has been shown , time and again, it only takes one ill equipped car sliding off the road to wreak havoc. **(32.2.2M)**

COMMENT #: 7332
DATE: 8/27/21 3:07 PM
SOURCE: Website
NAME: Shauna Ehninger

COMMENT:

NO GONDOLA! Don't destroy the beautiful rocks of the canyon even more than the Mormon's already have. **(32.2.9E and 32.4B)** Find creative ways to utilize the existing infrastructure without defacing nature with an unviable solution. **(32.2.9A and 32.2.4A)**

COMMENT #: 7333
DATE: 8/27/21 3:29 PM
SOURCE: Website
NAME: Mark Juraschka

COMMENT:

Rarely is 1 problem solved by one flashy solution. I would advocate against the gondola and for more busses. **(32.2.9E and 32.2.9A)** Additionally, I think it's time to address the series of small problems. Tongue in cheek I say make like the TSA and create a problem and sell us the solution! How about charging for access? **(32.2.4A)** Or a for an annual 4wd inspection and certification? **(32.2.2M)** That'll take a few cars off the roads.

Maybe some disincentives to go up on certain days? Charge a toll to get up canyon **(32.2.4A)**.

An hour ride up a gondola will lose its novelty fast, the bill and the crowds aren't going anywhere. Try the cheaper option and pilot an all out bus campaign and use other disincentives to keep people off the road and/or abiding by current rules. **(32.2.9A, 32.2.4A, and 32.2.2M)**

COMMENT #: 7334
DATE: 8/27/21 3:31 PM
SOURCE: Website
NAME: Madeleine Docherty

COMMENT:

Please follow through with a solution that keeps all current bouldering and climbing locations fully intact, while still working to meet the transportation elements that are necessary. Thank you for your time and consideration. **(32.4A, 32.4B, and 32.2.9A)**

- Madeleine

COMMENT #: 7335
DATE: 8/27/21 3:32 PM
SOURCE: Website
NAME: Eric Siemer

COMMENT:

Please don't destroy the boulders in Little Cottonwood. My kids still haven't gotten to climb on them yet. Or my kids kids. **(32.4A and 32.4B)**

COMMENT #: 7336
DATE: 8/27/21 3:42 PM
SOURCE: Website
NAME: Denise Marlowe

COMMENT:

I have been rock climbing, resort skiing, and backcountry skiing in Little Cottonwood canyon for over 25 years. I am very concerned about and totally against the current proposals of a gondola or additional lanes in the canyon. **(32.2.9E and 32.2.9C)** Both of these options would have a devastating, permanent impact on LCC and the experiences of climbing, skiing and basically any experience in LCC that involves recreation. **(32.4A, 32.4B, and 32.4I)** The fact that there is not another alternative rather than these permanent changes to the landscape is unacceptable.. I am in full support of tolling and expanded bus service. Instead of forever altering the landscape, we need to consider these options first. **(32.2.9A, 32.2.4A, and 32.2.2PP)**

COMMENT #: 7337
DATE: 8/27/21 3:44 PM
SOURCE: Website
NAME: Jessica Armitage

COMMENT:

I would welcome and love a gondola be transport system. We travel up the canyon a lot in the winter and fairly frequently in the summer. We have snowbird season passes and would love a better and cleaner options for getting to the ski resorts and hiking trails. **(32.2.9D)**

COMMENT #: 7338
DATE: 8/27/21 3:46 PM
SOURCE: Website
NAME: Matthew Dominesey

COMMENT:

Having worked and Skied in Little Cottonwood for years, and having thought about this issue for a while, I believe an expanded bus system is the best move forward. **(32.2.9A)** Unfortunately the ski resorts, a private profit center are the causes to traffic issues in LCC. Season pass programs like the Ikon pass have only exasperated the problem in recent years. I think that the resorts should have a greater responsibility in managing their traffic but understand the difficulties in that as well. **(32.2.2K)** UTA does not and has never had enough buses to service the canyon. Simply expanding that service would alleviate some of the problem. **(32.2.9A, 32.2.4A, and 32.7C)** I believe that a transit hub at the site of the gravel pit would help to serve both canyons into the future. **(32.2.6.2.1C)** Of course creating an incentive to ride the bus versus private cars would have to be implemented through tolls, parking permits or whatever. **(32.2.4A)** We must remember that the canyons are used not just by skiers but climbers, bikers, hikers etc and they should not be hindered from accessing the canyon with private vehicles at the same time. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Although a gondola up LCC would be cool, I feel that it would also create another "attraction" that would only amplify the problem of parking space limits. **(32.2.6.5J)** I also cannot in good faith support putting towers in the canyon even if their footprints would be minimal. **(32.2.9E)** Expanded bus service and better enforcement during closures is the most prudent decision.

COMMENT #: 7339
DATE: 8/27/21 3:57 PM
SOURCE: Website
NAME: Thomas Wiecks

COMMENT:

I am a tax payer and have significant issues with my tax money being spent on a gondola. **(32.2.9E, 32.1.2B, 32.1.2D, and 32.2.7A)**

COMMENT #: 7340
DATE: 8/27/21 4:12 PM
SOURCE: Website
NAME: Brian Cook

COMMENT:

I don't like buses. I see them empty all the time. And when they're full they seem unsanitary in this day and age. Gondolas seem better but expensive. It seems transportation options are changing rapidly. Why the rush to decide? Ski Popularity may also wain. **(32.1.2B, 32.1.4C, and 32.1.4D)**

COMMENT #: 7341
DATE: 8/27/21 4:12 PM
SOURCE: Website
NAME: Jack Berry

COMMENT:

I am in favor of a the 3-lane solution: 2 lane up and 1 down in the AM; and 1 lane up and 2 down in the PM. There is no need for movable barrier wall that was proposed some time ago. There are numerous examples of lane direction switches during the day in the USA that do not use barrier walls. Appropriate signage and striping, along with all the coming advances of our information connected highways make this a viable solution. Traffic flow is the key to the traffic problem in LCC, not parking capacity. **(32.2.2D)** The canyon backs up when there are bottlenecks that are largely caused due to the current two lanes that do not allow for passing, whether it is a fast driver, a bus, a delivery, or a emergency vehicle. If you have traffic flow, when the parking lots are full, people simply get turned around and head back down the canyon-just like everywhere else when the parking is full.

The snow shed idea is ridiculous. **(32.2.9J)** You do not want cars taking shelter under a snowshed - simply close the canyon when there is avalanche danger or control work going on. **(32.7A)** The gondola is also ridiculous, it will be like light rail, people will ride it once, then never again. **(32.2.9E and 32.2.4A)** We have been requesting that UTA have a small mountain bus fleet for over 40 years to serve the canyons to no avail. If we can not afford a small mountain bus fleet to serve LCC and BCC how can we afford a 9 mile long gondola! **(32.2.2B)** The gondola alternative is a tourist attraction that serves no one year around. **(32.1.2C)** The ski tourist will still take an Uber over the gondola in most cases given the choice. **(32.2.4A)** The gondola would be susceptible to avalanches (fires and debris flows) also, that problem would not go away. **(32.2.6.5K)** The only way you could make the gondola pay for some of itself is by closing the road and that would cause a civil war. How many gondolas do you see running in the summer now? The gondola alternative is a white elephant.

I support all of your improved trailhead proposals. **(32.2.9O)** Remember that if you go a Utah home football game it is going to be crowded. Crowds at Utah football home games are handled with extra people directing traffic, but we we don't build gondolas from Sugarhouse to the 'U' to the handle the problem - we just work on keeping the traffic flowing. More traffic helpers are needed at the mouths on snow days. **(32.2.2II)** The single person checking for snow tires now needs help because he is the person saving the day, what a great solution, hire some people to specifically help in the canyon all the time. **(32.2.2M)**. From UDOT'S recent improvements near the entrances of Snowbird and Alta, as well as the three lane section near Tanners, it is obvious how a three lane solution helps traffic flow. An improved 3-lane road (2 up AM and 2 down PM) will improve access for all user groups. **(32.2.2D)** Only a select few will find the gondola an improvement in access - for instance will we be able to get off the gondola at trail heads? **(32.2.4A and 32.2.6.5G)** Of course not. UDOT you now have the opportunity to construct the best operating busy canyon road in the USA. Do what you do best, build a world class roadway. Reconstruct the LCC canyon road so that there are 3-lanes the entire length of the canyon with the middle lane bi-directional daily. Thank you and remember, "keep right except to pass".

COMMENT #: 7342
DATE: 8/27/21 4:13 PM
SOURCE: Website
NAME: Mike Deady

COMMENT:

Please do not build a gondola that 1. only serves the ski areas, 2. is only open in the winter, and 3. would completely ruin the aesthetic/natural beauty of the canyon. (32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, 32.7C, 32.2.6.5F, and 32.17A)

COMMENT #: 7343
DATE: 8/27/21 4:23 PM
SOURCE: Website
NAME: Darrel Jorgensen

COMMENT:

Could there not be only one bus-only lane? One-way in in the morning and reverse in the afternoon. Much like Dallas does with rush hour traffic. **(32.2.2D)**

COMMENT #: 7344
DATE: 8/27/21 4:25 PM
SOURCE: Website
NAME: Frederic Barbier

COMMENT:

I'm in favor of the Gondola, this is the way to go to make LLC accessible year round. Busses are not a solution!! They are the ones on the size of the road every times it snows. Gondola will improve access in winter and summer and will be much better for the environment. **(32.2.9D)**

COMMENT #: 7345
DATE: 8/27/21 4:33 PM
SOURCE: Website
NAME: Ben Wegrzyn

COMMENT:

hi, I just wanted to say that a gondola can run during snow, when a bus needs a snowplow, would be an amazing journey, and more enviromentally friendly. **(32.2.9D)**

COMMENT #: 7346
DATE: 8/27/21 4:34 PM
SOURCE: Website
NAME: Robert C. Clark

COMMENT:

The gondola is a brilliant idea and a perfect solution for Little Cottonwood Canyon. It will not only dramatically cut down traffic admissions and all of those kinds of problems it will turn the ski resorts and the entire canyon into a world class alpine Marvel. It will be similar in some ways to Zermat Switzerland which does not allow any cars into the city. That creates a wonderful clean alpine environment that is perfect for all kinds of outdoors with dramatically less environmental impact. End it ultimately makes the entire area a much more pleasant place for everyone who participates in using those Alpine venues.
(32.2.9D and 32.10A)

COMMENT #: 7347
DATE: 8/27/21 5:07 PM
SOURCE: Website
NAME: Phoenix Bloomfield

COMMENT:

I am in favor of a gondola for little cottonwood canyon. **(32.2.9D)** Not only does this provide an additional method of evacuating the area in the event of an avalanche or other road closure, it also is more environmentally friendly than running gasoline buses. **(32.2.6.5H and 32.10A)** In addition, a gondola cannot be stuck in traffic or affected by road issues, ensuring a consistent commute time. Furthermore, in the United States there is a stigma among many about riding a bus. A gondola is thought of as fancy and ritzy making it more likely for middle and upper class skiers to ride it than they would be to ride a bus. **(32.2.4A)**

COMMENT #: 7348
DATE: 8/27/21 5:36 PM
SOURCE: Website
NAME: Brent Carmichael

COMMENT:

I support using a gondola in little cottonwood. It is by far the best solution. (32.2.9D)

COMMENT #: 7349
DATE: 8/27/21 5:45 PM
SOURCE: Website
NAME: Andrew Peterson

COMMENT:

I am currently a resident in Cottonwood Heights. Also, I have been a lifelong resident in the area. The gondola concept is a clear winner for me. **(32.2.9D)** I will use the gondola where I will not use the bus system. **(32.2.4A)** Why? A gondola is a quieter, more peaceful ride up the canyon. I would even use it in the summer. The buses are jerky, noisy, and the scenery is not very enjoyable. If it is dumping snow, the buses will have a hard time getting up the mountain because the “bus” lane will have too much snow accumulation unless you have the plow trucks consistently going up and down. Why will the snow accumulate so much? Because heavy car traffic helps dissipate the snow. **(32.2.6.3P)** You will not have car traffic in the bus lane. Gondola it is a much “greener” solution (this is not the hugest deal for me). Yes, you can have electric busses, but the battery capacity is not there. **(32.2.6.3F)** The plow trucks are not electric. Also, you will have to re asphalt the road every 5-7 years, which is not the best for the environment. I think it will be cool for Utah to have a long gondola instead of a four-lane highway going up the mountain. **(32.2.6.3B)** No offense UDOT- you do a great job with our current highway system compared to other states, which I do appreciate. The press would be great for Utah. People not being stuck at the resorts if an avalanche occurred is also a big plus. **(32.2.6.5H)** You will have two access points instead of one. This is good for safety. I know the backcountry people hate the idea of gondola because it may allow more people on the mountain. **(32.20C)** The busses will allow this as well. Unfortunately, the population of Utah is on the rise so we will have to learn to share. I am sure you thought about all these scenarios but thanks for reading my note anyways.

COMMENT #: 7350
DATE: 8/27/21 6:22 PM
SOURCE: Website
NAME: Jeremy King

COMMENT:

I'm very much in favor of the enhanced bus service in peak period shoulder lane alternative **(32.2.9B)**

COMMENT #: 7351
DATE: 8/27/21 6:31 PM
SOURCE: Website
NAME: William Sprague

COMMENT:

LLC is an icon the climbing world. I am from New Mexico and have been there often. Coleman is a silver medalist. **(32.4A and 32.4B)** Respect the boulders that you see in the way of development for r day skiers. Simply only allow busses and perhaps cars for those that work there. **(32.2.2B)** Widening the road is unnecessary and only lines the pockets of the rich ski area owners. **(32.1.2B, 32.1.2D, 32.2.7A, 32.2.9C, 32.7B, and 32.7C)** Please find another way. **(32.2.2PP)**

COMMENT #: 7352
DATE: 8/27/21 6:35 PM
SOURCE: Website
NAME: Malina Barrett

COMMENT:

Okay, once again, I am voicing my extreme concern regarding the gondola option. **(32.2.9E)** Widening the road is the sensible choice, and certainly not an eyesore. **(32.2.9B, 32.17A, and 32.17B)** Using the tax dollars of the people of Utah to fund a project to benefit 2 ski resorts and a limited ski season is outrageous. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Designing and building the worlds longest gondola at the expense of Utah taxpayers is ludicrous. With a difficult landscape, it will surely cause engineering issues that will cause the project to exceed their anticipated budget by 2 to 3 times. **(32.2.6.5K)** Does Utah have 1.5-2 billion dollars to spare to engineer/design/build a gondola with extreme engineering design challenges. We need to vote NO to the gondola option. **(32.2.9E)**

COMMENT #: 7353
DATE: 8/27/21 6:41 PM
SOURCE: Website
NAME: Jeremy Creighton

COMMENT:

As a former resident of Sandy, former employee of Snowbird, and continued recreational user of Little Cottonwood Canyon, I recognize the problem that ski traffic in the winter can present, however, neither of the solutions presented - widening SR-210 and adding MORE traffic in the form of larger vehicles/busses (?!) or installing a gondola that will have a massive footprint on the canyon floor) is an appropriate solution. **(32.2.9C and 32.2.9E)** These are both narrow minded solutions that are addressing 1 access issue during ski season, but neglecting the many alternate forms of use that Little Cottonwood Canyon sees throughout the year. **(32.1.2C, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** In fact, it may be sacrificing spring/summer/fall recreation opportunities for the benefit of ski traffic. Ski/Snowboard recreation is not the ONLY recreation that Little Cottonwood is used for and other options need to be considered that can improve canyon usage for ALL season recreationalist, not just the winter crowds. Climbers, Bikers, Hikers, Runners, Bird & Wildlife watchers and many others use this canyon, and adding more traffic or a large infrastructure gondola system will not be a "benefit" for those users. I urge UDOT to reconsider and look at other options. **(32.1.2C, 32.2.6.3C, 32.2.9A, and 32.2.2PP)**

COMMENT #: 7354
DATE: 8/27/21 6:49 PM
SOURCE: Website
NAME: Gordon Roberts

COMMENT:

Save over 400 million and string up a few lifts to connect Park City, Solitude and Alta. Best of all it will be paid AND maintained by the private companies. If hundreds of ski areas in Europe and Squaw Valley, CA can do it so can Utah. Now let's get out there and ski and stop talking about it! **(32.2.2N)**

COMMENT #: 7355
DATE: 8/27/21 7:24 PM
SOURCE: Website
NAME: Jim Daly

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. **(32.2.2B, 32.2.9C, 32.2.4A, and 32.7C)**

COMMENT #: 7356
DATE: 8/27/21 7:25 PM
SOURCE: Website
NAME: Corey Rives

COMMENT:

Please don't widen the roads in Little Cottonwood Canyon! **(32.2.9C)** The gondola is a much more unique choice that is far more accessible than roads that can be unpredictable. **(32.2.9D)**

COMMENT #: 7357
DATE: 8/27/21 7:26 PM
SOURCE: Website
NAME: Johnathan Savage

COMMENT:

I always hate driving the canyon in bad weather in my van and I think a gondola is a great alternative.
(32.2.9D)

COMMENT #: 7358
DATE: 8/27/21 7:27 PM
SOURCE: Website
NAME: Chip Abbott

COMMENT:

I support the gondola and its lack of contamination to the environment and air quality. (32.2.9D, 32.10A, and 32.12A)

COMMENT #: 7359
DATE: 8/27/21 7:28 PM
SOURCE: Website
NAME: Lindsay Keen

COMMENT:

A gondola is the most environmentally friendly option and it's energy-efficient as well. **(32.2.9D)**

COMMENT #: 7360
DATE: 8/27/21 7:29 PM
SOURCE: Website
NAME: Eric Johnson

COMMENT:

I get so frustrated with road construction, and I know that widening the roads will only cause more frustration down the line as the roads continually have to be fixed after harsh winters. We need the gondola to keep flow of traffic off the roads **(32.2.9D)**.

COMMENT #: 7361
DATE: 8/27/21 7:31 PM
SOURCE: Website
NAME: Trevor Michaels

COMMENT:

Taking a bus up and down the canyon with all of my snow equipment is always unpleasant. A gondola is a much more enjoyable experience. **(32.2.9D)**

COMMENT #: 7362
DATE: 8/27/21 7:33 PM
SOURCE: Website
NAME: Fredrick Odgarrd

COMMENT:

I understand why a gondola is ideal for people who ski but as someone who uses the canyon in the summer, it seems great for hikers and people wanting to explore the canyon year-round. Especially the fall. (32.2.6.5F, 32.2.6.5G, and 32.2.9D)

COMMENT #: 7363
DATE: 8/27/21 7:34 PM
SOURCE: Website
NAME: Caleb Dicke

COMMENT:

Too many times people get stuck up the canyon when an avalanche shuts down the road. A gondola takes that problem away entirely. **(32.2.9D)**

COMMENT #: 7364
DATE: 8/27/21 7:34 PM
SOURCE: Website
NAME: Catherine Chalebois

COMMENT:

Please choose the Gondola!(32.2.9D)

COMMENT #: 7365
DATE: 8/27/21 7:46 PM
SOURCE: Website
NAME: Ben Rivera

COMMENT:

The gondola is a cost-effective, long-term solution to the problems Utah has had for such a long time.
(32.2.9D)

COMMENT #: 7366
DATE: 8/27/21 7:47 PM
SOURCE: Website
NAME: Victoria Elem

COMMENT:

A gondola provides the safest way to get up and down the canyon in winter weather but also will provide a beautiful view in the fall, just like the sundance lift rides. **(32.2.9D)**

COMMENT #: 7367
DATE: 8/27/21 7:49 PM
SOURCE: Website
NAME: Richard Grant

COMMENT:

I'll for the gondola (32.2.9D)

COMMENT #: 7368
DATE: 8/27/21 7:49 PM
SOURCE: Website
NAME: Ellie Smith

COMMENT:

Part of the canyon experience is the ride to the top and back. The other solutions that require me to be in a tunnel ruin the enjoyment of the canyon beauty. **(32.2.6.5Z, 32.2.9J, and 32.17C)**

COMMENT #: 7369
DATE: 8/27/21 7:50 PM
SOURCE: Website
NAME: Amy Smith

COMMENT:

More buses up the canyon will still have issues with bad weather. **(32.2.6.3P)** It doesn't really solve anything. **(32.7B and 32.7C)**

COMMENT #: 7370
DATE: 8/27/21 7:52 PM
SOURCE: Website
NAME: Janine Davita

COMMENT:

Arriving at the top of the canyon after a long drive to find there is no parking and then being forced to drive back down or have a long walk is so frustrating. If I was able to park at the bottom and know I had a parking spot and then take the gondola would bring me peace of mind. **(32.2.6.5J and 32.2.9D)**

COMMENT #: 7371
DATE: 8/27/21 7:54 PM
SOURCE: Website
NAME: Logan Murphy

COMMENT:

The resorts at the top of the canyon will no longer suffer due to closure for avalanches with a gondola constantly keeping things running. **(32.2.6.5H and 32.2.9D)**

COMMENT #: 7372
DATE: 8/27/21 7:55 PM
SOURCE: Website
NAME: Ellie Fishman

COMMENT:

Traffic in the neighborhoods surrounding the entrance of the canyon is unbearable when the canyon is backed up. A gondola will allow locals to commute without hassle. **(32.7B and 32.2.9D)**

COMMENT #: 7373
DATE: 8/27/21 7:57 PM
SOURCE: Website
NAME: Stephen Lukas

COMMENT:

I would feel so much safer taking a gondola up the canyon during heavy snow days than sitting in a crowded bus, particularly while dealing with a global pandemic. **(32.2.9D and 32.2.6C)**

COMMENT #: 7374
DATE: 8/27/21 7:58 PM
SOURCE: Website
NAME: Shelby Finnie

COMMENT:

The gondola is the smart, safe and fun choice! It would be absolutely breathtaking to enjoy year round.
(32.2.9D)

COMMENT #: 7375
DATE: 8/27/21 7:58 PM
SOURCE: Website
NAME: Preston Perez

COMMENT:

Utah deserves the cleanest air and water possible and that is why I support the gondola. Simply put, a gondola is the best thing for Utah as a whole. **(32.2.9D, 32.10A, and 32.12A)**

COMMENT #: 7376
DATE: 8/27/21 7:59 PM
SOURCE: Website
NAME: Charlie Williams

COMMENT:

The reliability of a gondola makes it easier to plan a day around hiking, rock climbing or simply going up the canyon for a picnic. **(32.2.9D)**

COMMENT #: 7377
DATE: 8/27/21 8:01 PM
SOURCE: Website
NAME: Grant Haralson

COMMENT:

We need to be making smart choices for our earth during this exponential climate change occurring. Make the smart decision and choose the gondola. **(32.2.2E and 32.2.9D)**

COMMENT #: 7378
DATE: 8/27/21 8:02 PM
SOURCE: Website
NAME: Clinton Foster

COMMENT:

Anything short of the gondola is a shortcut that we as taxpayers will end up paying for, for decades to come. That is unfair. **(32.2.9D and 32.2.7A)**

COMMENT #: 7379
DATE: 8/27/21 8:03 PM
SOURCE: Website
NAME: Jaxon Neiman

COMMENT:

I support the gondola. Please choose it. **(32.2.9D)**

COMMENT #: 7380
DATE: 8/27/21 8:07 PM
SOURCE: Website
NAME: Tyler Dema

COMMENT:

The lifespan of the gondola is incredible compared to the road widening. It has 3x the longevity. Why wouldn't we choose this to save money and environmental impact? Exactly. **(32.2.9D and 32.2.7E)**

COMMENT #: 7381
DATE: 8/27/21 8:09 PM
SOURCE: Website
NAME: Sariah Hopkins

COMMENT:

I appreciate the sustainability of the gondola as a zero-carbon emission. **(32.2.9D and 32.10A)**

COMMENT #: 7382
DATE: 8/27/21 8:38 PM
SOURCE: Website
NAME: Aaron Seewald

COMMENT:

Get rid of IKON pass in LCC, problem solved. Multi resort passes ruined LCC. (32.2.2K)

COMMENT #: 7383
DATE: 8/27/21 8:52 PM
SOURCE: Website
NAME: Michele Smith

COMMENT:

Great idea....we'll worth the cost! **(32.29D)**

COMMENT #: 7384
DATE: 8/27/21 9:06 PM
SOURCE: Website
NAME: Andrew Roche

COMMENT:

Safety First. UDOT has responsibility for providing safe access between destinations. UDOT existing LCC road has observed natural hazards. Globally supported equipment is an available alternative transportation by ropeway gondola. Per evacuation considerations, an alternate egress means shall exist. A gondola qualifies, as no other reasonable means of safe travel have been presented for land travel. **(32.2.9D and 32.7C)**

COMMENT #: 7385
DATE: 8/27/21 9:12 PM
SOURCE: Website
NAME: Spencer Lawson

COMMENT:

Utah deserves the cleanest air and water possible and that is why I support the gondola. Simply put, a gondola is the best thing for Utah as a whole. **(32.2.9D, 32.10A, and 32.12A)**

COMMENT #: 7386
DATE: 8/27/21 9:12 PM
SOURCE: Website
NAME: Spencer Stevens

COMMENT:

I would feel so much safer taking a gondola up the canyon during heavy snow days than sitting in a bus. (32.2.9D)

COMMENT #: 7387
DATE: 8/27/21 9:13 PM
SOURCE: Website
NAME: Rachelle Elbert

COMMENT:

Taking a gondola to and from Oktoberfest would take away all the stress of worrying about inebriated drivers on the narrow canyon roads. **(32.2.9D)**

COMMENT #: 7388
DATE: 8/27/21 9:15 PM
SOURCE: Website
NAME: Nick Prus

COMMENT:

Please do not build these roads/gondolas!! **(32.2.9C and 32.2.9E)** These are precious irreplaceable problems that a whole community relies on and loves dearly. Please don't steal that from us **(32.4I)**

COMMENT #: 7389
DATE: 8/27/21 9:15 PM
SOURCE: Website
NAME: DeMarius Cooper

COMMENT:

The gondola provides a lot of opportunities for tourists who don't want to pay for an uber up the canyon which can be very expensive. **(32.2.9D)**

COMMENT #: 7390
DATE: 8/27/21 9:15 PM
SOURCE: Website
NAME: Bailee Brinkerhoff

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 kids to see Utah's beauty from a new perspective. **(32.2.9D)**

COMMENT #: 7391
DATE: 8/27/21 9:16 PM
SOURCE: Website
NAME: Collette Astle

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 #: 7392
DATE: 8/27/21 9:17 PM
SOURCE: Website
NAME: Drew Redd

COMMENT:

Please don't widen the roads in Little Cottonwood Canyon! The gondola is a much better choice.
(32.2.9C and 32.2.9D)

COMMENT #: 7393
DATE: 8/27/21 9:18 PM
SOURCE: Website
NAME: Taylor Blackman

COMMENT:

Please choose the Gondola! **(32.2.9D)**

COMMENT #: 7394
DATE: 8/27/21 9:19 PM
SOURCE: Website
NAME: David Gilmore

COMMENT:

A gondola is a safe option for people who want to enjoy alcohol. It gets them off the roads and keeps everyone including them safe. **(32.2.9D)**

COMMENT #: 7395
DATE: 8/27/21 9:20 PM
SOURCE: Website
NAME: Melissa Hartman

COMMENT:

Traffic in the neighborhoods surrounding the entrance of the canyon is unbearable when the canyon is backed up. **(32.7B)** A gondola will allow locals to commute without hassle. **(32.2.9D)**

COMMENT #: 7396
DATE: 8/27/21 9:21 PM
SOURCE: Website
NAME: Lucas Geerts

COMMENT:

I prefer the gondola option because I think it has a smaller environmental footprint **(32.2.9D)**

COMMENT #: 7397
DATE: 8/27/21 9:24 PM
SOURCE: Website
NAME: jeorge lakewood

COMMENT:

I like the gondola because I think it will be more reliable in the winter. I also hope that it will be a good long term solution for the problem. **(32.2.9D)**

COMMENT #: 7398
DATE: 8/27/21 9:28 PM
SOURCE: Website
NAME: jackson bufford

COMMENT:

I love the activities that the canyon has to offer, and I like anything to make it more accessible. But, I think the cablecar is better for the environment. I have seen some amazing systems in Europe, and I think we can replicate that. **(32.2.9D)**

COMMENT #: 7399
DATE: 8/27/21 9:29 PM
SOURCE: Website
NAME: Holden Wolfenbarger

COMMENT:

While I feel that many of the proposed ideas are beneficial, I am strongly against the idea of a gondola in Little Cottonwood Canyon at this time. **(32.2.9E)** I believe we ought to examine the root cause of the issues and consider alternatives such as improved bus schedules, private vehicle tolls and snow sheds **(32.1.2B, 32.2.9A, 32.2.4A, and 32.2.9K)**. The Gondola would only serve Alta and Snowbird while creating a very large financial and environment impact **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 7400
DATE: 8/27/21 10:20 PM
SOURCE: Website
NAME: Mark Stocker

COMMENT:

I've skied in Europe many times, and the use of gondolas and cog trains does not affect the overall look of the areas. In fact in many ways it enhances the allure of the mountains. **(32.17A)** I believe the gondola option makes the most sense and will attract more users and visitors than the road alternative while enhancing safety. **(32.2.9D)**

COMMENT #: 7401
DATE: 8/27/21 10:25 PM
SOURCE: Website
NAME: Rachel Graf

COMMENT:

One thing about Utah I love is the many ways to escape the world and get outside. Rock climbing is a form of therapy to me and many others. We can't keep expanding and cutting into what makes Utah so beautiful which is it's mountains. Please protect Little Cottonwood and it's popular climbing routes from being ruined!(**32.4A, 32.4B, and 32.29G**)

COMMENT #: 7402
DATE: 8/28/21 1:41 AM
SOURCE: Website
NAME: Carolyn Sorensen

COMMENT:

I am writing to protest the creation of a gondola system in LCC. **(32.2.9E)** The is an incredibly expensive project that only serves a very small group, and greatly endangers the natural areas of LCC. **(32.13A, 32.4I, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Please consider the many alternatives to improve traffic, not just in LCC but many of our busy canyons! **(32.1.1C and 32.2.2PP)** Better and more frequent bus services, transit hubs that service multiple canyons, adding significant congestion pricing on high volume days, encouraging carpooling and booking space at resorts in advance are just a few steps to take before taking this drastic, expensive and environmentally destructive project. **(32.2.4A, 32.2.9A, 32.2.6.2.1C, and 32.2.2I)**

COMMENT #: 7403
DATE: 8/28/21 6:38 AM
SOURCE: Website
NAME: Paul Gongaware

COMMENT:

There is a fundamental issue that, in my mind, remains unresolved. One side says we need to increase access to the skiing in Little Cottonwood canyon. The other side says wait a minute. This canyon can only support so many skiers. **(32.20C and 32.20B)**

LCC has some of the best skiing on the planet. So many want to ski here. We already see what happens on big days. Huge lift lines. Illegal parking everywhere. It's a mess and it's bad for business because it leaves many unhappy with their experience. **(32.1.2B)**

The only solution short of somehow adding more lifts and terrain is to price lifts and services high enough to control demand. As you raise prices, less people go. It's disturbing to think that some will be cut out economically in order to make the canyon work as it should. But that's the natural arc of where this will go. There is huge demand and fixed supply. **(32.2.4A, 32.2.2Y, and 32.2.2K)**

Adding uphill transportation is needed. But the current projections suggest that LCC will have 50% more skiers than we currently have when the skiing is totally maxed out now. The canyon simply can't handle it. **(32.20C)**

We must address this sad fact before we can continue transport planning.

Paul Gongaware
Alta, UT

COMMENT #: 7404
DATE: 8/28/21 6:50 AM
SOURCE: Website
NAME: Ian McClane

COMMENT:

I believe that the gondola option should NOT be pursued, as it will be an eyesore in the canyon, and is extremely expensive and really only benefits the 2 resorts in LCC. **(32.2.9E, 32.17A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I love spending time in the canyon year round, and having to look at a gondola system all the time would definitely detract from the natural beauty of the canyon. **(32.17A)** I am in favor of expanding / requiring bus service up the canyon, and constructing a large enough parking lot to actually make public transit in the canyon feasible. I also think snow sheds over the road in slide paths would be a good idea **(32.2.9A, 32.2.6.2.1C, and 32.2.9K)**. Thanks! - Ian

COMMENT #: 7405
DATE: 8/28/21 7:04 AM
SOURCE: Website
NAME: Brock Smedley

COMMENT:

Please do not move forward with constructing a gondola in little cottonwood canyon. **(32.2.9E)** This would ruins views, and affect the accessibility of roadside bouldering locations, which many Utahns enjoy. **(32.17A and 32.4B)**

COMMENT #: 7406
DATE: 8/28/21 7:12 AM
SOURCE: Website
NAME: randy sailer

COMMENT:

i am in favor of busing but not widening road s r 210 in the little cottonwood canyon.thankyou **(32.2.9A and 32.2.9C)**

COMMENT #: 7407
DATE: 8/28/21 7:26 AM
SOURCE: Website
NAME: Emina Alibegovic

COMMENT:

I oppose both solutions to the transportation in Little Cottonwood Canyon: gondola and widening of the road. **(32.2.9E and 32.2.9C)** The usage impact is already great and instead providing opportunities for an increased usage, we must provide opportunities for smarter usage that will leave less impact on the canyon. **(32.2.0C and 32.2.0B)** The only people who would benefit from these two solutions are the ski resorts and it is not our responsibility to make their coffers fuller. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I am a skier and I, too, get frustrated when I can't get to the top of the canyon. But if there were a bus that leaves from a location convenient for me and I didn't have to change bus 3 times (which is what happened last time I tried that experiment) I'd take the bus. Increasing number of express buses from various locations in town and ensuring there are some that do stop at various points in the canyon for those who are not riding the resorts would solve part of the problem. **(32.2.2I and 32.2.6.3C)** The other part can be solved by either heavily restricting vehicles (fees and such) or outright not allowing them (as Zion does). **(32.2.2B)**

No to gondola. No to widening of the road. Yes to more buses. Yes to restricting vehicle access. **(32.2.9E, 32.2.9C, and 32.2.2L)**

Thank you,
emina"

COMMENT #: 7408
DATE: 8/28/21 7:45 AM
SOURCE: Website
NAME: Michael Belt

COMMENT:

I am opposed to the gondola project in LCC for several reasons. **(32.2.9E)** I am a skier who travels LCC 100 days during the ski season. This project is swatting a fly with a sledge hammer. Yes LCC can be a problem on big snow days but to spend hundreds of millions of dollars to "fix" a problem that occurs on maybe 30 days of the year is for lack of a better description silly. **(32.1.4D)** We have transportation issues in many parts of the valley including I-15 every day of the year. Adding mass transit options, light rail or trains to transport workers every day of the year not only makes more sense on a cost benefit basis but would vastly reduce pollution year round. **(32.2.9F)** Considering the gondola will not have an environmental impact when it is not running in the spring, summer or fall there are better places to spend money. **(32.2.6.5F)** The solution using a gondola is essentially a giant subsidy for two ski areas, private businesses so they can make more money. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** UDOT should not be picking winners and losers. The other issue that should be viewed is that the ski areas are already at max capacity on big snow days. Adding another form of transportation will only make that problem worse. **(32.20C)**

Speeding what could easily be \$750 million dollars (not counting operational costs) by the time this would proceed when 90% of the time driving up the canyon takes 15 minutes is a terrible waste of money."**(32.1.2B and 32.1.4D)**

COMMENT #: 7409
DATE: 8/28/21 8:34 AM
SOURCE: Website
NAME: Tyler Sherwin

COMMENT:

"These changes would forever impact the amazing rock climbing in the area. **(32.4A and 32.4B)**

Please, before any permanent changes are made to Little Cottonwood Canyon that will forever alter the landscape, a new alternative based on an expanded bus service coupled with tolling and other traffic mitigation strategies be analyzed that includes dispersed recreation transit needs. **(32.2.9A, 32.2.4A, 32.1.2D, and 32.2.6.3C)**

Proposals that physically and permanently alter Little Cottonwood Canyon should only be considered after less impactful options have been implemented and shown not to be effective."**(32.2.9A, 32.2.9R, and 32.2.2PP)**

COMMENT #: 7410
DATE: 8/28/21 8:37 AM
SOURCE: Website
NAME: Renee Mackin

COMMENT:

I am against the building of towers in LLC ! **(32.2.9E)**

COMMENT #: 7411
DATE: 8/28/21 8:39 AM
SOURCE: Website
NAME: Tom Mackin

COMMENT:

I am against building towers of any kind in LLC (32.2.9E)

COMMENT #: 7412
DATE: 8/28/21 8:49 AM
SOURCE: Website
NAME: Kristin Tabke

COMMENT:

No gondola! **(32.2.9E)** Very expensive to build let alone maintain. Not enough capacity. **(32.2.6.5N)**
Why not a more comprehensive public transport option and it is a MUST to build snow sheds over the road at avalanche zones. Snow sheds should be solution #1 - how has this not yet been done. **(32.2.9A and 32.2.9K)**

COMMENT #: 7413
DATE: 8/28/21 9:23 AM
SOURCE: Website
NAME: Tony Hawk

COMMENT:

"You [REDACTED]. Don't you dare destroy any part of LCC with your blasted gondola. (32.2.9E) You sicken me. You decrepit, vile, mistakes somehow confuses with human beings. Pull your heads out of each others [REDACTED] and stop pushing your heinous ideology."(32.29D)

COMMENT #: 7414
DATE: 8/28/21 9:51 AM
SOURCE: Website
NAME: Jenacee Booth

COMMENT:

Please do not build the gondola. **(32.2.9E)** This is a huge waste of tax dollars. **(32.2.7A)** There are a myriad of lower dollar options we have not tried like: additional bussing, increasing the parking capacity at some of the bus pick ups, charging for resort parking, tolling the canyon, a bus only lane just at the mouth of the canyon etc. **(32.2.9A, 32.2.4A, 32.2.2K, and 32.2.2B)** A gondola is an ineffective, landscape altering quantum leap ahead of the smaller steps we should be trying first. **(32.29R)** Please please don't build this gondola.

COMMENT #: 7415
DATE: 8/28/21 9:56 AM
SOURCE: Website
NAME: Jordan Sitt

COMMENT:

Please do not add a gondola to cottonwood canyon. It's so beautiful and it would it be a shame to get in the way of its beauty. **(32.2.9E and 32.17A)**

COMMENT #: 7416
DATE: 8/28/21 9:57 AM
SOURCE: Website
NAME: Will Thomas

COMMENT:

Enhanced busing to support year-round use with show sheds, backcountry (non-resort) stops, and tolling for private vehicles. **(32.2.9A, 32.1.2C, 32.2.9K and 32.2.6.3C)** The gondola is a partial, taxpayer-funded solution to benefit two ski resorts during the winter. . **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** While none of the proposed alternatives address the fundamental problem of LCC (and BCC) carrying capacity management for enjoyable recreation, busses offer far more optionality and flexibility.**(32.20B)** I looked at Gondola Works, Wasatch Backcountry Alliance, and the EIS to get a fuller picture, and as an avid canyon visitor, I don't think the case for a gondola is compelling from a cost, efficiency, or overall regional transportation management standpoint. **(32.1.1C and 32.2.9E)**

COMMENT #: 7417
DATE: 8/28/21 10:12 AM
SOURCE: Website
NAME: Steven Joyce

COMMENT:

I favor the enhanced bus option with shoulder lane. **(32.2.9B)**

COMMENT #: 7418
DATE: 8/28/21 10:29 AM
SOURCE: Website
NAME: Daniel Drage

COMMENT:

All of the proposals, alternatives and ideas are the most fiscally irresponsible concepts I've heard in my life and the 30 years I've lived in Salt Lake. **(32.2.9G)** The amount of time, resources and money to alleviate a small, seasonal amount of traffic for an already dwindling and shorter ski season is insane. **(32.1.4D and 32.2.2E)** The cost benefit analysis alone should shut down this project but more importantly the damage to the beauty, view, skyline, Mountain Views and wilderness mandates that this idea die. **(32.17A and 32.17B)** What is the goal? **(32.1.2B)** Cram as many people up the canyons as possible for a few extra seasonal bucks? **(32.20C)** Is this city land state about the beauty, views, serenity and peace we get from our wilderness or about exploiting the wilderness at any cost to make a few extra bucks. **(32.4I, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Things are fine as is. Why not just post a traffic monitor at the base of the canyon to be sure that only buses and cars with at least 4 people in them can get up the canyon during peak days? **(32.2.2B, 32.2.9A, and 32.2.4A)** The community will find their ways to car pool and that would cost a lot less and manage some of the "problems." My point, there are better ways to deal with the perceived problems than irreversibly ripping up the canyons, destroying the beauty and spending my tax dollars. **(32.2.2PP)**

COMMENT #: 7419
DATE: 8/28/21 10:32 AM
SOURCE: Website
NAME: Keren Mazanec

COMMENT:

I am for this. My only request would be that the company hired to do the project has a resume of building these types of gondolas even if it means our tax dollars are paying some European firm. Do it right or don't do it. **(32.2.9D and 32.2.6.5BB)**

COMMENT #: 7420
DATE: 8/28/21 10:33 AM
SOURCE: Website
NAME: Francine Forney

COMMENT:

I support the gondola project as described, to ensure the minimal impact on environment. I am NOT supportive of any widening or expansion of Wasatch Blvd for a variety of reasons. **(32.2.9D, 32.2.9C, and 32.2.9L)**

COMMENT #: 7421
DATE: 8/28/21 10:38 AM
SOURCE: Website
NAME: Luca Terziotti

COMMENT:

I am a local climber, skier, trail runner, and medical device engineer. Both proposals for Little Cottonwood would irreparably harm the canyon and thus our community. **(32.4I, 32.2.9C, and 32.2.9E)** The Little Cottonwood boulders are a treasure. It's extremely rare that such a high quality climbing resource is so concentrated and accessible, and even rarer still that it is in a major metropolitan area. **(32.4A and 32.4B)**. The Gondola is too expensive, too slow, and of too limited capacity to solve the canyon's traffic issues. **(32.7B, 32.7C, and 32.2.6.5N)** It would be a shame to build a novelty at taxpayers' expense. . **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. Either proposed option would be a travesty for the canyon. There are far less destructive options that must be explored. **(32.2.2PP and 32.2.9A)**
Thank you,
Luca Terziotti

COMMENT #: 7422
DATE: 8/28/21 10:43 AM
SOURCE: Website
NAME: Francine Forney

COMMENT:

I favor the gondola and expanded parking and additional buses. **(32.2.9D and 32.2.2W)** I Do NOT favor any expansion of Wasatch Blvd. given that I live in Oaks at Wasatch, on same side that you would extend, hence creating more traffic and potentially bringing traffic way too close to my property. Plus I do not believe it makes sense to expand Wasatch Blvd, given that you just create more congestion in Little Cottonwood Canyon, and more bottlenecks. **(32.2.9L and 32.2.6.2.2A)**

COMMENT #: 7423
DATE: 8/28/21 11:20 AM
SOURCE: Website
NAME: Megan Thibaudeau

COMMENT:

I am a Cottonwood Heights native from before we were incorporated. One would think that by designating ourselves as an official city, we would also define our identity. Sadly, we seem to be a city without one. I would think that as the "city between two canyons" we would ground our identity in the beautiful natural treasures our location affords us - access to the great outdoors. And that we would preserve those aspects of our city. We're just another 'burb in the SL valley with no character or personality. I strongly disapprove of the options presented and believe we need to focus on preserving our natural resources by limiting traffic all together. The option that does the best job of that along with the least environmental impact is the option I prefer. I'm not certain any of the options do that however. **(32.2.9G and 32.4F)**

COMMENT #: 7424
DATE: 8/28/21 11:32 AM
SOURCE: Website
NAME: Steve Kauffman

COMMENT:

I prefer the enhanced bus service over a gondola option for Little Cottonwood. (32.2.9A and 32.2.9E)
The gondola would be a huge visual and environmental impact on the canyon. (32.17A) The gondola
would also seem to just service the ski areas. . (32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C) Thanks
Steve Kauffman

COMMENT #: 7425
DATE: 8/28/21 11:36 AM
SOURCE: Website
NAME: Deborah Wagner

COMMENT:

No gondola! Improve bus system. **(32.2.9E and 32.2.9A)**

COMMENT #: 7426
DATE: 8/28/21 11:47 AM
SOURCE: Website
NAME: Jay Cruz

COMMENT:

I am an engineer who lives in Salt Lake and regularly use LCC, especially during the winter season to go skiing. If you have ever skied at Snowbird, you know that pumping more people in this canyon is not possible. **(32.20B and 32.20C)** Having a gondola or bus lane will attract more people who currently go to BCC to avoid LCC traffic. Not only more people means you will still have traffic, but Alta and Snowbird will be crowded to a non bearable point. **(32.2.4A, 32.7C, 32.20E, and 32.20C)**

The only viable solution to traffic is to limit the number of skiers per day in Alta/Bird, and construct tunnels for avalanche protection. **(32.2.2L, 32.2.2K, and 32.2.9K)** This solves the following issues:

- traffic in LCC
- less emissions
- project will cost much less than Gondola or new lanes
- ski traffic in the resorts

If you pump more people in LCC you will not solve the traffic issue, and you will bring massive other problems (cost of the project, too many skiers in the resorts, visual pollution, etc.)**(32.7B, 32.7C, 32.2.7C, 32.20C, 32.17A, and 32.17B)**

COMMENT #: 7427
DATE: 8/28/21 12:02 PM
SOURCE: Website
NAME: Nico Savoia

COMMENT:

Please take different actions to decrease traffic that will not have a large negative impact on other outdoor communities that call Salt Lake City home. **(32.2.9A and 32.2.2PP)** One of the main reasons people come to Salt Lake City is to enjoy the outdoors. Let's keep that thriving outdoor community alive!

COMMENT #: 7428
DATE: 8/28/21 12:05 PM
SOURCE: Website
NAME: Dan Goodwin

COMMENT:

Dear UDOT,

I've been coming to Little Cottonwood Canyon since the 1980s. I established the first ascent of Fallen Arches (2 pitches linked together as one), and I played a major role in the First International Sport Climbing Championship at Snowbird with Dick Bass and Jeff Lowe. I helped design and built the wall, and I was the color commentator for CBS Sports.

See video <https://www.youtube.com/watch?v=-WesviDhxKw>

I understand the need to expand the road and to provide a gondola to accommodate the growing crowds, however, I do have a suggestion that may save the trees and the boulders that climbers have always cherished:

Solution: Build a TUNNEL with the boulders and trees untouched on top. **(32.2.2C)**

Chopping down the trees and removing the boulders would be an environmental catastrophe and a stain on Salt Lake City city council for not embracing an alternative plan. **(32.4A, 32.4B, 32.13A, and 32.13B)**

I am encouraging you to do the right thing.

Sincerely yours,

Dan Goodwin

www.dangoodwin.com

https://en.wikipedia.org/wiki/Dan_Goodwin

COMMENT #: 7429
DATE: 8/28/21 12:38 PM
SOURCE: Website
NAME: Jennifer Wittenberg

COMMENT:

Please work with local climbing organizations to find a solution. Please do not destroy climbing opportunities. **(32.4A and 32.4B)** Outdoor recreation of all kinds is important - now more than ever.

COMMENT #: 7430
DATE: 8/28/21 12:44 PM
SOURCE: Website
NAME: Rachael Hemmert

COMMENT:

As a Salt Lake County resident and a frequent visitor to LCC, I do not support either option presented in the EIS. **(32.2.9C and 32.2.9E)** However, I am ardently against the gondola option for the following reasons: 1) the gondola will be an eyesore polluting the beautiful views that make LCC special **(32.17A)** 2) it is expensive: the tax payers should not pay for a gondola that only serves Alta and Snowbird and . **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** 3) I don't believe the gondola will be used as frequently as presented in the plan: No one is going to want to park, ride a bus to the gondola, then take the gondola. **(32.2.4A, 32.2.6.4B, and 32.2.6.5J)** My preferred solution to the congestion in LCC is to implement a visitor bus service similar to Zions National Park with stops at all the trailheads. **(32.2.2B and 32.2.6.3C)** Residents and employees of the resort can continue to drive along the road. **(32.2.4A)** As Utah's population grows, we need to preserve and protect LCC, not destroy it in order to fill the coffers of Alta/Snowbird.

COMMENT #: 7431
DATE: 8/28/21 12:51 PM
SOURCE: Website
NAME: Bertrand Marchand

COMMENT:

Hi. The proposed solutions are only allowing more people to be shoved up canyon, but would do nothing to restrict or limit traffic up canyon **(32.2.4A, 32.7C, 32.1.2B, and 32.20C)**. Implementing either a gondola or a bus lane will not reduce the number of cars up canyon, and making that assumption would be a mistake, and a very costly one. **(32.2.4A)** Let's not be naive, parking lots at Alta and Snowbird will still be full by 9am on those "heavy traffic" days. Whatever small percentage of skiers will actually opt to take a public transport instead of their car on a powder day certainly won't be enough to "clear the road" or make any notable difference, traffic will still be a mess. **(32.7B and 32.7C)**. All this will allow is to shove more people up when the parking lots are already full, making an already impacted skiing experience (lift lines are already awful on those days) even worse. **(32.20C)**. The proposed solutions would only benefit the private companies operating the resorts while doing nothing for the community, skiers and taxpayers. . **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. These ideas are not worth the significant cost, both financial and environmental. **(32.2.9C and 32.2.9E)**

COMMENT #: 7432
DATE: 8/28/21 1:05 PM
SOURCE: Website
NAME: Monique Cho

COMMENT:

I oppose in the strongest term possible the building of gondola towers in our canyon. I can't stress my opposition strongly enough. Please do not let this happen. **(32.2.9E)**

COMMENT #: 7433
DATE: 8/28/21 1:06 PM
SOURCE: Website
NAME: Helene Min

COMMENT:

I oppose building of gondola towers in the strongest term possible. The thought is unimaginable and keeps me up at night. Please do NOT let this happen. **(32.2.9E)**

Helene

COMMENT #: 7434
DATE: 8/28/21 1:11 PM
SOURCE: Website
NAME: Joseph Ambrosi

COMMENT:

I support the Little Cottonwood Canyon gondola. **(32.2.9D)**

COMMENT #: 7435
DATE: 8/28/21 1:11 PM
SOURCE: Website
NAME: Ashley Chandler

COMMENT:

I love the peace and beauty of LCC. Having huge structures supporting the gondolas will take away from the natural beauty of the canyon and can never be restored. **(32.2.9E, 32.4I, and 32.17A)** There has to be a better solutions to the traffic issues that doesn't involve destroying the views of the mountains: more buses, limited car entry during peek time etc. **(32.2.9A and 32.2.4A)**

COMMENT #: 7436
DATE: 8/28/21 1:23 PM
SOURCE: Website
NAME: Brandon Shanks

COMMENT:

While the improved infrastructure is needed, the enjoyment and preservation of the canyon for all visitors is paramount. To do this, a solution that leaves the climbing in the canyon with the littlest impact is the most desired option for all parts. **(32.4A and 32.4B)** I hope to see the hard work of our local government to meet the needs and uses of all the visitors of the canyon for years to come. Please hear the voices of the many climbers who wish to preserve this incredible location. **(32.2.9A and 32.29G)** Thank you for your consideration.

COMMENT #: 7437
DATE: 8/28/21 1:44 PM
SOURCE: Website
NAME: Ellie Murray

COMMENT:

Please do not build a gondola in LCC, it's such a waste of money and resources and will do nothing to solve the problem at hand. **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Please consider adding busses and incentives to ride public transportation, not try to solve one problem and thus creating another. **(32.2.9A and 32.2.4A)** The citizens of Utah do not want the gondola, they want real solutions.

COMMENT #: 7438
DATE: 8/28/21 1:48 PM
SOURCE: Website
NAME: Lisa Mazurkewycz

COMMENT:

Prefer the enhanced bus with road widening option. **(32.2.9B)** I work up canyon and already utilize the bus, think with these improvements it will be a great service and attract a lot of riders.

COMMENT #: 7439
DATE: 8/28/21 2:02 PM
SOURCE: Website
NAME: Anna Hayes

COMMENT:

Hello,

My name is Anna Hayes and I'm a constituent here in Salt Lake City. I am against the construction of the gondola because ultimately it won't solve the issue. It will only benefit the resorts and tourists rather than the actual tax payers in Salt Lake City. . (32.1.2B, 32.1.2D, 32.2.7A, 32.2.9E, 32.7B, and 32.7C) I am also a rock climber and the construction will demolish some famous and treasured lines that we all grew up climbing (32.4B). I know the traffic up the canyon can be horrible, but I think we would be better served working harder on other ride share options. I personally use the bus during the weekends to minimize my impact on the area. It takes the same amount of time to get up and the wait for a bus back is minimal. What if we looked into a benefit program for taking the buses? Maybe cheaper resort prices? Maybe swag options? Maybe having the money for the gondola go towards making the bus even cheaper or free? (32.2.9A and 32.2.4A) I just don't think we have exhausted all the options. (32.2.2PP)

Thank you for considering,
Anna

COMMENT #: 7440
DATE: 8/28/21 2:06 PM
SOURCE: Website
NAME: Dani Babbel

COMMENT:

Please consider an option that does not solely prioritize profits for ski resorts, but one that recognizes the canyon as a prized natural resource that attracts not just skiers but climbers, hikers, runners, etc. The proposed gondola is an expensive project that will ultimately not contribute significantly to the alleviation of traffic in the canyon, and will serve only to funnel customers to ski resorts. . **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The taxpayer should not be responsible for funding a project that serves to benefit a private enterprise, especially one that is already so lucrative. Widening of the road will have a large environmental impact and lead to the loss of several areas where climbers, a large portion of the SLC outdoor community, recreate. **(32.4A and 32.4I)** Again, the opinion of all stake holders should be sought.**(32.2.9N)** The least impactful, most cost-appropriate solution would be to enhance bus use and limit cars entering the canyon during the busiest winter months. **(32.2.9A, 32.2.4A, and 32.2.2L)** Please consider this as the solution before it is too late and the damage has been done.

COMMENT #: 7441
DATE: 8/28/21 2:51 PM
SOURCE: Website
NAME: Carl Trettin

COMMENT:

I am opposed to the proposal for widening the road or the gondola. **(32.2.9C and 32.2.9E)** Suggest following the model used at Zion NP, and utilize buses during peak season, and preclude private vehicles. **(32.2.2B)** Or do something really daring, limit to buses and electric cars. **(32.2.2B)**

COMMENT #: 7442
DATE: 8/28/21 3:04 PM
SOURCE: Website
NAME: Travis Monson

COMMENT:

Gondola please. (32.2.9D)

COMMENT #: 7443
DATE: 8/28/21 3:04 PM
SOURCE: Website
NAME: Charlie Schreiber

COMMENT:

Improving bussing infrastructure will best preserve the natural beauty of the area and keep access open to a beautiful bouldering area that is legendary throughout the country. **(32.2.9A)** Its a growing sport and should not be impeded in such a hub for the sport. This brings people to SLC just like Skiing and will help stimulate the economy all year round! **(32.6D)**

COMMENT #: 7444
DATE: 8/28/21 3:17 PM
SOURCE: Website
NAME: Lillian Trettin

COMMENT:

This is a sensitive area that requires protection. We have family living in the area and visit regularly. Why not just require everyone to park below and bus up? Why isn't that an alternative? **(32.2.2B)**

COMMENT #: 7445
DATE: 8/28/21 3:27 PM
SOURCE: Website
NAME: Mitch McDermott

COMMENT:

My name is Mitch McDermott, I am a software engineer, resident of Sandy and outdoor enthusiast.

A phrase often said now-a-days about places that are overcrowded and not longer what they once were, are being 'loved to death.' Personally I don't believe such a thing exists. If you love something, you'll care for it, protect it and preserve it for future generations. However, there is such a thing as being 'developed to death', and Little Cottonwood Canyon is at risk of that with both of the proposed solutions. I not only believe these two solutions are not a fix to the problem, but I know there is a better, less invasive option that exists.

The two proposed solutions are ignoring a few big issues. First, neither solution will work without a public transportation overhaul. There needs to be adequate mobility hubs across the Salt Lake valley to transport passengers. Having everyone park between a couple of lots will result in the same gridlock that we currently experience, especially if one of those lots is a parking garage. **(32.2.2I and 32.2.6.2.1D)** Second, another huge issue being ignored is the canyon capacity. I'm not sure why it's not being discussed, but transporting more people up the canyon than we currently have will result in a worse experience for everyone. Longer lift lines, more angry tourists, a greater number of people to transport down canyon once ski resorts close. **(32.20B and 32.20C)** No matter the transportation solution, it is not feasibly possible to transport 3000-4000 people down the canyon all at 3 or 4pm. **(32.2.4A)** Many people who frequent the canyon know this is already a growing problem, and increasing uphill capacity will only exacerbate it. **(32.1.2B)** Lastly, why is Big Cottonwood Canyon being ignored? **(32.1.1A)** This issue is just as prevalent in its neighboring canyon and we're talking about preparing for 2030/2050, so why is that not being addressed? The same system I'm proposing could be scaled to fit BCC needs almost flawlessly. Why not kill two birds with one stone?

For months I have been voicing my opinion, and in favor of, a Zion-like shuttle system. This means busses would be the only option for getting up and down canyon during peak hours, with no private vehicles on the road. I believe this is the only path to achieve what this project set out to do. In 2000, Zion National Park established a shuttle system to eliminate traffic and parking problems, protect vegetation, and "restore tranquility to Zion Canyon. The shuttle system runs during peak periods of the year to transport visitors in Zion Canyon, without giving visitors the option to drive through the canyon. In 2017 alone, the park estimated the shuttles transported more than 6.3 million passengers. It's now been over 20 years and the shuttle system is still in place, and if you've visited in that time, you can appreciate the lack of cars in the canyon. I came across a guy named Brian Kissmer who had the same idea, and he had already crunched the numbers to compare it to proposed solutions. Below is a direct quote pulled from his work discussing costs more in detail **(32.2.2B)**

The Proterra Catalyst E2, an all-electric transit bus, has been shown to outcompete both diesel and EV competitors for various metrics including maximum hill grade, climb speed, and maintenance cost. The bus can maintain a speed of 40 mph on a 10% uphill grade, utilizes regenerative downhill braking, and maintains excellent energy efficiency. This specific model set the world record for the longest electric bus drive on a single charge at 1,101.2 miles and has a recharge rate of approximately six hours. While the \$750,000 cost of a single bus is higher than that of a diesel bus (~\$500,000), maintenance costs of the Proterra are on average 30% cheaper than the maintenance costs of a diesel bus. The average lifetime maintenance cost of an electric bus is \$.60/ a mile, versus \$.85/mile for an average diesel bus. **(32.2.6.3F)**

The cost of 30 Proterra Catalyst E2 buses totals to about \$22.5M. The additional charging ports will cost up to \$50,000 each with a total cost of \$1.5M. Total operation and maintenance costs for 30 buses over a lifespan of 250,000 miles (12 years) is approximately \$4.5M.

if the gravel lot does not provide enough parking for the drivers that would normally drive themselves during peak hours, high estimates for the construction of a parking garage give a cost of about \$28,000 per space, or \$14.2M for a garage with 500 parking spaces. Building a parking garage will reduce the amount of square footage required to house the cars for passengers and will remove the necessity for development within the canyon. Between the bus fleet and parking garage this liberal estimate adds up to about \$42.7M, or 7.21% of the \$592M price tag of the proposed gondola system. If the bus fleet is completely replaced after 12 years the cost will total \$71.2M, or 11% of the gondola project. Furthermore, this project could be expanded if my estimates are too low to accommodate the amount of commuters without ever coming close to the price of the gondola project. **(32.2.7C)**.

The EIS suggests that gondolas will carry 35 people and leave every two minutes from the station, transporting a total of 1050 riders per hour. The buses that are currently used have a capacity of about 50 people. To match the capacity of the gondola, the canyon would need to run about 21 buses per hour (~3 buses per minute). **(32.2.6.3N)** The construction of the gondola will cost approximately half a billion of taxpayer dollars. The average cost for a public transit bus is anywhere between \$500,000 and \$800,000 USD depending on the fuel used. Even if the state were to add 30 additional buses to its current fleet, the total cost with a liberal estimate would be about \$24,000,000, or ~5% the price of the gondola system. *Doesn't include maintenance or replacement costs but those are mentioned above***(32.2.7C and 32.2.7E)**

I love Little Cottonwood Canyon and would hate to see it forever tarnished by following through with one of the two solutions proposed. **(32.2.9C and 32.2.9E)** The two proposed solutions are not iterable, scalable, or, worst of all, temporary. The solution I proposed is much less damaging, and doesn't effect the watershed or viewshed. **(32.7C, 32.2.6.3D, 32.2.6.5A, 32.12A, 32.12B, 32.17A, and 32.17B)** On top of that, is it much simpler to implement, and much cheaper. It can also be scaled further in the future to meet capacity, and could be a model for a solution in Big Cottonwood Canyon. Beyond winter, my proposed solution provides an option for summer use as the canyons continue to get more popular.

I hope I have brought light to another possible solution to the problem at hand, and that your team will strongly consider weighing all possible options and impacts. Thanks for your time.

Stay Stoked,
Mitch McDermott

Works Cited (via Brian)

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https://afdc.energy.gov/files/u/publication/financial_analysis_be_transit_buses.pdf

https://afdc.energy.gov/files/u/publication/evse_cost_report_2015.pdf

<https://wginc.com/parking-outlook/> ****There's a useful graphic in this one****

[//pdxscholar.library.pdx.edu/cgi/viewcontent.cgi?article=1118&context=trec_seminar](http://pdxscholar.library.pdx.edu/cgi/viewcontent.cgi?article=1118&context=trec_seminar)

COMMENT #: 7446
DATE: 8/28/21 3:30 PM
SOURCE: Website
NAME: Casey He

COMMENT:

Please consider the impact for all other outdoor activities in little cottonwood canyon. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The outdoors are meant to be shared by all, it would be a tragedy to destroy the history of climbing in one of the most legendary locations in all of the northeast. **(32.4A and 32.4B)**

COMMENT #: 7447
DATE: 8/28/21 3:55 PM
SOURCE: Website
NAME: Henry Gifford

COMMENT:

I find neither of the solutions to be acceptable. **(32.2.9C and 32.2.9E)** I expect UDOT to consider all the impacts its projects will have, balancing the needs of the local community equally with tourism dollars. **(32.2.9G and 32.2.9N)** Bill 277 charges UDOT to choose projects that “have a significant economic development impact associated with recreation and tourism within the state” and that “address significant needs for congestion mitigation.” Perhaps the fault lies with the legislature. Nevertheless, Little Cottonwood Canyon is an important natural resource that needs to be protected not exploited for economic gain. There should have been added instructions to consider the local quality of life and the impact more visitors will have on the canyon's beauty and most importantly the watershed we all rely on. **(32.4I, 32.17A, 32.17B, 32.12A, and 32.12B)**

Little Cottonwood Canyon is a treasure and should be treated as such. Isn't that why tourist and locals flock there? You're harming the very thing we should be protecting. Both solutions will drive more people into LCC, and may not resolve traffic congestion. **(32.2.4A, 32.7B, 32.7C, 32.20A, 32.20B, and 32.20E)** Both solutions will permanently scar the canyon. **(32.17A and 32.17B)** As a longtime user of LCC, I know the traffic issues are limited to heavy ski weeks. **(32.1.4D)** It is extreme and fiscally irresponsible to have two proposals that cost nearly half a billion dollars each to solve a problem that exists a few weeks a year. **(32.1.2B)** It's obvious the only ones who will most benefit from these solutions are the ski related businesses, not the citizens of Utah who enjoy the canyon year round for its natural beauty. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** UDOT should work harder to find sustainable and practical solutions that will serve all Utahns. **(32.2.2PP)**

COMMENT #: 7448
DATE: 8/28/21 3:58 PM
SOURCE: Website
NAME: Liam Shea

COMMENT:

Considerations should be taken for ALL outdoor recreation in the region and construction plans should not ruin the historic climbing areas nearby. **(32.29G, 32.4A and 32.4B)**

COMMENT #: 7449
DATE: 8/28/21 4:00 PM
SOURCE: Website
NAME: Lucie Chaviere

COMMENT:

All this is going to do is pump more people in the Canyon. **(32.1.2B, 32.20A, and 32.20C)** Traffic will stay the same just more people in the resorts that are already packed. **(32.2.4A)** The only viable solution is a toll at the canyon entry and limit the number of people. **(32.2.2Y and 32.2.2L)** This saves the environment, the traffic, and will bring you money.

COMMENT #: 7450
DATE: 8/28/21 4:03 PM
SOURCE: Website
NAME: Wissile Sogoyou

COMMENT:

We need less people in the canyons not more. **(32.1.2B)** You are not solving the issue this will only increase the number of people. **(32.2.4A and 32.7C)** Build anti avalanche tunnels, and enforce the snow tire law to avoid accidents. **(32.2.9K and 32.2.2M)** Any of those projects is a loss of money and environmental waste since this will not reduce car traffic just increase the number of people who choose to ski LCC instead of BCC **(32.7C)**

COMMENT #: 7451
DATE: 8/28/21 4:14 PM
SOURCE: Website
NAME: Zachary Winigrad

COMMENT:

Bussing is the better option given the environmental impact of the gondola **(32.2.9A and 32.2.9E)**

COMMENT #: 7452
DATE: 8/28/21 4:16 PM
SOURCE: Website
NAME: Sri Harsha Tallapragada

COMMENT:

I support the Gondola option. **(32.2.9D)** SR210 gets quite busy and unsafe during winters and it needs to be addressed. The solution must be completely independent of SR210 and associated avalanche and road closure related risks. Since underground railroad isn't an option here, **(32.2.2C)** that leaves us with the Gondola option. Impact to climbing resources must be seriously considered and minimized to the maximum extent possible. **(32.4B)**

COMMENT #: 7453
DATE: 8/28/21 4:25 PM
SOURCE: Website
NAME: Malina Barrett

COMMENT:

The rich get richer. The poor get poorer. And I'm talking the owners of Snowbird/Alta get richer while the citizens of Utah handle the extreme expense of building/maintaining a gondola system. . **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Let's utilize an expanded bus system to handle the few days of heavy traffic that occur each season. **(32.2.9A and 32.1.4D)** This handles usage AND allows all Utahns to use the entire canyon for biking, hiking and bouldering and enjoying the natural beauty of Little Cottonwood Canyon. **(32.1.2C and 32.2.6.3C)**

COMMENT #: 7454
DATE: 8/28/21 4:30 PM
SOURCE: Website
NAME: Ryan Collins

COMMENT:

Thank you for the opportunity to review and comment on the Little Cottonwood Canyon (LCC) Draft Environmental Impact Statement (DEIS). LLC is a tremendous resource that needs to be protected while appropriate improvements need to be taken to develop a sustainable solution to transportation congestion for users of the canyon. As described in the LLC DEIS, both of the Preferred Alternatives create considerable environmental impacts visually and to the physical environment at the base of the LCC. **(32.17A and 32.17B)** Before proceeding with either Preferred Alternative which will forever alter the landscape of LCC we owe it to ourselves to try alternatives that do not cause a permanent impact.

Gondola B Preferred Alternative

First, I want to express my opposition to the Preferred Gondola Alternative B since it is not the environmentally preferred alternative. **(32.2.9E)** This alternative is the most expensive and would only operate during the winter months. **(32.2.7C and 32.2.6.5F)** It would result in a high level of visual impacts to LCC and additional impacts to wildlife habitat to construct footings and access roads. **(32.17A and 32.13A)** In addition, it would require an additional transfer from a bus to the gondola base, increasing the travel time and barrier to use by families. **(32.2.6.5J)** As noted in Section 6.3.1 LCC sees equal use in summer and winter. Creating a winter only solution does not account for the broad user groups who visit the canyon throughout the year. **(32.1.2B and 32.1.2C)** I do not agree that this alternative best meets the reliability goals of the project.

Recommended Modifications to the Enhanced Bus with Roadway Widening Preferred Alternative

As a resident of Millcreek and a year-round user of Little Cottonwood Canyon for resort skiing, backcountry skiing, rock climbing and hiking, I would like to provide recommendations for modifying the "Preferred Alternative of Enhanced Bus with Roadway Widening for Peak-Period (Shoulder Lane) in LCC" (EBRW). My concern with the EBRW Alternative as currently proposed are the additional impacts to the physical environment including climbing and visual resources, wildlife habitats, floodplains and the creation of additional impervious surfaces, as well as additional project costs. **(32.4A, 32.12B, 32.17B, 32.13B, and 32.14A)** To meet the purpose and need of the project and reduce environmental impacts and project costs, I recommend that Roadway Widening component of this alternative be eliminated and replaced "with Peak Period Bus Only Enhanced Service (PPBOES). This modified alternative would close the canyon at the mouth to all users on high traffic days (winter weekends and holidays and possibly other peak periods) and only allow buses up the canyon during these times. **(32.2.2B)** On weekdays with modest traffic, users would be able to drive up canyon to the resorts. This model of restricting private vehicle usage and replacing it with buses has been effectively utilized in national parks such as Zion and Yosemite National Parks. Limited exceptions for private vehicles would need to be allowed for Town of Alta residents, guests at lodges at the bases of Snowbird / Alta and potentially resort employees.

With very limited private vehicle traffic in the canyon, buses would become a highly efficient mode of transport in LCC that would be able to support all user groups. On weekends when parking at the mouth of the canyon becomes problematic, schools are closed. School parking lots provide an excellent opportunity for shared parking at no additional capital expense or physical impacts to the environment. Skyline High School alone has approximately 450 available spaces and Albion Middle School has approximately 200 spaces. Utilizing school parking on the weekends has been an effective solution within our own communities as PCMR utilizes this strategy on the weekends. **(32.2.2I and 32.2.2FF)** Both of these options could be further supported by proposed expansion conversion of the Granite Construction Company's gravel pit to a parking lot as part of either of the DEIS two preferred alternatives. This recommended modification EBRW Alternative would not provide additional cyclist and

pedestrian facilities in the summer. However, with additional resource and needs analysis, limited and thoughtful roadway expansion in specific areas could be included to improve pedestrian and bike access in the non-winter months. In closing, I would greatly appreciate your review and consideration of modifying the Preferred Bus Enhanced Alternative to replace the road widening with severely restricting private vehicle use in LLC during peak periods. As the public's desire to use and enjoy natural resources throughout the country continues to increase, a higher reliance on public transportation to reduce traffic congestion is becoming more and more common. I believe that this modified project "alternatives warrants serious consideration in that it meets the Project Needs and Objectives, reduces environmental impacts and reduces the overall project costs.

Sincerely,

Ryan Collins
Salt Lake City, UT

COMMENT #: 7455
DATE: 8/28/21 4:34 PM
SOURCE: Website
NAME: Big Cottonwood Community Council Submitted by Barbara Cameron

COMMENT:

Big Cottonwood Community Council is grateful for the vast amount of research and public outreach done by UDOT during the LCC-EIS process. We would like to offer the following suggestions:

1. If LCC is tolled, then BCC should be tolled. Variable tolling at the mouth of LCC and BCC could provide an incremental approach that promotes use of public transit on busy days. **(32.20D)**
2. Residents, property owners and commercial vehicles should not be subject to canyon tolls. **(32.2.4A)**
3. Provide a toll refund or validation for business customers in both canyons, subject to minimum purchase requirements established by canyon business owners. **(32.2.4A)**
4. Ensure that the design for the gravel pit parking garage is sized for needed parking in both Big and Little Cottonwood Canyons. **(32.20D)**
5. Consider using timed reservations to enter the canyon in order to space out arrival times for cars on crowded days. **(32.2.2K and 32.2.4A)**

COMMENT #: 7456
DATE: 8/28/21 4:53 PM
SOURCE: Website
NAME: Doug Swift

COMMENT:

Hi, I live in SLC and use LCC and BCC year round for resort skiing, backcountry skiing, hiking and mountain biking. The gondola and the road widening up the canyon are ridiculously expensive options that "might" solve a problem that is for only 20 days a year. **(32.2.9C, 32.2.9E, 32.1.2B, and 32.1.4D)** Those days being winter powder days. Other than those few days, there is minimal issue and both of the proposed options are not only expensive but degrade the canyons environmental and aesthetic appeal. Plus they are very permanent. I think there are other options to explore before going all in on that. **(32.17A and 32.17B)**

Skiing up LCC is the best skiing in the US and a large part of why I moved here. I currently ski way less than I would like because of the traffic and parking situation. It is so stressful and annoying that I end up just not going because it is not worth the hassle, which is sad. I say all this because I do indeed think something needs to be done but just not one of the proposed solutions. On this note, BCC needs the same attention to alleviate the traffic. The only thing BCC does not have compared to LCC are the avalanche issues. **(32.1.1A)**

Instead of starting out with my issues on the proposed solutions I am going to start out with what I think should be done. THE ISSUE IS THAT DRIVING NEEDS TO BE DISINCENTIVIZED. Unless you only own a 2WD vehicle that is not allowed in the canyon there is no incentive to take a bus. When I ski I drive my 4WD personal car. I do this because it is more comfortable and reliable than the bus. I can come and go when I want and not wait at the bus station for packed buses only to pass me by. Why should I take the bus to help alleviate traffic when so many others don't? **(32.2.2M and 32.2.4A)**

I would like to see no road widening or gondola but instead more incentive to not drive your personal car and take a bus. **(32.2.4A)** This could be adjustable, low-ish cost, not permanent, and simple. Ideally everyone should be forced to ride the bus/shuttle. **(32.2.2B)** Obviously there will be some exceptions such as homeowners, essential workers, etc but the vast population should not be allowed up. If everyone must do this then it will just be accepted and people will get used to it. Maybe this is just on weekends for now? But could be scalable in the future. There would need to be increased parking structures and buses in the valley but that is not a big deal compared to the road widening or gondola plan. **(32.2.2I)** Tolls or a fixed number of parking permits would also make people not want to drive or allow them to drive up. **(32.2.4A and 32.2.2K)** I would also like to see more tire/4WD checks and fines for people entering the canyon in vehicles not equipped to handle winter conditions. **(32.2.2M)**

I see the gondola becoming a tourist attraction and only adding to the crowds. **(32.7C and 32.20C)** The canyons can only hold so many people so even if we could get a million people up there quickly, safely and reliably, the canyon experience would be ruined. **(32.4I and 32.20B)** The gondola will still run and be there when it is not needed on weekday non-powder days and the spring, summer fall. **(32.1.2C)** So maybe 250 days a year. And what will the incentive be for people to ride it instead of taking their own car? **(32.2.4A)** Perhaps you still would get the same amount of traffic plus now the addition of all the people the gondola could bring up. **(32.20A)** I see the gondola mainly benefiting the resorts and if we go with the gondola they should be massively chipping in. Not the tax payers. The gondola also does nothing for non-resort skiers who utilize the other trailheads for backcountry skiing or snowshoeing. The road widening is also quite the undertaking and once again falls in the expensive, permanent, and unnecessary category. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

To summarize, I do not support either of the two proposed options and would like to explore ways to incentivize taking the bus and not driving a personal vehicle through forced shuttles/buses, tolls or a combination.

Thank you for considering my comments.

-Doug

COMMENT #: 7457
DATE: 8/28/21 5:46 PM
SOURCE: Website
NAME: Andrew Croitoru

COMMENT:

This development project's aim is to facilitate access to recreational ski areas in Little Cottonwood Canyon, yet this development comes at the cost of destroying recreational climbing areas in Little Cottonwood Canyon. **(32.1.2B, 32.4A, and 32.4B)** It does not seem logical nor in anyone's best interest to solve one problem at the expense of creating an equally big problem. Both skiing and climbing in LCC have long, important histories and deep meaning to countless people. Both are enjoyed by a large number of people annually, many of whom enjoy both climbing in the summer and skiing in the winter. Why destroy something someone loves so that they can enjoy something else they love slightly more? . **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** To those who look at this development solely from an economic point of view, it is not smart to invest in improving skiing in LCC only to divest from climbing in LCC, when both generate significant revenue, jobs, and opportunity to the local communities and the state of Utah. **(32.6D)**

COMMENT #: 7458
DATE: 8/28/21 6:13 PM
SOURCE: Website
NAME: Mary Ann and Robert Ferguson

COMMENT:

We are in favor of the UDOT preferred solution to the transportation problems in Little Cottonwood Canyon of Enhanced Bus Service in Peak Periods with Roadway Widening. **(32.2.9B)** The worst solution we can imagine would be a gondola towers, cables and multiple gondolas constantly traveling up and down, forever ruining the pristine natural beauty of Little Cottonwood Canyon. **(32.2.9E and 32.17A)** Why does nature and our natural environment not take precedence over some public inconvenience. **(32.1.2B, 32.1.2F, and 32.29G)**

COMMENT #: 7459
DATE: 8/28/21 6:24 PM
SOURCE: Website
NAME: Anthony Ottati

COMMENT:

Both options will be extremely expensive and will be a huge handout to the ski industry and the wealthy. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** If I had to chose between either option, I would chose the bus lane option as it has much faster travel times, and could be expanded to connect with other transit networks. **(32.2.9B)** I would prefer the road be closed to all private vehicles during peak periods and be made bus only. **(32.2.2B)** This would be cheap and easy to implement, and would dramatically reduce VMT congestion and travel times. - Anthony Ottati EIT, Sustainable Transportation Masters Student

COMMENT #: 7460
DATE: 8/28/21 7:01 PM
SOURCE: Website
NAME: Lucas Kretvix

COMMENT:

UDOT must find a new alternative based on an expanded electric bus service coupled with tolling and other traffic mitigation strategies that includes dispersed recreation transit needs before any permanent changes are made to Little Cottonwood Canyon that will forever alter the landscape (**32.2.9A, 32.2.4A, 32.2.6.3F, 32.1.2C, 32.2.6.3C, and 32.2.2PP**)

COMMENT #: 7461
DATE: 8/28/21 7:18 PM
SOURCE: Website
NAME: Chris Pelletier

COMMENT:

I admire all the work you guys and gals do, especially in the winter up the canyons. That being said, not only would this Gondola be an eyesore, it will take away from some great climbing and trails myself and many others like to run, hike and MTB. **(32.17A and 32.4B)** I would kinda understand a little more for the construction of this, if it served for more use. However, it doesn't. It only serves the two ski resorts for the winter season. . **(32.1.2B, 32.1.2D, 32.2.6.5G, 32.2.7A, 32.7B, and 32.7C)** To make them money, while us tax payers front the bill. They have no respect for the canyon anymore. I grew up in this canyon. 35 years later, I still enjoy everything it has to offer, during every season of the year. They only care about money. Hell, Alta wants to charge \$25 for us back country skiers to park in a forest service parking lot. The only people that want this are the upper management of the resorts, who don't even remember what joy the canyon brings, and rich out of staters who wreck everything they touch. Please stand with all of us, who actually care about the sanctity of the canyon. **(32.29G)** Thank you again for everything you all do.

COMMENT #: 7462
DATE: 8/28/21 7:19 PM
SOURCE: Website
NAME: Daniel Chavez

COMMENT:

To those who support making it possible to allow for more cars and buses up the canyon, I lay down this challenge: From Snowbird Superior parking lot make your way down to the creek and take a look at the murky water and the scumminess of the creekbed. This is not what an alpine stream should look like. **(32.12A and 32.12B)**

COMMENT #: 7463
DATE: 8/28/21 7:19 PM
SOURCE: Website
NAME: Logan Tannenbaum

COMMENT:

Hello, I am a young climber who has mainly trained indoors. It is one of my dreams to climb in the Midwest, and this is a very important area for climbers. **(32.4A and 32.4B)** Please consider altering your plan for ski traffic so that this famous and significant climbing spot is preserved. **(32.2.2PP)** Thank you.

COMMENT #: 7464
DATE: 8/28/21 7:43 PM
SOURCE: Website
NAME: Emily Walker

COMMENT:

As a climber moving to salt lake, I'm super upset to hear that hundreds of climbs are going to be destroyed. This is an action that cannot be reversed, once destroyed that will be it, current climbs and potential future classic climbs will be ruined. As climbing is a growing sport, it's important to keep all natural options open. **(32.4A, 32.4B, and 32.2.2PP)**

COMMENT #: 7465
DATE: 8/28/21 7:50 PM
SOURCE: Website
NAME: Shane Harder

COMMENT:

I go skiing at Alta at least once per week in the winter. I have never had a problem with canyon traffic. Even at peak season, after perfect snowfall, on a Saturday, the canyon traffic is a non issue. I have run into problems finding parking at the resorts though and had to leave. **(32.1.2D and 32.1.4D)** Seems like that would be a much better improvement, an improvement tax payers won't have to pay for. Instead the ski resorts can build a parking structure. Seriously though getting there is such a small problem it's essentially a non issue. **(32.2.2QQ)** Either option, the Gondola or road widening would be a enormous waste of our natural resources, the beauty of the canyon, and tax money.. **(32.17A, 32.17B, 32.13A, 32.13B, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Seems like for \$600 million we could build a few more ski resorts instead of a road. That would also lessen the strain on the roads assuming another ski resort would be built up a different canyon. **(32.2.2V)**

COMMENT #: 7466
DATE: 8/28/21 8:31 PM
SOURCE: Website
NAME: Matt Fowls

COMMENT:

LCC serves as an irreplaceable climbing destination for boulderers from all over the globe. While traffic can be problematic, the answer is not to destroy significant natural resources that simply cannot be duplicated. **(32.4A and 32.4B)** project should not move forward in any manner that compromises the integrity of the bouldering in LCC.

COMMENT #: 7467
DATE: 8/28/21 8:33 PM
SOURCE: Website
NAME: Michele Savoia

COMMENT:

I am sure there are alternatives beside bombing the mountain. (32.2.9A and 32.2.2PP)

COMMENT #: 7468
DATE: 8/28/21 8:33 PM
SOURCE: Website
NAME: Radhika Ratnabalasuriar

COMMENT:

The bouldering in LCC cannot be replaced. As a global climbing destination, it provides irreplaceable climbing resources that the current proposal will destroy. **(32.4A and 32.4B)** Climbers from all over the world frequent LCC to test themselves on many of the Boulder problems that will be destroyed by this construction. Should this project proceed, Utah will lose one of the primary destinations that makes it a world class climbing destination. I am opposed to this project. **(32.2.9G)**

COMMENT #: 7469
DATE: 8/28/21 8:33 PM
SOURCE: Website
NAME: Cynthia Savoia

COMMENT:

Please protect bouldering in LCC! (32.4A and 32.4B)

COMMENT #: 7470
DATE: 8/28/21 8:34 PM
SOURCE: Website
NAME: William Fowls

COMMENT:

I am opposed to this project. It will destroy bouldering problems that people from all over the world cherish. Utah will no longer be as attractive to climbers. **(32.2.9G, 32.4A and 32.4B)**

COMMENT #: 7471
DATE: 8/28/21 8:36 PM
SOURCE: Website
NAME: Lucas Fowls

COMMENT:

I climbed my first outdoor Boulder problem on a climb that will be destroyed by this construction. From Arizona, I will no longer travel to Utah for climbing should the bouldering in LCC be destroyed, in whole or in part, by this project. **(32.4A and 32.4B)**

COMMENT #: 7472
DATE: 8/28/21 8:40 PM
SOURCE: Website
NAME: Daniel West

COMMENT:

Please do not demolish an entire climbing area. There must be a more reasonable way to address the traffic issue than to plow down a climbing area. **(32.4A, 32.4B, and 32.2.9A)** Thanks

COMMENT #: 7473
DATE: 8/28/21 9:07 PM
SOURCE: Website
NAME: Dan Fu

COMMENT:

I've been dreaming for years of coming to Utah to boulder at LCC. I've seen dozens of videos and have had many friends tell me how incredible the boulders at this place are and it's been one of my life list destinations to go to experience the world class climbing. To have this area demolished before I, and thousands of other climbers after me, can experience these incredible works of nature is disrespectful to the climbing community. **(32.4A and 32.4B)** There has to be a better way. **(32.2.9A and 32.2.2PP)**

COMMENT #: 7474
DATE: 8/28/21 9:36 PM
SOURCE: Website
NAME: Charles Christensen

COMMENT:

As a descendant of early settlers in this valley, a life-long resident, and as a rock-climber who has spent most of my life in and around Little Cottonwood Canyon, I would be deeply saddened to witness many roadside boulders, that I and many others consider sacred, destroyed in order to accommodate an unnecessary road expansion or worse a gondola, ruining the rugged and wild landscape we all love. **(32.4A and 32.4B)** I firmly REJECT both of these short-sighted proposals!**(32.2.9C and 32.2.9E)** This canyon is cherished by the climbing community who have been careful stewards of this land for the LDS church for decades. Most boulders and cliffs in this canyon are named, mapped, and a great deal of care is taken to maintain each and every one, including trail building, roadside trash clean-up, and graffiti removal. Please consider preserving our sacred roadside boulders. **(32.4A and 32.4B)** Thank you.

COMMENT #: 7475
DATE: 8/28/21 9:41 PM
SOURCE: Website
NAME: Angel Ruiz

COMMENT:

Let's do it, we're on the 21 century, and we have the greatest snow on earth on little cottonwood canyon we world class ski resorts!!! **(32.29D)**

COMMENT #: 7476
DATE: 8/28/21 9:43 PM
SOURCE: Website
NAME: Lara Jennings

COMMENT:

I think the gondola is a better choice. It reduces congestion on the road and won't be impacted by snow storms like the roads will be. It's better for the environment because we won't have increased emissions from cars and buses. It can also be used during the summer. **(32.2.9D and 32.10A)**

COMMENT #: 7477
DATE: 8/28/21 9:46 PM
SOURCE: Website
NAME: Harrison Steinbrecher

COMMENT:

Dear Little Cottonwood Canyon,

I do support this project. Move forward. Harrison from Portland, Oregon. **(32.29D)**

COMMENT #: 7478
DATE: 8/28/21 9:53 PM
SOURCE: Website
NAME: Ron Carlston

COMMENT:

This is the better way forward **(32.29D)**

COMMENT #: 7479
DATE: 8/28/21 10:42 PM
SOURCE: Website
NAME: Kyle McFarley

COMMENT:

I support fewer vehicles on the roads and greener solutions to moving humans around in the mountains and elsewhere. I think this will be a great solution to congestion. **(32.29D and 32.10A)**

COMMENT #: 7480
DATE: 8/28/21 10:50 PM
SOURCE: Website
NAME: Dallin Wallentine

COMMENT:

For the safety and reliability of travel I am in favor of the gondola **(32.2.9D)**

COMMENT #: 7481
DATE: 8/28/21 10:56 PM
SOURCE: Website
NAME: Rollin Grimmett

COMMENT:

I feel that both proposed plans do not serve the interests of the many other users of little cottonwood canyon. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Both a gondola and the road expansion will negatively affect my experience in the canyon which I use for rock and ice climbing. **(32.4A and 32.4B)** Less destructive options must be explored. **(32.2.9A and 32.2.2PP)** These proposed plans will affect the boulders I climb on, the parking I access, and the views I enjoy. **(32.4A, 32.4B, 32.4G, 32.4P, 32.17A, and 32.17B)** Please reconsider these plans. **(32.29G)**

-Rollin

COMMENT #: 7482
DATE: 8/28/21 11:44 PM
SOURCE: Website
NAME: Matthew Monosson

COMMENT:

Personally, as a kid who grew up skiing up Lcc I feel a gondola would only ruin the canyon. **(32.2.9E and 32.4I)** If u add the gondola it will only add more traffic at the ski resorts while not really effecting canyon road traffic. **(32.7C, 32.2.4A, and 32.20C)** To put the gondola up is a crime to the canyon and locals by greedy ■■■ ski resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 7483
DATE: 8/29/21 2:22 AM
SOURCE: Website
NAME: Harper Peach-Riley

COMMENT:

Little Cottonwood canyon is an amazing, beautiful spot for bouldering. Many climbers cherish it and all would be devastated if it was destroyed. This canyon means so much to so many people, and should be kept safe. **(32.4A, 32.4B, and 32.29G)**

COMMENT #: 7484
DATE: 8/29/21 3:02 AM
SOURCE: Website
NAME: Jonas Black

COMMENT:

One day I want to travel to the US and try all these amazing boulders. If you destroy that, that sadly won't be possible. **(32.4A and 32.4B)** And in the age were cars shouldn't be the main transportation device maybe invest that money into a train infrastructure which is green and is good for the environment **(32.2.9F)**

COMMENT #: 7485
DATE: 8/29/21 5:30 AM
SOURCE: Website
NAME: Patricia Schreiber

COMMENT:

Please don't do this, the canyon is a special place and once it's destroyed it's gone forever. **(32.4I)** Ski resorts are a dying industry and desperate at any cost. Any changes to the canyon will not stop lack of snow. **(32.2.2.E)** Please rethink distorting this natural beauty. **(32.29G)** Please!

COMMENT #: 7486
DATE: 8/29/21 5:49 AM
SOURCE: Website
NAME: Ro Wardle

COMMENT:

A gondola will be good for the environment, be good for tourism, and allow Utah residents to enjoy the canyon with a unique perspective. **(32.2.9D)**

COMMENT #: 7487
DATE: 8/29/21 7:58 AM
SOURCE: Website
NAME: Bennett Zug

COMMENT:

UDOT's gondola and additional lane (s) proposals would have an unacceptable impact on the climbing experience as well as year-round dispersed recreation access throughout all of Little Cottonwood Canyon. **(32.4A, 32.4B, 32.4G, 32.4P, 32.2.9C, and 32.2.9E)**

UDOT must find a new alternative based on an expanded electric bus service coupled with tolling and other traffic mitigation strategies that includes dispersed recreation transit needs before any permanent changes are made to Little Cottonwood Canyon that will forever alter the landscape, **(32.2.6.3F, 32.2.9A, and 32.2.4A)**

Both UDOT proposals threaten iconic climbing throughout Little Cottonwood and at least 64 boulders and 273 boulder problems. **(32.4A and 32.4B)**

UDOT's proposed parking lot "improvements" would severely limit access to the most popular climbing in the canyon by dramatically reducing the already limited parking currently available at the Gate Buttress, Grit Mill, and at the lower Little Cottonwood Park and Ride. **(32.4N and 32.4P)**.

COMMENT #: 7488
DATE: 8/29/21 8:14 AM
SOURCE: Website
NAME: Michael Moon

COMMENT:

The gondola is clearly designed to support resort guests at Snowbird and Alta. It does not address how to support locals that use the canyon for other winter sports and activities throughout the canyon. It is also a potential target for terrorists. . **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The cost is exorbitant to the taxpayers. Toll the road based on residency - out of staters should pay double what locals pay on a toll; locals will most likely carpool and rideshare. Increase buses, number and size - use articulated buses or trams with trailers, that can carry more people. Do not erect the gondola! **(32.2.4A, 32.2.9A, and 32.2.6.3E)**

COMMENT #: 7489
DATE: 8/29/21 8:25 AM
SOURCE: Website
NAME: Craig Reid

COMMENT:

Gondola is the worst option. **(32.2.9E)** Cost and the number of passengers don't make it a good option. Fees widened roads and more parking is the answer **(32.2.4A, 32.2.2O, and 32.2.9.2.1C)**

COMMENT #: 7490
DATE: 8/29/21 8:56 AM
SOURCE: Website
NAME: Kaden Rhodes

COMMENT:

Just build really nice trails to the ski destinations. Please dont ruin this beautiful valley. **(32.17A and 32.17B)** It's the only one we have guys. **(32.29G)**

COMMENT #: 7491
DATE: 8/29/21 9:18 AM
SOURCE: Website
NAME: Nazanin Galehdari

COMMENT:

We do not support the gondola proposal in little Cottonwood canyon. **(32.2.9E)** It will pollute our views, the air and disrupt natural beauty of the canyons. **(32.17A, 32.10A, and 32.4I)** Say NO TO GONDOLAS IN OUR BACKYARD.

COMMENT #: 7492
DATE: 8/29/21 9:41 AM
SOURCE: Website
NAME: Parker Newcomer

COMMENT:

Please do not exploit the LCC boulders in the name of road infrastructure. **(32.4A)** With climate change there may not even be a skiing season within the next decades. **(32.2.2E)** But the boulders and those who climb them will be there no matter what. Climbing is a way of life - skiing is just a season.

COMMENT #: 7493
DATE: 8/29/21 9:46 AM
SOURCE: Website
NAME: Elliott Becker

COMMENT:

I think either the gondola or lane-widening is poorly considered and I oppose it. **(32.2.9C and 32.2.9E)** I think UDOT should pursue an option that does not degrade the canyon in order provide benefits to private ski resorts. **(32.2.9A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Thank you.

COMMENT #: 7494
DATE: 8/29/21 10:29 AM
SOURCE: Website
NAME: Ellie Degeneffe

COMMENT:

Please save these boulders and the nature around it (32.4A, 32.4B, and 32.29G)

COMMENT #: 7495
DATE: 8/29/21 10:32 AM
SOURCE: Website
NAME: Zane Dordai

COMMENT:

The current EIS proposals (roadway widening and gondola) seek to improve the experience of a single user group in the canyon at the expense of many others. . **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Our canyon's high alpine terrain has already been compromised by the resorts; precious watershed and natural resource is forever changed by their presence. Creating yet another physical change in the canyon itself without properly understanding the impacts it may have on the canyon seems wildly short sighted, even if profit is the main motive. **(32.20B and 32.29G)**

Please consider additional/improved bus access as an alternative to the two options mentioned in the EIS. **(32.2.9A)**

COMMENT #: 7496
DATE: 8/29/21 10:47 AM
SOURCE: Website
NAME: Brian Nugent

COMMENT:

Please don't destroy our boulders just to make more money for ski resorts. (32.4A, 32.4B, and 32.2.7A)

COMMENT #: 7497
DATE: 8/29/21 10:52 AM
SOURCE: Website
NAME: Finola McDonald

COMMENT:

To Whom it May Concern:

Upon reading the developmental plans for Little Cottonwood Canyon, I was not only outraged, but disgusted by the sheer lack of disregard for not only our sport, but more importantly the natural beauty we as climber feel privileged to use every day. Your plans to entirely wipe out a world renowned area for bouldering is shameful. **(32.4A and 32.4B)** Why not keep your city diverse? Why not celebrate the natural beauty that affords not only skiers, but climbers and hikers the chance to revel in the outdoors? **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Climbing is more than a sport. It is a place where anybody can reach out and be a part of something- outdoor climbing SPECIFICALLY does this with its ease of access for those otherwise unable to be in a gym which can be costly and unsustainable. This choice not only destroys a beloved area for millions dedicated to the climbing community, but is yet another way of enhancing the privileged over others.

I truly hope you reconsider this choice as it not only reflects poorly on you, but on the future of our outdoors. **(32.29G)**

With rage and sorrow,

Finola H. McDonald
Climber and Advocate

COMMENT #: 7498
DATE: 8/29/21 10:52 AM
SOURCE: Website
NAME: Sandi Brown

COMMENT:

Gondola is too limited and not necessary, enhanced bus service with restrictions on single occupant vehicles on peak days would eliminate the need for adding an additional bus lane. **(32.2.4A, 32.2.9C, 32.2.9E, and 32.2.9A)** Bus service would allow back service for country users with stops at White Pine and other locations. **(32.2.6.3C)** It will be crucial to serve other canyon users as resorts have more limited snowpack in the future. **(32.2.2E)**.

COMMENT #: 7499
DATE: 8/29/21 10:57 AM
SOURCE: Website
NAME: Matt Tetzl

COMMENT:

I strongly oppose both of the proposed options due to their destructive nature and the lack of support for non snowbird and Alta recreational use. **(32.2.9C, 32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I am in favor of tolls and an expanded electric bus system as well as temporary closures for bus only traffic windows. **(3.2.9A, 32.2.4A, 32.2.6.3F, and 32.2.2B)** To propose a solution that only serves a small consumer group while also destroying the activities for another is not the answer. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I am willing to pay to preserve the heritage of bouldering and backcountry skiing in little cottonwood canyon.

COMMENT #: 7500
DATE: 8/29/21 11:06 AM
SOURCE: Website
NAME: Susi Hauser

COMMENT:

Comments for EIS for Little Cottonwood Canyon

From: Susi Hauser
Date: August 28, 2021

What I like about the plan.

I prefer the enhanced roadway/bus route. **(32.2.9A)** At least with the bus option, the plan can later be part of a more comprehensive transportation plan for the entire Salt Lake area. Ideally, people should be able to catch public transportation valley wide that could also access Little Cottonwood. **(32.2.2I)** With our air and climate change problems, people should not have to drive their cars in order to get to transportation to take them up the canyon. **(32.2.2B)**

I also like that the trailhead parking lots will be enlarged and, especially, that the White Pine Trailhead will have a new exit which will be much safer than the current one. **(32.2.9O)**

What I do not like about the plan.

I really do not like the gondola plan for a number of reasons. **(32.2.9E)** First, it seems like the entire concept is a ski area gimmick. People use the canyons for many reasons and yet this plan benefits only ski areas. And I am guessing that the taxpayer is footing most of this bill and, therefore, should reap the largest benefit. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Secondly, the towers are visually unappealing. Mountains are majestic on their own, visual blight degrades them and these towers are visual blight. **(32.17A)**

Wishlist for the Final Plan

Scientists, the United Nations, informed citizens, many governments all agree that we need to completely switch over to renewable energy within the next 10 years. It is evident that our planet is changing rapidly by the flooding, drought, fires, yearly record breaking temperatures, etc. that we have already experienced. So, it is unfathomable to me how you can propose a bus plan without using electric buses. This simply needs to be changed. **(32.2.6.3F)**

COMMENT #: 7501
DATE: 8/29/21 11:29 AM
SOURCE: Website
NAME: William Torrey

COMMENT:

First, I would like to thank everyone from UDOT for their work to prepare the Draft EIS proposals and creating a space for members of the public to have their voices heard. I would especially like to thank Josh Van Jura for managing this project. I urge UDOT, and Josh, and all others involved to not take any criticism of the proposals personally or become defensive. It is human nature to do so when one's work is publicly criticized however, this is not aimed to be a personal jab but rather a passionate critique of the proposals themselves and a desire to find a solution that best serves the canyon, the city, and the people who live here. On that note, I think it's unacceptable how UDOT has postured themselves and the Draft EIS so that public perception is thus that we have to pick between the two proposed "solutions" instead of clearly acknowledging that other solutions exist and can be considered. **(32.2.2PP)**

I do not support either of the proposed solutions and it's clear from attending public hearings that the overwhelming majority of community members also reject the proposals. **(32.2.9C, 32.2.9E, and 32.2.9N)** I am advocating that we adequately fund programs and resources that leverage the existing infrastructure the Cottonwood Canyons have in place today. It is at best irresponsible, and at worst irreversibly destructive to move forward with either of the proposals. The gondola does not solve the traffic and congestion problem and only truly serves as a cheeky tourist attraction with no practical improvement to canyon visitors other than those wishing to visit the ski areas. What about those looking to backcountry ski? Or visit another trailhead within the canyons? **(32.1.2B, 32.1.2D, 32.2.4A, 32.2.6.5G, 32.2.7A, 32.7B, and 32.7C)** The gondola would continue to be at the mercy of the unpredictable weather of the canyon. It's not uncommon for lightning to occur during heavy snowstorms as cold fronts approach, or strong winds to shut down gondolas, or icing to prevent gondolas from operating. How reliable and efficient would the gondola be able to operate during those snow events that correspond on the days when traffic and congestion are at their worst? What are the safety procedures for reopening the gondola following an avalanche mitigation mission? **(32.2.6.5H and 32.2.6.5K)**

Widening the road should not be an option either given the numerous historical mine sites located along the road that contain hazardous materials and metals within them. Opening those "sites up increases the number of hazardous materials flowing into a primary water source for a growing city, and a shrinking water supply. **(32.16A)** For decades the solution to traffic problems has continued to be to add another lane. If history has taught us anything it's that that does not solve congestions it only furthers the capacity for congestion to worsen. **(32.7C, 32.2.4A, and 32.20E)** These proposals are completely unacceptable and prioritize tourism, financial growth for ski areas, and continue to push locals out of the canyons. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

There are other options to address the canyon transportation issues that are far less invasive to the viewshed, the landscape, and the water as well as significantly cheaper and more holistic. If the proposed solutions are based on 2050 projections then why is there not added focus on a more holistic city-wide transportation plan? Why would UDOT not partner with UTA and conduct canyon user surveys to gather data on where people are traveling from within the Salt Lake valley to understand transportation habits and identify the most practical locations for transportation hubs? Hubs located at or near the mouths of the canyons do little to curb congestion and just move the problem elsewhere. **(32.2.2I and 32.7C)** We need solutions now. Adding more buses to the existing roadway can be more quickly implemented while providing more long-term flexibility. **(32.2.9A)** Buses can be successful without widening the road. Expanded bus service that picks people up from numerous locations across

the valley, with express buses to the resorts, and shuttles for dispersed trailhead users, combined with tolling/paid parking for private vehicles and effective enforcement of the traction policies, is a formula to address the problem at lower costs, and without permanently damaging the canyon. Utah has never invested enough resources to make the canyon ski bus system truly effective. We need to try this approach now, and with proper funding. **(32.2.2I, 32.2.4A, and 32.2.2M)**

It is also imperative that a capacity study of the Central Wasatch Canyons be conducted to make an informed decision based on real data. It's a vital step in planning for any long-term solution considering the fragile ecosystems and limited space of the Cottonwood Canyons. Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as " defined by current parking spots) are unacceptable. I am concerned that without a plan in place now to manage canyon capacity, the canyons will become even more crowded, which will negatively impact the beauty of the canyon, the watershed, and the recreational user experience. The increased capacity will also inevitably lead to increased ski resort expansion pressures. I am against any future ski resort expansion outside of their current footprints. **(32.20A, 32.20B, and 32.20C)**

There are several steps that should be implemented first before considering more invasive and expensive solutions. Tolling personal vehicles, 4-wheel drive rental car restrictions, and increased busing without road widening can start this season. **(32.2.2M, 32.2.7C, 32.2.2Y, 32.2.4A, and 32.29R)** Buses offer the most practical solution considering the relatively few number of days the canyon experiences multi-hour travel times. Bussing is scalable, meaning that on days where traffic is expected to be worse more buses can be added, and buses could pick passengers up at a higher frequency (every 2-3 minutes). **(32.2.2B)** On the flip side, on days when traffic is anticipated to be less the number of buses could be reduced. It's a practical common-sense solution for the problem. Added infrastructure for bus loading and unloading and strategic stop locations along the roadway will be needed for this system to truly function efficiently. **(32.2.6.2.1C)**

With the surge in popularity of e-bikes and continued use of the canyons by recreational cyclists, I feel it's worthwhile to consider bicycles and bicycle infrastructure as a practical component to the transportation solution during the summer months. A protected bike lane may not be feasible given the constraints of the roadway but existing pathways could be repurposed and improved to create a separate and safe transportation corridor for cyclists. **(32.1.2B, 32.1.2C, 32.9A, and 32.9B)**

The 500 million dollar price tag is laughable consider who and what that amount of money is being used to serve. I do not want my tax dollars being spent to provide corporate subsidies for the ski areas and lead to the destruction of our public lands. The proposals here serve a particular population of people whose problem is the several-hour travel time from their home to the ski area on just a handful of days a season. **(32.1.4D, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Wouldn't these funds be better served to help populations who are houseless or food insecure? I think yes.

Furthermore, it is imperative that there is be an additional 90-day public comment period following the release of the final EIS report. **(32.29T)**

COMMENT #: 7502
DATE: 8/29/21 11:38 AM
SOURCE: Website
NAME: Judi Gooding

COMMENT:

I am in favor of the enhanced bus solution with no road widening. (32.2.9A) I think this will best serve all users in LCC year round and have the least impact on wildlife. (32.1.2C)

COMMENT #: 7503
DATE: 8/29/21 11:42 AM
SOURCE: Website
NAME: Gary Hadfield

COMMENT:

1 question only

Do you honestly believe that the proposed Gondola will alleviate personal vehicle traffic? **(32.2.4A and 32.7C)**

We both know the answer, and it will not. As we have seen the ridership of TRAX. The gondola will serve a small fraction of people wanting to go to the canyon. It however will certainly increase visitors to the Ski Resorts. **(32.1.2D and 32.20C)**

Please step back and give busing with restricted personal vehicle traffic a chance. This can be achieved certainly much easier and in the much nearer future. **(32.2.9A, 32.2.4A, and 32.2.2B)**

I realize that this option is not as near as glamorous and does not look as well on a resume, but let common sense prevail.

Sincerely

Gary Hadfield

COMMENT #: 7504
DATE: 8/29/21 11:54 AM
SOURCE: Website
NAME: Donald Schroeder

COMMENT:

Certainly work needs to be done for access to LCC. Maybe bus only or gondola. both require parking, so choice is based on cost of gondola or more buses (**32.1.4A, 32.2.7C, 32.2.9D, and 32.2.2B**)

COMMENT #: 7505
DATE: 8/29/21 12:04 PM
SOURCE: Website
NAME: Garrett Zollo

COMMENT:

To think that a local government who understands the value of climbing in that area. One of the best areas in the entire country to climb would even think to harm one recreational sport just to boost another is unreasonable to say the least. Climbing is the most popular up-and-coming sport in the world right now. To destroy one of the most beautiful crags in the country is unthinkable. **(32.4A and 32.4B)** Both parties need to meet in the middle and find common ground so that both sports can thrive with little to no damage done to each entity. I truly hope you reconsider. **(32.29G)** With all the things going on in the world right now this is the last thing we need to do to hurt people who thrive outdoors

COMMENT #: 7506
DATE: 8/29/21 12:42 PM
SOURCE: Website
NAME: Allison Coffelt

COMMENT:

I strongly believe the best idea for the near future is to maintain the existing infrastructure in LCC and mitigate ski traffic by running buses every 5 minutes. You could create a system that prioritizes the bus and penalizes cars. **(32.2.9A and 32.2.4A)**

It is crucial not to add additional lanes or build this ridiculously priced gondola. **(32.2.9C and 32.2.9E)**. LCC is a community treasure that is not just for skiers. The two suggested infrastructure changes would severely harm the rock climbing routes in the canyon. **(32.4A and 32.4B)** It is essential we keep maintain the integrity of our world class climbing canyon.

COMMENT #: 7507
DATE: 8/29/21 1:52 PM
SOURCE: Website
NAME: John Freeman

COMMENT:

I think it is a fantastic solution. I would carry it one step further to have booths at the mouth of the canyon to make sure cars are equipped properly on restricted days. So important!!!! Even if there has to be a charge to head up the canyon. **(32.2.4A and 32.2.2M)**

COMMENT #: 7508
DATE: 8/29/21 2:02 PM
SOURCE: Website
NAME: Matthew Kasner

COMMENT:

We live in North Draper and are FOR the Gondola! Build it!!! (32.2.9D)

COMMENT #: 7509
DATE: 8/29/21 2:11 PM
SOURCE: Website
NAME: Betsy Wolf

COMMENT:

I appreciate the time and effort spent on the Little Cottonwood EIS, however I cannot endorse either one of the two preferred alternatives. **(32.2.9C and 32.2.9E)** It would be wise to take a slow and measured approach to canyon transportation issues. Implementation first of some of the mitigation efforts planned between now and building either alternative would allow incremental changes to help alleviate winter road difficulties. The relatively small changes that have already been implemented over the past few years in providing passing lanes, entrances at Snowbird, etc. have already had an outsized positive effect. Other changes such as adding a substantial park and ride at the gravel pit on Wasatch so that people CAN ride buses, adding snow sheds over dangerous avalanche paths and more regulation of appropriate winter tires can do much to improve the road situation even in snowy conditions. **(32.2.9R)**

I'm deeply opposed to building a gondola in Little Cottonwood Canyon because it is hugely visually impactful on the beauty and serenity that makes Little Cottonwood Canyon unique in the world. **(32.17A)** As a long time skier at Alta, I understand the difficulty that winter snowstorms present for Hwy 210 and the people who occasionally get stuck in traffic on the road. But the number of times a year this happens is minimal while the gondola is costly to build and operate, will increase most people's travel times greatly (between parking, getting to the gondola and riding it to a resort), will inundate the resorts with skiers and thus will benefit little more than the two ski resorts. **(32.1.4D, 32.20A, 32.20C, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** It seems an inappropriate use of public funds for private benefit. It also does not solve the transportation issues for people who want to recreate elsewhere in the canyon other than the drop off points - either in the summer or winter.

The expansive bus alternative also has large impacts on the scenic quality of the canyon, on air and water quality as well as negative impacts for other user groups in the canyon such as climbers. **(32.2.9C, 32.17B, 32.10A, 32.12B, and 32.4A)** Incremental Improved bus service, along with adequate convenient parking, would be beneficial and could additionally benefit hikers and skiers who want to recreate in the canyon in areas other than the resorts. **(32.2.9A, 32.2.6.2.1C, and 32.2.6.3C)**

A go slow approach with mitigation projects outlined above would both improve road conditions in the winter as well as providing needed transportation alternatives for summer use. **(32.1.2C)** Most important, it will help preserve the attributes that bring local residents and people from around the world to Little Cottonwood Canyon.

Thank you for the opportunity to provide comments.

COMMENT #: 7510
DATE: 8/29/21 2:24 PM
SOURCE: Website
NAME: Mary Ann Woods

COMMENT:

Please save our canyons, go the gondola route, what a way to start the ski day with a wonderful ride up the canyon and a wonderful way to end the day as well. **(32.2.9D)**

COMMENT #: 7511
DATE: 8/29/21 2:37 PM
SOURCE: Website
NAME: Robert Elkington

COMMENT:

I love Little Cottonwood Canyon. I oppose measures that will promote and accelerate the use and development of this natural treasure. The gondola system is a costly solution that will not solve the problems it is purported to fix. **(32.1.2B, 32.2.9E, 32.2.4A, 32.7B, and 32.7C)** The expansion of busing and widening of the road up Little Cottonwood Canyon is also flawed. **(32.2.9C)** Both proposals would do permanent damage to our beloved canyon. **(32.4I)** There are better alternatives. I prefer enhanced busing to the gondola. **(32.2.9A)** Enhanced busing does not need to all be accomplished at once. **(32.2.9R)** An incremental approach would allow (1) better matching between equipment capacity and actual demand (2) delay/eliminate the widening of the road (3) allow access to improving technologies such as electric buses, and (4) in coordination with traffic control strategies perhaps perhaps defer much of the cost for decades. **(32.2.9R)**

Below are seven actionable solutions that will meet or exceed UDOT's goals, all the while protecting what makes the Wasatch unique and inspiring.

1. UDOT's goal of 30% reduction in private vehicles could be accomplished without major construction but requires higher vehicle occupancy during peak hours, weekends and holidays. By requiring 4 or more people in cars that enter these canyons, you could remove 50% of the current vehicles in the canyon, 20% more than UDOT's \$500 million+ solution in search of a problem. **(32.2.4A and 32.2.2Y)**
2. A flexible YEAR-ROUND bus system that gets people out of their cars, nearer their origins (homes, hotels, work, etc), aided by canyon centers across the valley where you can park your car, visit outdoor shops, get food and drink, even have affordable housing. **(32.2.2I)**
3. Increase enforcement of the UDOT Cottonwood Canyon sticker program to ensure vehicles are compliant with snow tire and chain requirements under the Traction Law, making the traction inspection part of vehicle inspections. Some weather events (or known busy days) may warrant banning private automobiles in the canyons. **(32.2.2M)**
4. Innovate and implement an occupancy based toll to increase vehicular occupancy from current 1.7 people per vehicle to 4. **(32.2.4A)**
5. Big Cottonwood Canyon users parking at "LCC mobility hubs" - If people going into Big Cottonwood Canyon make use of the LCC mobility hubs demand and crowding will increase, but this hasn't been included in UDOT's scope. **(32.2.0D and 32.1.1A)**
6. 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. **(32.1.2C)**
7. Consider the use of parking reservations or staggered starts at both resorts. **(32.2.2K)**

Thank you for your service and consideration.

COMMENT #: 7512
DATE: 8/29/21 2:38 PM
SOURCE: Website
NAME: Wendy Elkington

COMMENT:

I love Little Cottonwood Canyon. I oppose measures that will promote and accelerate the use and development of this natural treasure. The gondola system is a costly solution that will not solve the problems it is purported to fix. **(32.2.9E, 32.2.4A, 32.7B, and 32.7C)** The expansion of busing and widening of the road up Little Cottonwood Canyon is also flawed. **(32.2.9C)** Both proposals would do permanent damage to our beloved canyon. **(32.4I)** There are better alternatives. I prefer enhanced busing to the gondola. **(32.2.9A)** Enhanced busing does not need to all be accomplished at once. **(32.2.9R)** An incremental approach would allow (1) better matching between equipment capacity and actual demand (2) delay/eliminate the widening of the road (3) allow access to improving technologies such as electric buses, and (4) in coordination with traffic control strategies perhaps perhaps defer much of the cost for decades. **(32.2.9R)**

Below are seven actionable solutions that will meet or exceed UDOT's goals, all the while protecting what makes the Wasatch unique and inspiring.

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4. Innovate and implement an occupancy based toll to increase vehicular occupancy from current 1.7 people per vehicle to 4. **(32.2.4A)**
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6. 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. **(32.1.2C)**
7. Consider the use of parking reservations or staggered starts at both resorts. **(32.2.2K)**

Thank you for your service and consideration.

COMMENT #: 7513
DATE: 8/29/21 2:58 PM
SOURCE: Website
NAME: Kyle Daly

COMMENT:

Hello. I write to you today to communicate my concerns regarding UDOT's proposals for both gondola construction and road widening in Little Cottonwood Canyon. Both of these proposed transportation solutions create unacceptable lifelong consequences for quality of recreation and access in the canyon. **(32.4I)** As noted by the Salt Lake Climbers Alliance, either of these solutions will threaten the existence of as many as 64 climbing boulders, which would be bulldozed to make way for construction. This is completely impermissible, as Little Cottonwood Canyon is a world class rock climbing destination that attracts tourism from around the globe. We must protect climbing access in Little Cottonwood Canyon! I moved to Utah in 2018 for this unparalleled access to quality rock climbing. Nowhere else in this country can you live in a thriving city but still have access to five-star rock climbing within 20-minutes of your front door. It is because of this that I decided to remain in Utah and create my business here, as have countless other young entrepreneurs who enjoy to climb in their free time. **(32.4A and 32.4B)** Rather than resort to the most destructive option such as a gondola or road widening, we must first explore less harmful solutions to traffic in the canyon. An electric bus service, coupled with snow sheds and tolling on the road during peak hours would serve to relieve winter traffic congestion. **(32.2.9A, 32.2.4A, and 32.2.9K)** For these reasons, I strongly oppose both gondola construction and road widening in Little Cottonwood Canyon. **(32.2.9C and 32.2.9E)**

COMMENT #: 7514
DATE: 8/29/21 2:58 PM
SOURCE: Website
NAME: J F

COMMENT:

I like the idea of the gondola, but 55 minutes is just way too long. I cannot see myself driving to the gondola station, waiting in however long of a line (30min-1hr?) to get on a gondola, then 55 min just to get to the base of the ski area! **(32.2.6.5C and 32.2.6.5O)** That would be followed by the hour long snowbird tram wait. I really wish there could be some high speed underground train option. Same benefits as the gondola - being reliable and independent of the car traffic and road conditions - but much much faster. **(32.2.2C)** Thanks for your time.

COMMENT #: 7515
DATE: 8/29/21 2:59 PM
SOURCE: Website
NAME: Timothy Dixon

COMMENT:

I am for the gondola. **(32.2.9D)** Chairlift poles don't much ruin the scenery, and I doubt the gondola would either. **(32.17A)** Widening the road and adding more parking at the top would be a much less aesthetic way to solve the issue. **(32.17B)**

COMMENT #: 7516
DATE: 8/29/21 3:04 PM
SOURCE: Website
NAME: Chris Yang

COMMENT:

Fully support gondola to co2, reduce traffic, and accidents! **(32.2.9D and 32.10A)**

COMMENT #: 7517
DATE: 8/29/21 3:19 PM
SOURCE: Website
NAME: James Garrett

COMMENT:

No to the gondola (32.2.9E)

COMMENT #: 7518
DATE: 8/29/21 3:21 PM
SOURCE: Website
NAME: Eric Hobday

COMMENT:

Comments to the Little Cottonwood Canyon transportation alternatives identified in UDOT's Draft Environmental Impact Statement (DEIS) published on 7/02/2021.

I adamantly oppose both the gondola and the road widening alternatives. Neither is acceptable for the reasons stated below. **(32.2.9C and 32.2.9E)**

UDOT is fundamentally the wrong organization to be leading this effort. UDOT has demonstrated that it is inherently incapable of putting forth a wide range of alternatives for the public to consider. UDOT is only capable to providing a single solution, namely using billions of dollars of taxpayer money to fund infrastructure to increase access from the west (downhill side) of the Canyon to the resorts. Whether it's a gondola or a wider road, it's simply a minor variation of a single alternative and a narrow mindset.

(32.2.2PP) UDOT must be replaced with an organization that can objectively evaluate a wide range of alternatives.

Two alternatives that need to be considered, are the following:

A. Rather than sizing the solution to meet the ever-growing demands of Alta and Snowbird, the resorts should be resized to where they operate within the confines of the existing infrastructure. Alta and Snowbird both operate on public lands under special use permits from the US Forest Service. It is clearly no longer in the public's interest for Alta and Snowbird to continue to have these special use permits. Their permits should be revoked. This would reduce the size of the resorts to where they only operate on private land. The benefits of this solution include (1) existing infrastructure in the canyon can support the resized resorts (2) this solution would not cost the taxpayers any money (3) it would maintain the current character of the canyon and, very significantly, not adversely impact the other uses of the canyon such as back country skiers, snowshoers, hikers, trail runners, rock climbers, boulderers, cyclists, bird watchers and sightseers. **(32.2.9GG)**

B. While the alternative above is my preferred alternative, there is another one that should be considered. That alternative is that the resorts pay 100% of the cost to provide access to their lifts without negatively impacting other users of the canyon. This can be accomplished as follows. Both Alta and Snowbird are at the east end of the canyon. Increasing access from the west, which impacts the entire length of the canyon, is in a word, stupid. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Access to Alta and Snowbird should come from the east. This would be accomplished by permitting Alta and Snowbird to construct at their expense, a tunnel from Park City to their resorts. A ski train would then transport the resort skiers to and from Park City to the resorts. **(32.2.2N)** As part of this plan, the resorts would significantly reduce the size of their parking lots. In essence, Salt Lake locals could still drive up the canyon, but the destination resort skiers would all access the resorts from Park City. In order not to negatively impact the upper reaches of the canyon, the train must remain a tunnel into it reaches Alta. (An above ground solution such as the "Ski Link" that was proposed for BCC a few years ago, is total non-starter.) Between Alta to Snowbird the train could run on the surface with only a de minimis negative impact to other users of the canyon. The benefits of this alternative include that it places the cost burden right where it belongs: on Alta and Snowbird, the two entities which caused the traffic problem in the first place and benefits (2) and (3) from Alternative A, above. If the resorts do not want to pay to clean up the mess they created, then their special use permits should be revoked per Alternative A, above. **(32.2.2N)**

UDOT must not forget that Alta and Snowbird do not have an inalienable right to exploit public lands for private financial gain, especially if that exploitation is not in the public's best interest.

Specific comments to the alternatives (really just one) UDOT provided are:

1. The widened road will be an eyesore. The gondola even more so **(32.17A and 32.17B)**.

2. UDOT's gondola and additional lane (s) proposals would have an unacceptable impact on the climbing experience as well as year-round dispersed recreation access throughout all of Little Cottonwood Canyon and specifically on the climbing experience. **(32.4A, 32.4B, and 32.4G)**
3. Both UDOT proposals threaten iconic climbing throughout Little Cottonwood and at least 64 boulders and 273 boulder problems. **(32.4A and 32.4B)**. This is unacceptable.
4. UDOT's proposed parking lot "improvements" would severely limit access to the most popular climbing in the canyon by dramatically reducing the already limited parking currently available at the Gate Buttness, Grit Mill, and at the lower Little Cottonwood Park and Ride. **(32.4N and 32.4P)**. This is also unacceptable.
5. The other comments of the Salt Lake Climbers Alliance are incorporated into my comments by reference.

COMMENT #: 7519
DATE: 8/29/21 3:35 PM
SOURCE: Website
NAME: Joseph Kleitman

COMMENT:

My comment once again has to do with handicapped skier access to the two solutions. A Gondola is very sexy unless you are handicapped and have to get on it and endure the longer ride in some uncomfortable position. Busses, on the other hand have handicapped modifications already built in. This is not only a cost savings, but is safer because handicapped riders need not learn a whole new ingress system. As a daily handicapped skier, I must tell you I NEVER ride the tram. It is simply not an option for me. The same would hold true for a Tram accessing the area from the valley. PLEASE - carefully consider the handicapped riders that frequent Little Cottonwood Canyon. If you have any questions about what its like, just duct tape your legs together and try and get on the Snowbird's existing tram after standing in a long line for half an hour. **(32.2.6M and 32.2.6.5C)**

COMMENT #: 7520
DATE: 8/29/21 3:45 PM
SOURCE: Website
NAME: Bradford Mills

COMMENT:

In full support of the gondola. As an employee at Alta I hope this is something we'd be able to take advantage of in terms of getting to and from work. Along with this, would help save gas money and cut down in emissions in the canyon. Not sure why everybody is so grumpy about this idea, seems like the best long term decision. **(32.2.9D and 32.10A)**

COMMENT #: 7521
DATE: 8/29/21 3:50 PM
SOURCE: Website
NAME: Cory Eighan

COMMENT:

Please consider the climbing community and the impact it will have on the outdoor boulders in this growing sport. Please do not remove the classic boulders we live. **(32.4A, 32.4B, and 32.29G)**

COMMENT #: 7522
DATE: 8/29/21 4:10 PM
SOURCE: Website
NAME: Benjamin Wood

COMMENT:

Both of these plans will destroy many classic climbs in Cottonwood Canyon! Please do not destroy this climbing area! (32.4A and 32.4B)

COMMENT #: 7523
DATE: 8/29/21 4:22 PM
SOURCE: Website
NAME: Leslie Scopes Anderson

COMMENT:

We are letting the ski industry take over our canyons! There should be a reservation system at the resort with a minimum number of skiers per day transported by bus. Look at Zion National Park. **(32.2.4A, 32.2.2K, and 32.2.2B)** We can't let a good thing run wild! Make it exclusive and improve the experience for everyone!

COMMENT #: 7524
DATE: 8/29/21 4:27 PM
SOURCE: Website
NAME: Robert Asay

COMMENT:

A gondola is a very bad idea in my opinion. (32.2.9E) Let's just limit the number of people whom access the canyon instead of of over burdening the canyon. (32.2.2L, 32.2.2K, and 32.2.4A)

COMMENT #: 7525
DATE: 8/29/21 4:28 PM
SOURCE: Website
NAME: Steve Downes

COMMENT:

I am extremely disappointed with the two options presented as solutions to transit issues in Little Cottonwood Canyon (LCC). **(32.2.9C and 32.2.9E)** Neither the gondola nor the road widening plus enhanced bus service are options that will help most canyon users on a year round basis. Both options appear to serve both Snowbird and Alta ski resorts well and the gondola option appears tailor made to enhance a Salt Lake Olympic bid. What is fairly transparent is that Alta and Snowbird want a massive (tax funded) hand out to help them to get paying customers up to their resorts in winter. It is also apparent that Governor Cox is eager to help them out in this regard, given his “great for business” stance about the alternate plans **(32.1.2B, 32.1.2C, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**.

The environmental impact statements come nowhere close to even estimating the massive impact that both of these plans, if executed, will have on LCC. The towers for the gondola will have huge and long lasting detrimental impact on the viewshed and on the ground. **(32.17A)** Also construction work on them will impact the watershed considerably. **(32.12A)** The road widening will also impact the viewshed. **(32.17B)** Further, it will result in the removal of countless priceless outdoor resources in the form of rock climbing/bouldering areas along the canyon. **(32.4A)** Construction of the new road will have a detrimental impact on the watershed and after construction will impact water flow in the canyon. **(32.12B)** The impact of both of these projects on wildlife in the canyon is incalculable. **(32.13A and 32.13B)**

Neither option appears to seriously address the transportation needs of canyon users, such as hikers, climbers (rock climbers in summer and ice climbers in winter), snowshoers and backcountry skiers and snowboarders. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** One recreation group who may receive a side benefit from the enhanced bus option are cyclists, who may gain a bike lane but this is far from clear. **(32.9A and 32.9B)** This summer, LCC is a madhouse. Cars are parked along the road up and down the canyon, a situation that is crying out for alternate transit solutions but neither of these proposals will provide any help for this situation. **(32.1.2C and 32.2.6.3C)** Big Cottonwood Canyon is also packed to the gills too this summer, emphasizing the point that we have two major canyons outside Salt Lake, each of which access ski resorts and much more, both of which are crying out for transit solutions and only one of which is addressed in the current plan. **(32.1.1A)**

Finally, I urge that in cooperation with UTA and city authorities who have access to parking (e.g. Sandy mayor offered up large amounts of parking in an earlier version of the canyon transit plans) something is put in place this year. **(32.2.7C and 32.2.9R)** Massively increased bus service, increased base parking access along with canyon driving restrictions (such as tolls) could be implemented on a trial basis this winter. **(32.2.7C and 32.2.9R)** Winter is just around the corner and whether or not the two, I think disastrous, options on the table are adopted, they are not going to help the upcoming ski season in any way.

Please abandon the two proposed plans. And please implement some improvements (additional buses and base parking) in time for this winter. Also, let's consider bus service (and tolls) in summer too in both canyons from here on out. **(32.1.2C)**

COMMENT #: 7526
DATE: 8/29/21 4:31 PM
SOURCE: Website
NAME: Suzie Ellison

COMMENT:

With so many other solutions to try first, UDOT jumps to \$592 million taxpayer funded gondola or \$355 million road widening to solve our 15 heavy ski days out of the year. **(32.1.4D)** The gondola can only perform one job and that is delivering skiers to private ski resorts. Is UDOT prioritizing businesses over Utah citizens? **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

In our current drought situation, Utahns cannot afford to contaminate or lose any of our precious water supply. **(32.12A and 32.12B)** The towers to the gondola require 2 acres of cement to ensure the stability and safety of our overhead ski commuters. UDOT must conduct more studies proving that one of Utah's essential water sources will not be disrupted. **(32.12A)**. How is UDOT going to encourage skiers to utilize a \$\$\$\$ gondola ride if travel time takes 59 mins and 3 transfers of ski equipment? **(32.2.4A, 32.2.6.4B, and 32.2.6.5J)** People who can afford to ski can afford to take their cars. They will find a way to enjoy the canyon journey in the comfort of their personal vehicle vs sharing it with 35 packed strangers. If the purpose of the gondola is to decrease traffic in the canyon, the incentive to ride the gondola is not there. **(32.2.4A)**

Has UDOT budgeted for the added costs of lawsuit ramifications that will ensue in regards to designated forest land, landowner's rights, and invasion of privacy that will result from the gondola being built? **(32.4E)**

We are all too familiar with the danger and damage an avalanche can destroy when it decides to slide. Looking at the Gondola Alternative B map, angle stations are placed by Tanner's Flat and just before Snowbird where in the past, common avalanche slides have taken place. What studies have been done to ensure that these towers and the gondola cabins wouldn't be taken out if an unpredictable avalanche slide were to occur at the base of one of those towers? **(32.2.6.5K)**

Let's expand what we already have in place. If UDOT were to toll cars with less than 2 people, run energy efficient buses, and make it easy for people to get on and ride wherever they live, then we can do away with both expensive proposals. **(32.2.9A and 32.2.4A)** I oppose both the Gondola Alt B and the Enhanced Bus with Road Widening for LCC. **(32.2.9C and 32.2.9E)**

COMMENT #: 7527
DATE: 8/29/21 4:36 PM
SOURCE: Website
NAME: Paula Breen

COMMENT:

These two alternatives are very far removed from the ideas that were presented to residents at the city council meetings. When I attended those I heard what I naively believed were sincere efforts by UDOT and other representatives to reduce the speed limit to 35 mph and to keep the footprint of Wasatch Blvd improvements as small and low impact as possible. I now feel like those initial efforts were meant to placate the community while those with deep pockets were allowed to influence and ultimately benefit from the final proposals. **(32.2.6.2.2A)** Where is the option that doesn't include widening the road???
(32.2.6.2.2A and 32.2.2AA)

COMMENT #: 7528
DATE: 8/29/21 4:38 PM
SOURCE: Website
NAME: Chris Erickson

COMMENT:

This EIS process should be restarted by first considering HOW MANY people should be up in the canyons, rather than just assuming we should maximize that number. **(32.20B)**

Furthermore, why can't we try alternatives first? For instance, last year we tried the current ski bus. They were beyond crowded with covid, and went to both resorts even if they were full. Why not instead have separate bus lines to each resort, running every 10 minutes? **(32.2.6.3N)**

Before we spend millions or billions destroying the canyon with additional infrastructure to support private ski areas, I would like to see us improve the existing bus service, and encourage use by providing it for free and maybe considering peak use tolling in the canyon. **(32.2.9A and 32.2.4A)**

Please do not destroy LCC with either of these options. **(32.4I)**

COMMENT #: 7529
DATE: 8/29/21 4:49 PM
SOURCE: Website
NAME: Sarah Tabak

COMMENT:

UDOT has proposed solutions that come with a hefty price to Utah taxpayers and significant impacts to Little Cottonwood Canyon. The two proposed solutions, the gondola and the road widening do not adequately address the impact to other recreationists and the increase in summer trailhead traffic. **(32.1.2B, 32.1.2C, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The EIS also neglects potential solutions that could be quickly implemented, cost significantly less, and NOT negatively impact other types of Little Cottonwood Canyon recreation. **(32.2.9A and 32.2.2PP)**

Impact to Recreationists

Little Cottonwood Canyon (LCC) is used by many recreationists in every season. This includes climbers, hikers, trail runners, backpackers, campers, mountain bikers, road bikers, and more in addition to the snowboarders and skiers at the resorts. The EIS in it's current state lacks a solution that does not negatively impact other recreationists. **(32.2.9A)**

Climbers would be most significantly impacted by both the gondola and road widening proposals, and would see a loss of 142 or 131 bouldering problems respectively 1. These roadside boulders are world class and see a significant amount of use from both local climbers and climbers traveling to Salt Lake City for these boulders. These boulders are important to the local and global climbing community, and the effects would be felt near and far. **(32.4A and 32.4B)**

Other Types of Canyon Traffic Not Addressed

While traffic is most severe on peak winter days for resort recreation, LCC is seeing an increase in recreation year-round with trailhead parking lots filling on summer weekends and parking spilling over to the shoulder significantly. While summer recreation and trailhead parking does not impact traffic to the same degree as ski resort traffic, this is an issue that will only increase in the coming years and needs to be equally addressed in a mountain transportation solution. The gondola and road widening proposals do not adequately address this transportation issue. **(32.1.2C and 32.2.6.2.4A)**

Proposed Solutions by Local Stakeholders

There are solutions that will address and alleviate traffic congestion for both ski resort traffic and summer trailhead parking. Save Our Canyons has developed a transportation plan 2 to "improve congestion and canyon-users' experiences. Their plan includes developing a shuttle system that has an increased capacity scaled to demand, building mobility hubs outside of the canyons, and implementing a tolling system. **(32.2.2I and 32.2.4A)**

UDOT already has a ski bus system in place, and Save Our Canyons proposes to improve that system without road widening. This includes building mobility hubs outside of the canyons alongside a toll system for LCC that would encourage users to ride the bus. A problem with the current ski bus system is that there are limited parking spaces in the current mobility hubs, and the mobility hubs require many bus users to drive to the mouth of the canyon to get on the bus. By having mobility hubs in central downtown locations throughout the valley, less cars will congest the highways and Wasatch Boulevard in particular and it will be more convenient to drive a few minutes away to catch a bus rather than 10-30 minutes and then also get on the bus.

Increasing the frequency of the current ski buses would also show an improvement in traffic. Riders are more likely to take the bus if it is frequent and they know that they can catch a bus within several minutes of arriving at a mobility hub. **(32.2.2I)**

Ski Resort Responsibility

Paid ski resort parking is another part of reducing ski traffic. Solitude Mountain Resort has already successfully implemented a parking fee that encourages carpooling. The price of the parking fee goes down with the number of people in the vehicle and encourages people to either carpool or take the ski bus rather than pay a 25\$ fee as an individual driver. The main traffic congestion occurs with ski traffic and the ski resorts should take some responsibility and personal action to alleviate this congestion alongside an increased and improved shuttle service provided at a low to no cost to encourage users. **(32.2.2K)**

Impact to Watershed

Salt Lake Valley relies on our watershed to provide 60% of our water and LCC is a major source of water. Water resources are already threatened by the D4 exceptional drought the Salt Lake Valley is facing which is the most severe drought classification. A major infrastructure project such as roadway widening or a gondola poses a threat to Salt Lake Valley's watershed. Construction would increase sediment and pollution in stormwater runoff and could contaminate the LCC watershed. **(32.12A, 32.12B, and 32.19A)**

Little Cottonwood Canyon is a highly used and loved place for both locals and tourists. There are many recreationists outside of the ski resort users who will be impacted by this Mountain Transportation Solution, and their experience should be equally considered. **(32.29G and 32.4I)** This transportation solution should prioritize the least impactful solution to the canyon and its users. Utah taxpayers are the ones who will likely have to foot the bill and their opinion should be prioritized over people who only recreate in LCC one weekend a year and will not be paying for the transportation solution. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Sources

1. <https://www.savelittlecottonwood.com/recreation>
2. <https://saveourcanyons.org/issues/access-and-transportation>

COMMENT #: 7530
DATE: 8/29/21 4:50 PM
SOURCE: Website
NAME: Jan Brewer

COMMENT:

Leave wasatch blvd alone. Improve 1300 East . Wasatch is only a problem when the canyon is closed . We have lived in our home that backs up to Wasatch. We moved here for the beauty, you're taking it away! **(32.2.6.2.2A, 32.2.9L, and 32.4F)**

COMMENT #: 7531
DATE: 8/29/21 5:04 PM
SOURCE: Website
NAME: Mark Gabel

COMMENT:

NO TRAM in LCC (32.2.9E)

I have skied at Snowbird for the last 20 years and ski 40 - 100 days a year on a season pass. I was a Snowbird employee and rode the ski bus for 8 years. The chaos in the canyon only happens when it is snowing moderately or more, especially on weekends or holidays, estimated to occur 8-10 days a year. **(32.1.4D)** All of this was aggravated this year when it seemed everyone had to go ski because of Covid lock downs and many storms came on Friday night into Saturday. With this infrequency of chaos, you want to spend upwards of a billion dollars on a tram. Here are my suggestions/comments:

IKON and Mountain Collective Passes: Although great for the average family, I suggest that the resorts eliminate or curtail the IKON and Mountain Collective ski passes. The resorts decided to stuff as many skiers as they could on the hill with these passes. Traffic/parking were not a huge issue until these passes started several years ago. Every out of state guest with the IKON and MC drives! Look at the crowding Big Sky, Jackson Hole and Aspen encountered as a result. But Jackson Hole and Aspen solved their problem without spending taxpayer dollars. They surcharged the IKON pass \$150. Why can't Snowbird / Alta do the same? **(32.2.2K)**

Road: My suggestion is to finally build the snow sheds where needed, then make the entire canyon 3 lanes (as well as 90th South to 20th East). You can have 2 lanes up in the morning, 2 lanes down in the afternoon. **(32.2.2D and 32.2.9K)** On really busy/snowy days (enforced by police) only the up buses take over the middle lane in the am, down buses take the center lane in the pm. Snowbird needs to construct bus lanes on property to eliminate or minimize bus travel thru their parking lots. Add a bus lane direct from the portico up to the canyon road via a new exit road (up thru where SEVEN SUMMITS lot is currently), avoiding the parking lot traverse. Down buses could also benefit from this and arrive directly at the portico, again without looping thru the parking lot. **(32.2.2D and 32.2.6.3A)**

Buses: THERE IS NO CURRENT ADVANTAGE TO THE BUS ON SNOWY DAYS. After riding the bus for 8 years I learned that the bus currently works great on clear weather days. Throw in snow, add a weekend or holiday and it is a nightmare. They get trapped in traffic right out of the parking lot and their schedule is obliterated. It has taken me up to 4.5 hours to get up canyon, and not leaving till 8pm due to canyon traffic issues. 3 lanes solves most of these issues. And the buses with chains can navigate almost any snowfall. Consider a bus transfer at the lower LCC parking lot to a 'canyon runner' bus. Smaller more maneuverable but high frequency as needed. Keep the big buses on the city streets. **(32.2.2D, 32.2.6.3P, and 32.2.6.2.1C)**

Canyon Tram: It is impractical, inconvenient, slow, hugely expensive, ONLY services the 2 resorts and does nothing to reduce car volume. **(32.2.4A and 32.7C)** You think I would increase my travel time from 20-25 minutes to over an hour? And the resorts will use the tram in their marketing to cram more people in. **(32.2.4A and 32.20C)**

Resorts: Pitch in. Are they offering anything in return for the taxpayer largess? **(32.2.7A)** How about reduced pass prices for locals, free ski days or something to show appreciation for the benefit only they will accrue. **(32.2.2K)**. The traffic issues are due in fairly large part to some of the resorts practices (IKON pass). Cram people in, complain about traffic, take huge taxpayer subsidy! Time for them to contribute to the solution. A lot can be done. Spending upwards of a billion dollars for a canyon tram is not the solution.

Mark Gabel

COMMENT #: 7532
DATE: 8/29/21 5:09 PM
SOURCE: Website
NAME: Allyson Kimball

COMMENT:

The gondola, and other options, may be realistic in the future, but we haven't even tried to implement traffic lights, and traffic directing. **(32.2.2II)** This is an issue that impacts both Big and Little Cottonwood (both are not being addressed) about 22 days a year. **(32.1.4D)** The simplest solution is usually the best and for now I think that's true. Investing in the two plans out is totally irresponsible to our community and environment. **(32.2.9C and 32.2.9E)**

COMMENT #: 7533
DATE: 8/29/21 5:26 PM
SOURCE: Website
NAME: Landon Christensen

COMMENT:

I'm an avid skier and born and raised in the area. I'm avidly opposed to the gondola and widening wasatch blvd. **(32.2.9C and 32.2.9E)** the traffic is only an issue on powder days. **(32.1.4D)** The eyesore is not worth gain. **(32.17A and 32.17B)** Much of the traffic are fly-in skiers. We over advertise our resources, damaging the experience for locals. A shuttle system like Zion's would be preferred to operate out of major parking lots on powder days. **(32.2.2B)**

COMMENT #: 7534
DATE: 8/29/21 5:35 PM
SOURCE: Website
NAME: Annette Mahler

COMMENT:

I am against the tram. **(32.2.9E)** I believe it will ruin the canyon with the equipment installed to run the tram. **(32.4I and 32.17A)** I often hike little cottonwood canyon and dislike man made materials on the slopes. The ski resorts are bad enough with cables and metal. I also do not think those heading to ski resorts will park, take a shuttle to get to the tram. **(32.2.4A)** The drive is so short after 1 tram ride, drivers will be back in their cars and forgo the tram cost. The amount of cars should be limited when it gets very busy. **(32.2.4A and 32.2.2L)**

COMMENT #: 7535
DATE: 8/29/21 5:36 PM
SOURCE: Website
NAME: Bryce Overstreet

COMMENT:

I believe the plans should not be enacted, because they will greatly affect the amazing, long established and highly respected rock climbing routes in the area. **(32.2.9C and 32.2.9E)**The climbing in that area is a tourist attraction that has had professional athletes from all over the world travel there to climb some of the amazing routes. **(32.4A and 32.4B)** Enacting the plans that benefit the ski industry will permanently destroy and change many world famous climbing routes in the area. This would be a similar travesty to permanently altering the cliffside of a famous Utah hike such as arches, making the hike inaccessible or destroying the arch. If Udot was going to try to help the Utah ski industry, it should not be at the cost of another industry, outdoor community, or destroy the hard work that others have done to establish these climbing areas. **(32.29D)**

Thank you.

COMMENT #: 7536
DATE: 8/29/21 5:38 PM
SOURCE: Website
NAME: Bo Hong

COMMENT:

With so many other solutions to try first, UDOT jumps to \$592 million taxpayer funded gondola or \$355 million road widening to solve our 15 heavy ski days out of the year. **(32.1.4D)** The gondola can only perform one job and that is delivering skiers to private ski resorts. Is UDOT prioritizing businesses over Utah citizens and protection natural environment? **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

In our current drought situation, Utahans cannot afford to contaminate or lose any of their precious water supply. The towers to the gondola require 2 acres of cement to ensure the stability and safety of our overhead ski commuters. UDOT must conduct more studies proving that one of Utah's essential water sources will not be disrupted. **(32.12A and 32.12B)**

I oppose both the Gondola Alt B and the Enhanced Bus with Road Widening for LCC. **(32.2.9C and 32.2.9E)**

COMMENT #: 7537
DATE: 8/29/21 5:44 PM
SOURCE: Website
NAME: Steve Olson

COMMENT:

I am opposed to the gondola and the widening of the road. **(32.2.9E and 32.2.9C)** When considering what needs to be done, I think it would be unfair to prioritize certain canyon users over others. The gondola would only help Snowbird and Alta users, but backcountry touring would be left completely in the dust, and from my understanding, several bouldering areas would also be destroyed. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, 32.7C, 32.4A, and 32.4B)** As a user of the backcountry and a rock climber, I'm obviously opposed to this. The widening of the road would also have similar impacts. Having an improved bus system is a solution that could help all users of LCC. A bus system could stop at popular backcountry areas in the winter, and in the summer it could stop at popular bouldering areas, crags, and trailheads. **(32.2.9A, 32.2.6.3C, and 32.1.2C)**

COMMENT #: 7538
DATE: 8/29/21 6:39 PM
SOURCE: Website
NAME: John Kevin Dolan

COMMENT:

I support the 'SAVE not pave ' direction in improving Wasatch blvd and lowering the speed limit to 35 mph with crosswalks and roundabouts instead of overpasses. **(32.2.6.2.2A)**

COMMENT #: 7539
DATE: 8/29/21 6:43 PM
SOURCE: Website
NAME: Tami Derezotes

COMMENT:

Please! Do not put a gondola in the canyon. **(32.2.9E)** That is by no means a good way to solve this issue. **(32.7B and 32.7C)** Thank you for listening.

COMMENT #: 7540
DATE: 8/29/21 6:47 PM
SOURCE: Website
NAME: Trevor Holt

COMMENT:

I recommend that UDOT choose the enhanced bus service option over the gondola. **(32.2.9A and 32.2.9E)** The gondola option is incredibly limited in its benefits and is ultimately short-sighted. **(32.7B and 32.7C)** In addition to aesthetics, a major problem with the gondola is that it exclusively serves skiers and not the thousands of other recreational users including climbers, bikers, hikers, etc. **(32.17A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The enhanced bus option is far more useful, versatile, flexible, and forward-thinking. With the expected growth in population among the Wasatch Front and the increasing popularity of outdoor recreation of all types, recreational traffic in LCC will only increase. While non-ski traffic may not be very bad nowadays, it will almost certainly be much worse in the coming years. The enhanced bus option will serve all recreational users and will help put Utah ahead of the game in mitigating future year-round crowding. **(32.1.2C and 32.2.6.3C)** The gondola fails to do any of this and will certainly end up as an obviously short-sighted boondoggle, leaving us wishing that we had pursued expanded bus service (enhanced or not) as the Wasatch Front population grows and more hikers, climbers, runners, bikers, etc. flood the canyon. Additionally, the flexibility of expanded bus service could benefit all of the Wasatch Front. During non-peak times, buses could be diverted to serve the rest of the city benefiting air quality and anyone in need of public transit. Again, the gondola would only serve skiers and likely only during peak times. **(32.2.6.3E)**

Another major potential problem with the gondola is the potential ticket price. While ticket prices have not been decided, if it is significantly more than a bus fare, I expect that few people would ride it. **(32.2.4A)** Not very many people would opt to pay, say \$40 for a ticket and would rather drive up the canyon even if it means a longer transit time. **(32.2.4A)** A high ticket price would absolutely limit the potential congestion-reduction benefits of the gondola, especially during non-peak times when traffic is the main incentive not to drive. Again, this further limits the benefits of the Gondola to only serving skiers and only during peak times. Bus service would benefit all users at all times and could benefit the entire city. I would also like to say that I do not consider the road-widening proposal to be ideal. **(32.2.9C)** The primary concern is the destruction of many climbing boulders, though the visual and ecological impacts are not ideal. **(32.4A, 32.17A, and 32.13B)** I would hope that UDOT would first consider expanded bus service and additional transit hubs without road widening, though I would certainly prefer road widening and buses over the gondola. **(32.2.9A)**

COMMENT #: 7541
DATE: 8/29/21 6:59 PM
SOURCE: Website
NAME: Malina Barrett

COMMENT:

Are our voices being heard? Somehow considering a huge parking structure at my back door is insane. I already can't get to my neighborhood on ski days. **(32.7B)** Now I will for sure have a wait, and deal with all the pollution from cars waiting to enter the parking structure. **(32.2.6.2.1D and 32.2.6.5E)** 590 million taxpayer dollars to satisfy less than 1% of the population is a wasteful way to spend our money. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** We should be using money to preserve the beauty of Utah. A gondola would be an eternal eye sore to our beautiful state. **(32.17A)** Enhanced busing service should be the choice, or like we do at Arches National Park we limit the number of visitors on a daily basis, and Zions National Park actually buses in the people to the park. **(32.2.9A and 32.2.2B)** These restrictions have not changed peoples minds about visiting and sight seeing in our great state.

COMMENT #: 7542
DATE: 8/29/21 7:17 PM
SOURCE: Website
NAME: Tyler Bache

COMMENT:

Hello, I graduated with a civil engineering degree in 2020 from Minnesota State University Mankato. I am an avid rock climber and snowboarder. I believe this project unfairly impacts the climbing community in favor of capitalist ideals. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The canyon doesn't exist solely to support the large resorts that exist there. I would hope and believe that the engineers at UDOT could design better solutions than this. **(32.2.9A and 32.2.2PP)**

COMMENT #: 7543
DATE: 8/29/21 7:38 PM
SOURCE: Website
NAME: Patrick Mabry

COMMENT:

The two proposed options for reducing traffic in peak ski season are unacceptable. **(32.2.9C and 32.2.9E)** The canyon is home to sports and recreation other than skiing. As a skier, I can appreciate the need to improve traffic conditions during the ski season, but destroying natural rock features of LCC is not the right way to do it. **(32.4A and 32.4B)** Additionally, the tax payer burden to carry out either proposed change is unreasonable, especially when considering the proposals will only serve resort pass holders instead of those who also backcountry ski. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Please reconsider both of these options for others that are less impactful on LCC. **(32.2.9A and 32.2.2PP)**

COMMENT #: 7544
DATE: 8/29/21 8:02 PM
SOURCE: Website
NAME: Colleen Rock

COMMENT:

I am a Millcreek resident and year-round recreational user of Little Cottonwood Canyon. Thank you for UDOT's efforts to address the safety, mobility, and reliability of transportation on SR210, both in Little Cottonwood Canyon and in Cottonwood Heights.

Based on current solutions under consideration, I believe the following steps should be taken immediately to address safety and congestion concerns on the highway and within the canyon: 1) Increase the number and frequency of buses running up and down the canyon. This should include express bus service from locations throughout the Salt Lake Valley, and not just from the area at the mouth of the canyons;(32.2.2I) 2) Toll the entry of private vehicles entering the canyon, regardless of number of passengers. Exemptions for employees and canyon residents should be considered (32.2.4A); 3) Create a 35 mph speed limit on Wasatch Blvd through Cottonwood Heights; (32.2.6.2.2A) 4) Complete a capacity study to understand inevitable capacity limitations that will be needed in LCC and design solutions based on an understanding of this capacity limit (32.20B).

Impacts of these immediate solutions should be evaluated and considered before finalizing a decision on either of the currently preferred alternatives under consideration. (32.29R) In consideration of the currently preferred alternatives, only the enhanced bus service with road widening alternative provides the option to maintain/improve access to public lands for Utah residents and visitors. In contrast, the gondola will create a longer commute for those of us wishing to enjoy the privately owned ski resorts; (32.2.6.5J and 32.2.6.5F) while the ski resorts will be the primary financial benefactors of this alternative. (32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C) Increased transparency regarding the funding source for each of these projects is essential, and those who stand to financially benefit most should be responsible for providing a majority of funding for the project.

I share the concerns of other stakeholders regarding the environmental impact of widening SR210 in Little Cottonwood and understand the gondola may provide for less impacts in this regard. However, the visual impacts of the gondola will destroy the essence of Little Cottonwood Canyon's natural beauty, which is precisely what makes it such a desirable place for so many of us to visit. (32.2.9E, 32.17A and 32.17B) Please identify a solution that preserves the environmental beauty of this special place. Thank you for the opportunity to comment. (32.29G)

COMMENT #: 7545
DATE: 8/29/21 8:13 PM
SOURCE: Website
NAME: Garrett Culligan

COMMENT:

I find it frustrating that this box for comment seems to be structured for a comment the size of a tweet. The transportation issues in the Cottonwood Canyons is much larger than just 140 characters. **(32.29S)** First and foremost, we seem to have completely forgotten/ignored that this problem exists in Big Cottonwood just as much as it does in Little Cottonwood. **(32.1.1A)** Hundreds of millions of dollars to create a four-lane road or for the worlds longest gondola does nothing to assist the red snake that we see every Saturday and Sunday in Big Cottonwood during the winter. How can we except either proposal when best case they solve 50% of the problem? **(32.1.1A, 32.7B, and 32.7C)** Second, both options will require a massive amount of construction and development throughout the canyon. We all saw what recently occurred in Millcreek Canyon when a construction company spilled concrete into the creek, killing fish and ruining a habitat. Do we really expect that a massive construction project in LCC will not result in similar failure? **(32.19A)** I don't need to tell you how important the watershed of LCC is especially now, as the reservoirs all across the state hit historic lows. How can you ensure either plan will not cause irreparable damage to a canyon that holds a large portion of our dwindling supply of fresh water? **(32.12A and 32.12B)** While you may reassure us that the company that lands this lucrative development contract won't ruin the water, they will most certainly ruin hundreds of boulder problems and climbing routes that have brought people to Salt Lake City for decades to test themselves, or to even find themselves. How can you justify removing these cultural corner pieces without first searching for other solutions? **(32.1.2B, 32.4A, and 32.4B)**. This leads me to my main concern; Why are proven, more cost-effective, and less damaging options not being considered first? If you truly read these comments, you will surely have seen many local residents reference the Zion National Park Bussing system. Zion has been able to handle millions of visitors year-round while limiting congestion. Investing in a consistent and efficient bussing system modelled after that of Zion Canyon is a glaringly obvious answer to our problem, which can also be implemented in Big Cottonwood, and therefore it will address 100% of the problem not 50%. **(32.2.2B)** Furthermore, investing in buses is a much cheaper option than a 500 million dollar gondola. Brian Kissmer model shows that even with a liberal estimate, the bussing system enhanced to properly model Zion and adequately shuttle people at the rate of one bus every 3 minutes would cost around 11% of the gondola, including operation and maintenance. **(32.2.2B)** This option would also preserve our incredible boulders and our watershed. Additionally a proven system such as tolling to incentivize carpooling, or even simply enforce the traction laws regardless of the weather are worth researching before investing millions more into a drastic and permanent change. **(32.2.4A, 32.2.2Y, and 32.2.2M)**. With all of this said, if you are going to hold us to either a rock or a hard place with the two final options mentioned. I unequivocally support the enhanced bussing and widened road option. **(32.2.9B)** This is because the issues and concerns mentioned above will occur regardless of the option chosen, however the gondola has additional problems that are much worse. The first of which is the cost of a half billion dollars. The second is the lack of stops at public trailheads. **(32.2.6.5G and 32.2.6.3C)** The result being that the public is essentially funding two private companies continued exploitation of the canyon, without even attempting to throw a bone to other public land users. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** This is atrocious. The cherry on top is the gondola will forever impair our viewshed.

I thank you for your consideration.

Sincerely,
Garrett Culligan

COMMENT #: 7546
DATE: 8/29/21 8:50 PM
SOURCE: Website
NAME: James Cianfrocca

COMMENT:

These plans are not going to effect the canyons in a positive way...they will not fix the traffic problem and will just waste millions on tax payer dollars. **(32.2.4A, 32.7B, and 32.7C)** Please don't ruin our canyons with our money...

COMMENT #: 7547
DATE: 8/29/21 8:58 PM
SOURCE: Website
NAME: Shannon Melchior

COMMENT:

A very simple solution is to toll vehicles going up the canyon. People can buy a season LCC pass and put it in their dash. Encouraging ride sharing is our future. **(32.2.2Y)**

COMMENT #: 7548
DATE: 8/29/21 9:19 PM
SOURCE: Website
NAME: Heidi Timpson

COMMENT:

Please revisit all the options, both the expanded bus option and gondola seem very radical and will destroy precious canyon that we will never get back. **(32.2.9C and 32.2.9E)** I am a native Utahn and know how much the canyons have increased in popularity. If I want to go up to Alta, I plan it and go early. We should not be trying to stuff as many people as possible up there. **(32.1.2B)** It will ruin the beauty and uniqueness of our wonderful state and mountains. **(32.17A, 32.17B, and 32.4I)** Please, from the bottom of my heart. Don't destroy our canyon.

COMMENT #: 7549
DATE: 8/29/21 9:41 PM
SOURCE: Website
NAME: Nikki Cavin-Grace

COMMENT:

Stop, you are destroying this valley and the canyons. No one knows what will be needed in 2050. Right now you are proposing a blistering asphalt gash across the foothill. With a brutal utilitarian style. Not needed, not wanted. Stop, stop stop. And those massive ugly towers for a gondola? **(32.17A)** Please stop! **(32.2.9G)**

COMMENT #: 7550
DATE: 8/29/21 9:42 PM
SOURCE: Website
NAME: Brandon Patterson

COMMENT:

Let's work with the services we already have in place. If UDOT were to toll cars with less than 2 people, run energy efficient buses, and make it easy for people to get on and ride wherever they live, then we can do away with both expensive proposals. **(32.2.2I and 32.2.4A)** I oppose both the Gondola Alt B and the Enhanced Bus with Road Widening for LCC. **(32.2.9E and 32.2.9C)**

COMMENT #: 7551
DATE: 8/29/21 9:58 PM
SOURCE: Website
NAME: Hedyeh Baradaran

COMMENT:

I'm opposed to both plans as presented. **(32.2.9C and 32.2.9E)** The scope of the problem does not merit such expensive "solutions." Both suggested solutions will negatively impact the canyon and will not adequately address the problem. **(32.4I, 32.7B, and 32.7C)** Also, this huge expense from tax payer dollars is only benefiting a very small minority of Utahns. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I'm opposed to both plans as a SLC resident.

COMMENT #: 7552
DATE: 8/29/21 10:04 PM
SOURCE: Website
NAME: Peter Coombs

COMMENT:

I would like to rescind my previous comment in favor of the gondola and vote for neither the road or gondola as they are both a waste of money for not a big problem. **(32.2.9C, 32.2.9E, 32.1.2B, and 32.1.4D)**

COMMENT #: 7553
DATE: 8/29/21 10:26 PM
SOURCE: Website
NAME: Luke Jost

COMMENT:

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

COMMENT #: 7554
DATE: 8/29/21 10:29 PM
SOURCE: Website
NAME: Michael Fogelman

COMMENT:

I 100% support the gondola solution in LCC! **(32.2.9D)**

COMMENT #: 7555
DATE: 8/29/21 10:30 PM
SOURCE: Website
NAME: Monica McKeown

COMMENT:

I'm a rock climber and very sad to hear the plans for LCC might involve the destruction of classic boulders along the canyon. **(32.4A and 32.4B)** Please take into consideration the large climbing community in the area. **(32.29G)** Sincerely, Monica.

COMMENT #: 7556
DATE: 8/30/21 4:21 AM
SOURCE: Website
NAME: Julie Dunfey

COMMENT:

Gondola alternative please: limit the cars in Little Cottonwood. Don't make a decision that is environmentally outdated before it is enacted. Thank you. **(32.2.9D and 32.2.4A)**

COMMENT #: 7557
DATE: 8/30/21 4:54 AM
SOURCE: Website
NAME: F Wenke

COMMENT:

The public does not want this project. Keep the canyon as is, or find alternate methods of improving traffic flow without disturbing the land. **(32.29D or 32.2.9G)**

COMMENT #: 7558
DATE: 8/30/21 5:22 AM
SOURCE: Website
NAME: Michael Ornyas

COMMENT:

Please go with the busing option not the gondola. (32.2.9A and 32.2.9E) The climbing there is awesome and I travel from Virginia to do it every year. (32.4A and 32.4B) We don't need a gonola as an eye soar either. (32.17A) thanks!

COMMENT #: 7559
DATE: 8/30/21 6:33 AM
SOURCE: Website
NAME: Bill Carrigan

COMMENT:

Stop this destructions of our beautiful canyons and mountain lands! There is absolutely no need to get more people up the canyon. **(32.1.2B and 32.2.9G)**

COMMENT #: 7560
DATE: 8/30/21 6:52 AM
SOURCE: Website
NAME: Laurie O'Connor

COMMENT:

Let's expand what we already have in place. If UDOT were to toll cars with less than 2 people, run energy efficient buses, and make it easy for people to get on and ride wherever they live, then we can do away with both expensive proposals. **(32.2.9A, 32.2.4A, 32.2.2I)** I oppose both the Gondola Alt B and the Enhanced Bus with Road Widening for LCC. **(32.2.9C and 32.2.9E)** How is UDOT going to encourage skiers to utilize a \$\$\$\$ gondola ride if travel time takes 59 mins and 3 transfers of ski equipment? **(32.2.4A, 32.2.6.4B, and 32.2.6.5J)** People who can afford to ski can afford to take their cars. They will find a way to enjoy the canyon journey in the comfort of their personal vehicle vs sharing it with 35 packed strangers. If the purpose of the gondola is to decrease traffic in the canyon, the incentive to ride the gondola is not there. **(32.2.4A)**

In our current drought situation, Utahans cannot afford to contaminate or lose any of their precious water supply. The towers to the gondola require 2 acres of cement to ensure the stability and safety of our overhead ski commuters. UDOT must conduct more studies proving that one of Utah's essential water sources will not be disrupted. **(32.12A and 32.12B)**

With so many other solutions to try first, UDOT jumps to \$592 million taxpayer funded gondola or \$355 million road widening to solve our 15 heavy ski days out of the year. **(32.1.4D)** The gondola can only perform one job and that is delivering skiers to private ski resorts. Is UDOT prioritizing businesses over Utah citizens? **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 7561
DATE: 8/30/21 7:45 AM
SOURCE: Website
NAME: Chrissy Richards

COMMENT:

Please do not permanently scar the canyon with a gondola. **(32.2.9E and 32.17A)** We should be keeping the canyons as wild and free from development as possible. The gondola does very little to address the actual problems that we set out to solve. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** A combination of tolls, better bus service, and limiting parking will naturally curb the amount of people in the canyon. **(32.2.4A and 32.2.9A)**

COMMENT #: 7562
DATE: 8/30/21 7:52 AM
SOURCE: Website
NAME: Everett Less

COMMENT:

Bus option is far better for canyon mobility. (32.2.9A)

COMMENT #: 7563
DATE: 8/30/21 8:05 AM
SOURCE: Website
NAME: Kathryn Paulsen

COMMENT:

Hi I'm Kathryn Paulsen

My home property line is at [REDACTED]. I can see all the traffic that goes into Little Cottonwood Canyon from both roads.

The main traffic problem is on snow days from about 7:00 to 9:00 am when the Canyon Road IS Closed. This road closure for avalanche control causes the traffic backup every snow day.

The problem is solved by not closing the road during the heaviest traffic time!!!

Could avalanche control happen some other time. Could GPS shooting during the dark solve the problem. **(32.7A and 32.2.2VV)**

Do not build a gondola or add busing lanes. **(32.2.9E and 32.2.9C)** Stop closing the road!!!

Do build more off road parking spaces that are plowed allowing parking during the winter. do build more biking and hiking trails with parking. **(32.2.9O)** Do add biking lanes on the road. **(32.9A and 32.9B)**

No Gondolas or busing lanes. Open the road and let the traffic go up!!!! **(32.7A)**

thank you

Kathryn Paulsen

COMMENT #: 7564
DATE: 8/30/21 8:22 AM
SOURCE: Website
NAME: Christopher Grzymala

COMMENT:

Hello UDOT,

I am commenting regarding the traffic mitigation plan for traffic through the canyon to Alta and Snowbird ski resorts as a Salt Lake City, Utah vacationer. I urge the UDOT and legislature to consider an approach with the least impact to natural outdoor recreation sites (outdoor rock climbing areas, back country skiing, and hiking trails) and the least environmental impact (low carbon emissions, less energy, and least impact to water resources). **(32.2.9A and 32.29G)**

For these reasons I would encourage considering a new plan to be investigated with these impacts in mind. I would also encourage the plan to consider how travel will increase in the future through the canyon and servicing access to these outdoor recreation trailheads (an equal issue with vehicles parking on the road shoulder) and locations as well as the ski resorts. **(32.1.2B)**

I am in favor of a gondola approach for the innovative solution and energy conservation but would again encourage more considerate implementation to service more than just the major resorts. **(32.2.9D, 32.1.2D, and 32.2.6.5G)**

Thank you for your time,
Christopher Grzymala

COMMENT #: 7565
DATE: 8/30/21 8:38 AM
SOURCE: Website
NAME: Cynthia Levinthal

COMMENT:

I am extremely disappointed with the two options presented as solutions to transit issues in Little Cottonwood Canyon (LCC). **(32.2.9C and 32.2.9E)** Neither the gondola nor the road widening plus enhanced bus service are options that will help most canyon users on a year round basis. Both options appear to serve both Snowbird and Alta ski resorts well and the gondola option appears tailor made to enhance a Salt Lake Olympic bid. What is fairly transparent is that Alta and Snowbird want a massive (tax funded) hand out to help them to get paying customers up to their resorts in winter. It is also apparent that Governor Cox is eager to help them out in this regard, given his “great for business” stance about the alternate plans **(32.1.2B, 32.1.2C, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**.

The environmental impact statements come nowhere close to even estimating the massive impact that both of these plans, if executed, will have on LCC. The towers for the gondola will have huge and long lasting detrimental impact on the viewshed and on the ground. **(32.17A)** Also construction work on them will impact the watershed considerably. **(32.12A)** The road widening will also impact the viewshed. **(32.17B)** Further, it will result in the removal of countless priceless outdoor resources in the form of rock climbing/bouldering areas along the canyon. **(32.4A)** Construction of the new road will have a detrimental impact on the watershed and after construction will impact water flow in the canyon. **(32.12B)** The impact of both of these projects on wildlife in the canyon is incalculable. **(32.13A and 32.13B)**

Neither option appears to seriously address the transportation needs of canyon users, such as hikers, climbers (rock climbers in summer and ice climbers in winter), snowshoers and backcountry skiers and snowboarders. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** One recreation group who may receive a side benefit from the enhanced bus option are cyclists, who may gain a bike lane but this is far from clear. **(32.9A and 32.9B)** This summer, LCC is a madhouse. Cars are parked along the road up and down the canyon, a situation that is crying out for alternate transit solutions but neither of these proposals will provide any help for this situation. **(32.1.2C and 32.2.6.3C)** Big Cottonwood Canyon is also packed to the gills too this summer, emphasising the point that we have two major canyons outside Salt Lake, each of which access ski resorts and much more, both of which are crying out for transit solutions and only one of which is addressed in the current plan.

Finally, I urge that in cooperation with UTA and city authorities who have access to parking (e.g. Sandy mayor offered up large amounts of parking in an earlier version of the canyon transit plans) something is put in place this year. **(32.2.7C and 32.2.9R)** Massively increased bus service, increased base parking access along with canyon driving restrictions (such as tolls) could be implemented on a trial basis this winter. **(32.2.7C and 32.2.9R)** Winter is just around the corner and whether or not the two, I think disastrous, options on the table are adopted, they are not going to help the upcoming ski season in any way.

Please abandon the two proposed plans. And please implement some improvements (additional buses and base parking) in time for this winter. Also, let's consider bus service (and tolls) in summer too in both canyons from here on out. **(32.1.2C)**

COMMENT #: 7566
DATE: 8/30/21 9:37 AM
SOURCE: Website
NAME: James Lloyd

COMMENT:

My vote is for the gondola **(3.2.9D)**

COMMENT #: 7567
DATE: 8/30/21 9:38 AM
SOURCE: Website
NAME: Brett Stohlton

COMMENT:

I'd like to see UDOT and the state explore solutions that don't require massive capital expenditures (eg Gondola), especially when less expensive, less invasive, and more flexible solutions exist such as carpooling, enhanced busing, etc. **(32.2.9A and 32.2.2PP)** Little Cottonwood is an amazing natural asset and we should be sensitive in preserving it for the next generation and ensuring that the transportation solution is one that can service the community year round and be capable of stops along the way (vs just serving Snowbird and Alta. Thank you. **(32.1.2C, 32.1.2D, and 32.2.6.3C)**)

COMMENT #: 7568
DATE: 8/30/21 9:39 AM
SOURCE: Website
NAME: Brennan Wade

COMMENT:

I am not in favor of the Gondola Project. **(32.2.9E)** I think that this would negatively impact Little Cottonwood canyon and our resident for the long term. I think there should be some form of expanded bussing and reduction of people able to drive their own vehicles up the canyons. Priority should be given to locals for getting up the canyons. **(32.2.9A and 32.2.4A)**

COMMENT #: 7569
DATE: 8/30/21 9:39 AM
SOURCE: Website
NAME: Justin Francis

COMMENT:

Please don't continue with the cottonwoods road widening. (32.2.9C) Having lived in Utah my whole life I know the value the canyon brings. (32.4I) There are other solutions. (32.2.2PP) Thanks

COMMENT #: 7570
DATE: 8/30/21 9:48 AM
SOURCE: Website
NAME: Clayton Lowther

COMMENT:

I am for the gondola! No more concrete! **(32.2.9D)**

COMMENT #: 7571
DATE: 8/30/21 9:48 AM
SOURCE: Website
NAME: McKenzie Papenfuss

COMMENT:

I do not believe any of the proposed alternatives truly reflect the needs and desires of the local community writ large. Each option stands to benefit private interests at Snowbird and Alta at the expense of current and future citizens of Salt Lake County and the surrounding area. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I vehemently oppose all proposed options. **(32.2.9C and 32.2.9E)** Please consider limiting vehicle traffic through tolling and expanding bus service, including express bus service from train stations and a new parking lot at the base of the canyon, before permanently altering the natural beauty of LCC **(32.2.9A, 32.2.4A, 32.2.2I, 32.17A, and 32.17B)**. Furthermore, this service and accompanying limits on vehicle traffic should be year-round to alleviate crowding for summer hiking, climbing, and sight-seeing activities. **(32.1.2C)**

COMMENT #: 7572
DATE: 8/30/21 9:50 AM
SOURCE: Website
NAME: Matheson Harris

COMMENT:

I have been following this process closely for years and I am against the gondola being built in the canyon. **(32.2.9E)** It is very expensive, will mainly benefit the developers of the land, add to the tax burden of many people who will never use it, and only really be useful a handful of days in the year on powder days or with avalanches. **(32.1.2B, 32.1.2D, 32.1.4D, 32.2.7A, 32.7B, and 32.7C)** Less expensive measures should be used first, such as expanded bus use, which can be used all year and can access all of the canyon. **(32.2.9A, 32.1.2C, and 32.2.6.3C)** If the ski resorts want a gondola, they should be paying for it.

COMMENT #: 7573
DATE: 8/30/21 9:50 AM
SOURCE: Website
NAME: Daniel Barron

COMMENT:

The gondola only services Snowbird / Alta so for that reason I support expanded bus service with a designated bus lane or no changes at all. **(32.2.9E, 32.2.9B, or 32.2.9G)**

COMMENT #: 7574
DATE: 8/30/21 9:51 AM
SOURCE: Website
NAME: Mitchell Brower

COMMENT:

The canyons cannot accomodate more people than we saw this past season. Snowbird and Alta should fund this if they want, but taxpayers should not. **(32.2.7A)** Getting rid of the IKON pass will be effective in limiting traffic and spreading covid. **(32.2.2K)**

COMMENT #: 7575
DATE: 8/30/21 9:54 AM
SOURCE: Website
NAME: Andrew Drennan

COMMENT:

I hope you guys truly listen to these comments. Once lcc is scarred by a gondola, this pristine space will never be the same. **(32.2.9E, 32.4I, and 32.17A)** I also disagree with the added lanes option. **(32.2.9C)** The canyon is nearing its useable capacity; just because you can send more people up doesn't mean they will fit up there. **(32.20B)**

COMMENT #: 7576
DATE: 8/30/21 9:55 AM
SOURCE: Website
NAME: Anne Fuller

COMMENT:

I am writing to argue AGAINST the gondola in LCC. **(32.2.9E)** I have enjoyed the canyon for 30 years, skiing, hiking and snowshoeing. Taxpayer money should not be used to support two private for profit ski areas whose business model may change due to Climate change. **(32.2.7A and 32.2.2E)** Snowfall has already been impacted in the last few years. Less snow and just a few huge storms a season. Both ski areas have instituted parking reservation system at least on weekends and holidays which will impact traffic. **(32.2.2K and 32.2.4A)** I bet locals will not take the gondola due to price and inconvenience..so you are using taxpayer money for out of state destination skiers. **(32.2.4A)** Shame on UDOT. The canyon is beautiful and should remain free of a Disneyland gondola, so that everyone who wants to enjoy the canyon for many recreational pursuits still can. **(32.4I)**

COMMENT #: 7577
DATE: 8/30/21 9:55 AM
SOURCE: Website
NAME: Steven Summers

COMMENT:

The gondola is a mistake that will only enrich a couple of insiders. (32.2.9E) Stick with the busses.
(32.2.9A)

COMMENT #: 7578
DATE: 8/30/21 9:56 AM
SOURCE: Website
NAME: J P Householder

COMMENT:

I strongly support the gondola alternative. (32.2.9D)

COMMENT #: 7579
DATE: 8/30/21 9:57 AM
SOURCE: Website
NAME: Mike Springsteen

COMMENT:

Do not do anything. Bunch of spoiled brats. (32.2.9G)

COMMENT #: 7580
DATE: 8/30/21 9:59 AM
SOURCE: Website
NAME: Gwendolyn Adams

COMMENT:

Good morning, I believe I have already submitted comments but wasn't sure if it was during the same time period. I have concerns about both of the options you offer. I do not believe either are good for the local surrounding community or for the environmental impact. **(32.2.9C and 32.2.9E)** Please come up with other alternatives that maintain safe commuting, the natural environment, as well as the priority of the locals over the tourists. **(32.2.9A and 32.2.2PP)** We are the ones who are here 365 days of the year. These options that you are offering are not the right fit for those few days a year where our canyons are over-packed. **(32.1.4D)** There are other ways to problem solve that you have not explored yet. Please listen to the people that live right at the mouth of this canyon.

COMMENT #: 7581
DATE: 8/30/21 9:59 AM
SOURCE: Website
NAME: Adam Knutson

COMMENT:

I am a skier, rock climber, and mountain biker, and I moved here for the mountains. *Please* don't destroy the climbing/bouldering in LCC. **(32.4A and 32.4B)** If you can make sure the climbing isn't ruined, and if the visual impact isn't too great, then Gondola seems like a decent solution, but please make sure not to destroy the beauty of the canyon for everyone, just to line the pockets of the ski resorts and the rich guys funding the Gondola. **(32.4I, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 7582
DATE: 8/30/21 10:07 AM
SOURCE: Website
NAME: Charlie Schaul

COMMENT:

After much thought and review of the information I am changing my opinion to having the road being modified, however that to may be unnecessary. Yes the gondola would be another cool attraction to the canyon which in my estimations would significantly increase the number of people in the canyon they may not be there for any reason other than to ride the gondola. **(32.20A and 32.20C)** More people is not what is needed as the slopes and trails are already very crowded. **(32.1.2B)** Ski traffic is worst on snow days and weekends when the hoards of people from the valley and outlying areas come to ski and hike. More people on the mountain is not favorable and takes away from the experience of being in the mountains. **(32.20C)** The hiking trails are very crowded now and once again, putting more people in the canyon is only going to make the crowds bigger. **(32.1.2B)** A toll to enter the canyon that is high enough cost would definitely limit the number of vehicles and people in the canyon. **(32.2.4A and 32.2.2Y)** If this is done there should be a season or annual canyon pass for those of us to purchase that use the recreational amenities on a regular basis.

COMMENT #: 7583
DATE: 8/30/21 10:09 AM
SOURCE: Website
NAME: Anthony Martinez

COMMENT:

Bus with flex lane , avalanche sheds with wildlife . **(32.2.2D and 32.2.2K)** Gondola too slow, unreliable in wind and power outages. Just a eye sore. **(32.2.6.5K and 32.17A)** More parking with buses. **(32.2.9A)**

COMMENT #: 7584
DATE: 8/30/21 10:10 AM
SOURCE: Website
NAME: Benjamin Beesley

COMMENT:

It's pretty clear the public sentiment is against the gondola plan. **(32.2.9E)** Why is UDOT pushing for something where the major benefactors are Alta/Snowbird resorts at a tax payer cost. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 7585
DATE: 8/30/21 10:13 AM
SOURCE: Website
NAME: Jason McPhie

COMMENT:

I strongly disagree with the gondola option. **(32.2.9E)** It will not solve the traffic problem but merely pushes the traffic down into the mouth of the canyon..and does not consider wind closures that I can see. **(32.2.6.5E, 32.7B, 32.7C, and 32.2.6.5K)**

COMMENT #: 7586
DATE: 8/30/21 10:19 AM
SOURCE: Website
NAME: Sylvia McMillan

COMMENT:

I am 100% opposed to the gondola. (32.2.9E) That will completely ruin the integrity of the canyon. Increased bussing is the answer. (32.4I and 32.2.9A)

COMMENT #: 7587
DATE: 8/30/21 10:20 AM
SOURCE: Website
NAME: Andrew Elegante

COMMENT:

Thank you for the opportunity to provide input. Below are some of thoughts

As I read through the proposal, I'm not really sure we understand the root cause of the problem. Why are cars idling on the road up to the resorts? Is it an issue with road maintenance, total capacity for parking or something else? Why are people not using existing mass transit options (or are they at capacity)? Perhaps I'm missing something but I can't really find answers to these questions. **(32.1.2B)**

RE: proposed solutions

I feel like we're jumping the gun by looking at projects that will require huge investments and years to come to fruition, not to mention potential legal challenges and associated costs. Why not start with the low hanging fruit? Here are some opportunities I would like to see more investigation into:

* Charge a demand-rate fee for canyon access (year-round if necessary, including canyon residents) and provide options for low-income valley residents to access the canyons if that is a concern. Law of supply and demand will help alleviate congestion **(32.2.4A, 32.2.2Y, and 32.5A)**

* Limit the number of cars that can enter the canyon by establishing a capacity limit, particularly for the resort areas which seem to be the main choke point **(32.20B)**. Several national parks have similar models which are quite effective. Restricting the choice of driving will incentivize people to seek out mass transit alternatives. **(32.2.2B)**

* Increase the number of busses that transport people from existing mass transit points such as downtown hotel areas, trax stations, etc... to create an interconnected car-free way to get to the resorts. Reduce the friction for people to choose mass transit **(32.2.2I)**

Looking forward to your responses.

Best,

Drew

COMMENT #: 7588
DATE: 8/30/21 10:24 AM
SOURCE: Website
NAME: Trudy Toss

COMMENT:

I am in favor of the gondola. **(32.2.9D)** Extra busing up that canyon is not going to make that big a difference. **(32.7B and 32.7C)** The gondola would be a great alternative to pushing more buses and cars at that canyon. Besides that, I feel like the gondola would be a great way to see the canyon in the summertime and he'll pay for it as well.

COMMENT #: 7589
DATE: 8/30/21 10:30 AM
SOURCE: Website
NAME: Brad Barlage

COMMENT:

I am against both options because **(32.2.9C and 32.2.9E)**:

UDOT's gondola and additional lane (s) proposals would have an unacceptable impact on the climbing experience as well as year-round dispersed recreation access throughout all of Little Cottonwood Canyon. **(32.4A, 32.4B, and 32.4G)**

UDOT must find a new alternative based on an expanded electric bus service coupled with tolling and other traffic mitigation strategies that includes dispersed recreation transit needs before any permanent changes are made to Little Cottonwood Canyon that will forever alter the landscape, **(32.2.6.3F, 32.2.9A, and 32.2.4A)**

Both UDOT proposals threaten iconic climbing throughout Little Cottonwood and at least 64 boulders and 273 boulder problems. **(32.4A and 32.4B)**

UDOT's proposed parking lot "improvements" would severely limit access to the most popular climbing in the canyon by dramatically reducing the already limited parking currently available at the Gate Buttress, Grit Mill, and at the lower Little Cottonwood Park and Ride. **(32.4N and 32.4P)**.

I think more options need to be considered. **(32.2.2PP)** Year-round consideration must be made **(32.1.2C)**.

COMMENT #: 7590
DATE: 8/30/21 10:32 AM
SOURCE: Website
NAME: Derek Trepanier

COMMENT:

I am against both options proposed. **(32.2.9C and 32.2.9E)** I am concerned about the cost, environmental impact, non-resort-ski recreational impact, time to implement and practicality of the solutions. **(32.4A, 32.4B, 32.4G, 32.4I, and 32.4P)**

The gondola will fundamentally be frustrating to deal with (parking lot, to bus, to long gondola ride, to another gondola?), severely affect non-resort based recreation, extremely expensive, and extremely slow to build. **(32.2.6.4B, 32.2.6.5J, 32.4B, and 32.2.7C)**

The bus with widened road is too heavy handed. It will destroy a lot of recreation, marginally solve the problem, and be expensive. **(32.4A, 32.4P, 32.7B, and 32.7C)**

My solution is:

- Close all resort day parking.
- Add parking infrastructure at the base of the canyon.
- Significantly increase amount of busses.
- Run busses early enough/late enough to service back country skiers and resort employees. **(32.2.2B)**

I think any solution that does not close day parking at the resorts will always fall short. People will always be more inclined to park at the resort. **(32.2.4A)**

Parking in the canyon at white pine and below should still be allowed. This will allow back country skiers, hikers, bikers, climbers and other people doing things in the canyon that aren't based near the resorts to park where needed. Back country skiers leaving from areas near the resort will still need to ride the bus.

Finally, this solution scales really well for big cottonwood canyon. We would be able to build the parking infrastructure now, and then scale the amount of busses needed to support both canyons. **(32.1.1A)**

The final point that I'd like to make is I think the resorts should be made more financially responsible for whatever solution is chosen. They are private business, some of them are operating on public land, and they should not just be gifted hundreds of millions of dollars of infrastructure that will allow them to make more money at the expense of all other canyon activities. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Thank you for taking the time to read this.

COMMENT #: 7591
DATE: 8/30/21 10:36 AM
SOURCE: Website
NAME: Justin Nistler

COMMENT:

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.2.0A, 32.2.0B, and 32.2.0C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.1.7A, 32.1.7B, 32.1.2A, 32.1.2B, 32.4I, 32.2.0A, 32.2.0B, and 32.2.0C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.2.0C)** I am against any future ski resort expansion outside of their current footprints.

I recently purchased a home near Little Cottonwood Canyon because of my love of all of the recreational opportunities it provides. I am extremely concerned about the impact that a gondola would have on the beauty of the canyon and also the overall accessibility of all things in the canyon that are not part of Snowbird and Alta. **(32.1.7, 32.4B, 32.4G, 32.4I, and 32.4P)** It is irresponsible to expect taxpayers to support an exorbitantly expensive project that is only designed to service two private entities **(32.1.2B, 32.1.2D, 32.2.7A, 32.2.7B, and 32.2.7C)**. This option would also make the resorts more crowded than they already are. **(32.2.0A and 32.2.0C)** I hope that better options are researched and more consideration is placed on the impact of this project, who it will serve, and how it would forever change our breathtaking public lands **(32.2.2PP)**.

COMMENT #: 7592
DATE: 8/30/21 10:37 AM
SOURCE: Website
NAME: Dallen Garner

COMMENT:

Gondola is the obvious best long term solution to the transit problems we face in the canyon. Widening the road will only increase private traffic regardless of any improvements to the bus system. I vote yes for gondola and no for widening the road. **(32.2.9D and 32.2.9C)**

COMMENT #: 7593
DATE: 8/30/21 10:40 AM
SOURCE: Website
NAME: Jennifer Swift

COMMENT:

As an avid skier and hiker who lives in this area and is regularly affected by the traffic, I support the gondola as it provides a safe and different way to get people in and out of the canyon, even when avalanche issues may be high. **(32.2.9D)**

COMMENT #: 7594
DATE: 8/30/21 10:41 AM
SOURCE: Website
NAME: Maggie Laun

COMMENT:

Please. NO Gondola!! (32.2.9E)

COMMENT #: 7595
DATE: 8/30/21 10:54 AM
SOURCE: Website
NAME: Conley Perry

COMMENT:

I say NO to the 2 proposed ideas for little cotton wood canyon. **(32.2.9C and 32.2.9E)** These ideas are going to ruin the beauty of the canyon, ecosystem, and benefit the resorts only. **(32.17A, 32.17B, 32.13A, 32.13B, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** We can not turn back if one of these or both is done to out canyon. I have an idea we should use zion national park as an example. Bus system only during peak times in the canyon. Its costs less, and impacts the environment less. For example December through March and Thursday through sunday from 6am-4pm the canyon closes to private traffic uphill and becomes bus system only. **(32.2.2B)** I think this is the best idea its cheaper, less environmental impact, and if it does not work we can try something else. If we put in a gondola, or widen the road and it doesn't work there is no turning back and we have drastically changed our canyon in an irreversible way **(32.29R)**. Again I say NO to the gondola and widening of the road. These canyons are unique we love them we need to protect them for future generations. **(32.4I)**

COMMENT #: 7596
DATE: 8/30/21 10:55 AM
SOURCE: Website
NAME: Jim Spahr

COMMENT:

I support the gondola alternative B with enhancements like snow sheds, improved trailhead parking, canyon tolls for cars, and continued bus service for lower canyon trailheads. **(32.2.9D, 32.2.9K, and 32.2.6.3C)**

COMMENT #: 7597
DATE: 8/30/21 10:56 AM
SOURCE: Website
NAME: Dallas Miller

COMMENT:

Little Cottonwood Canyon needs a gondola, not wider roads. **(32.2.9D and 32.2.9C)** Widening roads in Utah, historically, has seemed like a solution that can't keep up with growth in our communities. More importantly, the natural areas of the Cottonwoods are already under pressure with ski resort and recreation traffic - widening roads disrupts more ground, encourages more emissions in the canyon, allows litter, and doesn't improve driver safety.

I'm in favor of a gondola soaring over the existing roads in Little Cottonwood. I'd also like to see a significant toll for vehicles (single-driver especially) introduced alongside the gondola. **(32.2.4A)** Finally, I'd like to see Snowbird and Alta work together to provide transportation from resort Gondola stations to other popular trailheads in the canyon so hikers, climbers, and others can benefit from the gondola immediately. **(32.2.6.5AA)**

COMMENT #: 7598
DATE: 8/30/21 11:01 AM
SOURCE: Website
NAME: Joshi Haskell

COMMENT:

I am opposed to the use of gondolas up through our canyons as they are imposing, not fairly accessible, and expensive. **(32.2.9E)** Please keep our canyons as close to their original state as possible for inhabitants and generations to come. **(32.29G)**

COMMENT #: 7599
DATE: 8/30/21 11:02 AM
SOURCE: Website
NAME: Jenacee Booth

COMMENT:

Please just do buses. **(32.2.9A)** My sentiment is shared by neighbors friends and coworkers who do not want the gondola. **(32.2.9E)** Better busing is the solution we want

COMMENT #: 7600
DATE: 8/30/21 11:04 AM
SOURCE: Website
NAME: Richard Smith

COMMENT:

I am totally opposed to the Gondola B for all the reasons I am sure you have received already. **(32.2.9E)** Focus your efforts on implementing a solution that will actually solve the problem, save the canyon and meet the needs of the taxpayers, not just the owners of Snowbird and Alta. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Some variant on the Enhanced Bus Service has a better chance of achieving these goals. **(32.2.9A)**

COMMENT #: 7601
DATE: 8/30/21 11:09 AM
SOURCE: Website
NAME: Kael Thalas

COMMENT:

DONT PUT MORE CONCRETE IN THE CANYON. Gondola will make this better! **(32.2.9D)**

COMMENT #: 7602
DATE: 8/30/21 11:09 AM
SOURCE: Website
NAME: Gordon Mortensen

COMMENT:

Make a reliable solution that will actually improve travel when it snows and slides. Put in the Gondola. It will be a great solution for a very long time. **(32.2.9D)**

COMMENT #: 7603
DATE: 8/30/21 11:10 AM
SOURCE: Website
NAME: Casey Sanders

COMMENT:

I am strongly opposed to any changes made in the canyon. I am opposed to widening the road, opposed to adding a tram, railway, or gondola. **(32.2.9E, 32.2.9C, and 32.2.9M)** I am opposed to pretty much any construction to expand transportation infrastructure in the canyon, except maybe adding more facilities for busing. **(32.2.9A)**

COMMENT #: 7604
DATE: 8/30/21 11:14 AM
SOURCE: Website
NAME: Cayce Terrill Wilson

COMMENT:

Hello,

As a Sandy resident and year-round enjoyer of Little Cottonwood Canyon, I found both the approaches being considered to be insufficient (in regards to considering all users of LCC) and drastic (exploring permanent, irreversible solutions when more moderate and reversible solutions can be tested first). **(32.2.9C, 32.2.9E, 32.2.9A, and 32.2.2PP)**

UDOT's gondola and additional lane (s) proposals would have an unacceptable impact on the climbing experience as well as year-round dispersed recreation access throughout all of Little Cottonwood Canyon. **(32.4A, 32.4B, and 32.4G)**

UDOT must find a new alternative based on an expanded electric bus service coupled with tolling and other traffic mitigation strategies that includes dispersed recreation transit needs before any permanent changes are made to Little Cottonwood Canyon that will forever alter the landscape, **(32.2.6.3F, 32.2.9A, and 32.2.4A)**

Both UDOT proposals threaten iconic climbing throughout Little Cottonwood and at least 64 boulders and 273 boulder problems. **(32.4A and 32.4B)**

UDOT's proposed parking lot "improvements" would severely limit access to the most popular climbing in the canyon by dramatically reducing the already limited parking currently available at the Gate Buttress, Grit Mill, and at the lower Little Cottonwood Park and Ride. **(32.4N and 32.4P)**.

I am pleading that consider an alternative solution.

Thank you,
Cayce

COMMENT #: 7605
DATE: 8/30/21 11:16 AM
SOURCE: Website
NAME: Michael Mishow

COMMENT:

That concrete is ugly and takes away from the natural beauty of the area. It's a shame all the Californians move here and every road has to turn into the 405 **(32.29D)**

COMMENT #: 7606
DATE: 8/30/21 11:17 AM
SOURCE: Website
NAME: Jorga Giambusso

COMMENT:

I support the gondola option. **(32.2.9D)** It will be the least disruption of the land and can be removed more easily if needed in the future. Also, I believe those who assert that it will be limited seasonal transportation I suggest that summer tourists could likely be attracted to using the scenic ride.

COMMENT #: 7607
DATE: 8/30/21 11:19 AM
SOURCE: Website
NAME: Stan Freeman

COMMENT:

I'm all for getting up the canyon as quickly as possible, but the gondola makes better since. It run's no matter what the weather is. Decreases pollution from vehicle exhaust, Smaller ecological impacted and is much quieter than a herd of buses rolling up and down the canyon. My vote is for the gondola!!!
(32.2.9D, 32.10A, 32.13A, and 32.11D)

COMMENT #: 7608
DATE: 8/30/21 11:19 AM
SOURCE: Website
NAME: Cameron Cable

COMMENT:

We don't need a gondola or widening of the road. **(32.2.9E and 32.2.9C)** Both these option hurt little cottonwood and only benefit the ski resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** They remove many popular climbing areas and hurt the beauty of the canyon **(32.4A, 32.4B, 32.17A, and 32.17B)** Both options only drop people of at the ski resorts creating more revenue for them but an overcrowded resort for locals. **(32.20C)**

COMMENT #: 7609
DATE: 8/30/21 11:19 AM
SOURCE: Website
NAME: Jeffrey Anderson

COMMENT:

Stop allowing parking along Utah 210. Allow resorts to have more Parking Spaces. (32.2.9P) What ever happened to the idea of earthen covered over road slide Tunnels and Road Improvements. (32.2.9K) Gondola from further than the base of LLC is too long of time (32.2.6.5F)

COMMENT #: 7610
DATE: 8/30/21 11:21 AM
SOURCE: Website
NAME: Nick Vaught

COMMENT:

I would like to see gondola b (32.2.9D)

COMMENT #: 7611
DATE: 8/30/21 11:30 AM
SOURCE: Website
NAME: Jeff Boyczuk

COMMENT:

It appears the two proposed options for improvement of S.R. 210 do little in the way of improving travel times, accessibility, or safety with minimal environmental impact. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. The road is already built, this impact has occurred and is now marginally stabilized in terms of its environmental impact. Surface water runoff and other erosion concerns, together with the history of mining in LCC, will undoubtedly release heavy metals and other toxins back into the environment and watershed. **(32.16A)** LCC is already under a TMDL for Zinc, and has seen elevated Copper and Cadmium (a known carcinogen) from the numerous unmitigated mining tailings within the canyon. **(32.12A and 32.12B)**

Heavy metal contamination will only increase if a major earthwork solution like the gondola is pursued. Driving piles and leveling areas for stanchions will continue disturbing the area and allow for even more unmitigated metals to harm the drinking water and ecosystem of LCC. The high proposed cost of this solution becomes even less financially viable if the necessary remediation and mitigation steps are added to the project to guarantee no additional metals contamination of the watershed. **(32.16A)**

The next major obstacle with the gondola option is around accessibility and taxpayer burden. Taxes paid by the public should be used for projects that benefit the public good. However this solution only allows for increased access to the ski resorts, and does not increase access to the many national forest options in the canyon. If this project is of primary benefit to the ski resorts, then they should be responsible for installing a system like this. The public should only get involved if the project increases access to ALL recreational types within LCC. So far the UDOT proposed gondola does not add access beyond the resorts, and therefore cannot be the fiscal responsibility of local taxpayers. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Road improvement is likely the better option, but still need to be well thought out to ensure minimal environmental impact. Options such as road widening will clearly introduce similar heavy metal contamination issues as the gondola. **(32.12B and 32.16A)** Improvements like snow sheds are a welcome improvement that should have been implemented years ago. **(32.2.9K)** Constructing a system where the road can remain open without avalanche concern will go great lengths to allowing the canyon to remain open and accessible to all users. This should be your primary concern.

COMMENT #: 7612
DATE: 8/30/21 11:33 AM
SOURCE: Website
NAME: Olivier Laguette

COMMENT:

Enhanced bus with road widening seems to be the most sensible solution from a cost and visual impact stand point. **(32.2.9B and 32.17B)** Also concerned that traffic up and down Wasatch blvd would back up with cars trying to get to the gondola parking lot (I live off south Wasatch blvd.) **(32.2.6.5E)**

COMMENT #: 7613
DATE: 8/30/21 11:33 AM
SOURCE: Website
NAME: Melissa Hilton

COMMENT:

I prefer the gondola for better reliability over the bus and less crowded canyon roads **(32.2.9D)**

COMMENT #: 7614
DATE: 8/30/21 11:35 AM
SOURCE: Website
NAME: Courtney Fleming

COMMENT:

I oppose both ideas. **(32.2.9C and 32.2.9E)** To start, this is a financial gain for the resort at the expense of the tax payers, and actually does not solve the issue, volume. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Looking accommodate the volume of people is the wrong approach. Minimizing the volume of people should be the approach through different means, ie. weekend holiday tolls, reserved/paid parking, carpool only up Canyon between certain hours/days, etc. **(32.2.4A and 32.2.2K)**

The number of days a year we have major congestion does not warrant permanent alteration of the landscape. **(32.1.4D)** People will still drive up there and bus hubs to the tram is a major deterrent. **(32.2.4A and 32.2.6.5J)**

Considering nothing has been tried to address the issue of congestion to date, at least try ideas as mentioned above which don't cost the tax payers before considering to environmentally impact LCC.

COMMENT #: 7615
DATE: 8/30/21 11:41 AM
SOURCE: Website
NAME: Roger Wilcox

COMMENT:

A gondola in the mouth of Little Cottonwood Canyon to support the "needs" of a small number of companies and a small percentage of the populace would create perhaps the worst eyesore in Salt Lake County, rivaling the Copper Mine. **(32.2.9E, 32.17A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** It would be visible for miles around, marring the view of a world-class natural wonder. Anyone associated with the creation of such an eyesore should be reviled for generations.

COMMENT #: 7616
DATE: 8/30/21 11:45 AM
SOURCE: Website
NAME: Matthew Monson

COMMENT:

I don't believe the Gondola is the right solution. **(32.2.9E)** I would like to see a lower impact approach such as increased bus service, vehicle tolls (or parking fees) for vehicles with fewer than 4 people or other solutions that decrease traffic and align incentives. **(32.2.9A and 32.2.4A)** Perhaps some avalanche snow shed tunnels in the common slide areas would be helpful as well, but there should be an emphasis on reducing the environmental impact. **(32.2.9K)** At this point, it seems we only need a "solution" for the winter ski season and that no changes need to be implemented during the non-ski season months of the year. **(32.1.2C)**

COMMENT #: 7617
DATE: 8/30/21 11:51 AM
SOURCE: Website
NAME: Jennifer McNatt

COMMENT:

I think you should not do either proposed option and should instead expand bus service- perhaps give them a designated lane- and reduce how much traffic they allow up on busy winter days. **(32.2.9E, 32.2.9C, and 32.2.6.3A)** Hopefully you wouldn't need to do that year round but you need to incentivize buses and reduce traffic. **(32.2.4A)**.

Both the gondola and widening the road would hurt wildlife, views, and destroy world class bouldering in the canyon. **(32.13A, 32.13B, 32.17A, 32.17B, 32.4A, and 32.4B)**. Plus the two options you've proposed seem to only benefit skiers and the rich resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** They need a solution that caters to all the diverse activities including hiking and climbing.

COMMENT #: 7618
DATE: 8/30/21 11:53 AM
SOURCE: Website
NAME: Michelle Cowan

COMMENT:

NO Gondola! Do not destroy the beauty of Little Cottonwood Canyon or Wasatch Blvd. **(32.2.9E and 32.17A)** More buses on the few days that we have congestion. **(32.2.9A and 32.1.4D)** I have a birds eye view of this issue from my home, the problem is only a few times a year, for a couple of months. This is not the answer. **(32.1.4D)**

COMMENT #: 7619
DATE: 8/30/21 11:54 AM
SOURCE: Website
NAME: Eric Edelstein

COMMENT:

I would like to strongly ask that we consider other options beyond the two (gondola and expanded bus lanes) before spending hundreds of millions of dollars and permanently altering LCC. I'm asking that we first optimize programs that better use the existing resources today and could positively impact the traffic flows/congestion with proven outcomes (and positive cash flow, rather than negative!).

These systems include:

Tolling to incentivize use of public transportation **(32.2.4A)**

- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**

- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**

- Increased funding to support more buses **(32.2.9A and 32.2.9R)**

- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**

- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**

- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**

- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**

- Traffic controls **(32.2.4A and 32.2.9R)**

- Double stacking **(32.2.2EE)**

- Managed- and reversible-lane alternatives **(32.2.2D)** The biggest thing is that we need to avoid any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots). The canyon is a natural environment, it is our watershed, it is our eco diversity, it is a global natural wonder--it has a carrying capacity past which we will be guaranteed to negatively impact it. **(32.2.0B)** Our goal should be perpetual, sustainable enjoyment of the canyon, so that all future generations can have the same if not better experience than we do in this magical place. We should not leverage its enjoyment today for increased crowds that diminishes its recreational offerings in the future. Increased capacity will also inevitably lead to increased ski resort expansion pressures--I am strongly opposed to any resort expansion outside their current footprints. **(32.2.0C)** Right now, resorts are profitable, many people get to ski when they want for reasonable canyon access prices, the backcountry is a respectable and respected place--changing any of this to increase capacity for more revenue to two resorts is not a sustainable approach. **(32.1.2B)** It is a money grab. SLC and the surrounding population continues to grow, but that does not mean that it LCC's natural environment should pay the price so that every individual today can have the same speed/ease of access up the canyon as people may have had 20 years ago. Quite the opposite--it is our duty to protect the canyon and make sure that it receives the same respect and limits on human impact that it has had since people first settled SLC. I strongly vote no on the gondola, I strongly vote no on expanded bus lanes, **(32.2.9E and 32.2.9C)** and instead, implore the committee to find non-invasive ways to maximize equity in LCC usages at or below its current volumes of traffic. **(32.2.9A and 32.2.4A)**

COMMENT #: 7620
DATE: 8/30/21 11:54 AM
SOURCE: Website
NAME: David Carroll

COMMENT:

I applaud the work of UDOT's EIS Little Cottonwood Canyon team. Throughout they have made an effort to be thorough and inclusive. I also feel that there are some underlying biases that have influenced weighing arguments favoring the preferred alternatives. I would agree in general terms with the purpose and need as articulated in the EIS. Without a doubt SR 210 is often at capacity in the winter particularly during peak periods on particular days. Traffic stoppages due to slide offs, road conditions or accidents are facts and that those incidents cause risks to safety indisputable. The road has a notorious avalanche risk. Traffic currently backs up well into every major and minor road leading into the canyon. On occasion people are stuck in their cars for protracted periods when traffic comes to a stand-still. There is a severe shortage of parking in the vicinity and the road network is insufficient to handle even the current traffic volume at peak times. **(32.1.2B)**

I am also proponent of a bus-based solution. However, I also question that the peak-period shoulder lanes will be necessary. Given that either the enhanced bus in peak period shoulder lane or the gondola B alternative will be chosen I support the former, but with strong reservations. **(32.2.9B)** My argument for perhaps moving slowly on road widening, beside its cost, is that I believe phased implementation of enhanced bus service with other measures will demonstrate that shoulder lanes are unnecessary. Indisputably the construction of two additional lanes will be a great expense and environmentally destructive. **(32.29R)**

I believe the EIS was remiss in not considering the cumulative benefits of multiple measures (those both in and unaddressed in the EIS). First, enhanced bus service will result in an overall reduction in road traffic increasing the safety of the road. **(32.7C)** Solving the lack of parking and incentivizing people to use mass transit, with tools like tolling, will alter behaviors. **(32.2.6.2.1C and 32.2.4A)** If rigorously enforced the traction law could significantly dent the frequency of slide-offs. **(32.2.2M)** Snow sheds and avalanche related road realignments will reduce the risk to road traffic in the avalanche paths where slides most frequently hit the road. **(32.2.9K and 32.7A)** Where feasible the expansion of RAC measures like Wyssen towers and Gazex will markedly improve the efficiency of avalanche mitigation and reduce the current reliance on artillery. **(32.2.2VV)**

The elimination of near trail roadside parking (with increased trailhead parking) and winter roadside parking near Snowbird will enhance overall safety on the road. **(32.2.9O and 32.2.9Q)** The cumulative effect of all of these factors will reduce traffic thus reducing accidents, increase safety, enhance reliability, and achieve the goal of improving mobility.

Because it is possible to implement enhanced bus, tolling and other measures in phases it is also possible to determine the degree to which these measures are effective in improving the conditions on SR 210. Adjustments can easily be made as more is learned about the efficacy of the various measures. **(32.29R)** The EIS doesn't seem to consider that the availability of alternate means to access the entirety of the canyon and disincentivizing cars might radically alter the collective behavior of Little Cottonwood Canyon users. Given the cost monetarily and environmentally, and the possibility of a significant improvement over the status quo, I would strongly suggest a phased program with the addition of lanes as the lowest priority. **(32.29R)**

My support of the enhanced bus alternative (with or without peak period shoulder lanes) is based on several additional considerations. First, I feel that the proposed alternative has been at least preliminarily tested. It is clear in the EIS that experience with bus mass transit in Little Cottonwood

Canyon weighs in the planned upscaling of that service as the enhanced bus alternative. It is a demonstrably feasible alternative based on current technology, with the prospect that future technology (perhaps electric buses?) will only improve this option. **(32.2.6.3C)** The bus alternative also has a high level of redundancy which I believe is a vastly understated benefit for satisfying the requirement of reliability. The failure of a single or even multiple buses would not significantly cripple this alternative. In addition, a power failure or certain weather events might hinder, but would not entirely hamstring the bus-based system. The shortcomings of the status quo are well known and have been sufficiently studied. I think it would be accurate to say that the benefits of the improvements proposed for the enhanced bus alternative are likely to yield the intended results. This picture contrasts markedly with the gondola alternative where more is unknown than known, and a giant leap of faith is required. **(32.2.29R)**

Other reasons for supporting enhanced bus service are that it can be implemented in phases with a relatively quick start up for the earliest phase. **(32.2.6.3D)** It is also to a greater degree scalable since buses and their requisite infrastructure can be added in accordance with demand. It is also inherently more flexible offering options for adjusting schedules, substituting equipment, modifying facilities, and even adding destinations to meet demand. In these particulars there is a marked contrast with the gondola. With the gondola a base usage must be presumed and the system built to that standard. Adding a few cabins might be an option, but in comparison it cannot rival a bus system for flexibility. The rigidity of the gondola concept is also demonstrated by the fact that it will never serve more than two destinations. A gondola would also require securing an enormous amount of funding up front - and in contrast with the enhanced bus, phasing implementation isn't an option. **(32.2.6.5A)**

With the gondola road improvements would still be required. A gondola cannot supplant the importance of the road for the passage of equipment, and the delivery of goods and services to residents and businesses especially in the upper canyon. A better road is still a necessity to improve the safety, reliability, and mobility for commercial users, Alta residents, and those whose access needs would not be accommodated. The enhanced bus alternative is more cost effective since at the least the snow sheds and road realignment will be undertaken. **(32.2.6.5Z)**

Another major weakness of the gondola alternative is there is virtually no evidence that it will be successful in the context for which it is proposed. Where are the analogous examples demonstrating the proof of this concept? Isn't it a bit of a gamble to propose putting absolute faith in something untested? **(32.2.4A and 32.7C)** The Screening chapter references only one example of a functioning gondola system in North America. That one is the Whistler Blackcomb "Peak to Peak" which is a conveyance for getting resort patrons from point-to-point in a very large ski resort and is also marketed as a tourist amenity. Other projects were mentioned that exist on paper only as feasibility studies. These other "examples" are part of transportation plans, but they are in urban areas, much shorter in length, and in very different physical environments (Southern California and Florida) from Utah. There are certainly other examples of gondolas if one looks further, but the context is hardly analogous to the conditions of Little Cottonwood Canyon **(32.2.6.5BB)**

I also suspect that it is optimistic to suggest that the gondola's target users can be accommodated in the 1500 parking spaces proposed for the La Caille base. Everyone else will still be parking at a distant lot and bused to the gondola base. This means the inconvenience of transfers for patrons, more travel time, and yet another layer of complexity with an accompanying potential for system breakdown. **(32.2.6.5J)** This, like the gondola, seems based on a hypothetical which assumes that something vital, but untested will work as planned.

The gondola is proposed as a reliable alternative when avalanches threaten the road. However, the gondola would not be immune to the impacts of avalanche control. It is my understanding that using artillery over the route of the gondola would require closing the gondola, unloading cabins from the cables, inspection of the system, and remounting the cabins before operation could resume. On days when avalanche control work is done in the morning and mid-day this could effectively preclude operation of the gondola during the very conditions that have been used to promote it. I would

hypothesize that other weather events: high winds, ice storms and lightening, or power outages could also ground it. A gondola is a mechanical system and differs mainly from modern high speed ski lifts in scale and complexity. Those with long experience of ski resort conveyances undoubtedly also have some experience of their mechanical failure. A gondola system, should it fail for any reason, automatically becomes a bottle neck. There is no redundancy and no inherent flexibility in the system to provide a work around. If reliability is a major rationale for this alternative, it would only be true in a “perfect world” scenario. **(32.2.6.5H and 32.2.6.5K)**

The gondola alternative is designed to convey people from a common point of departure to two businesses - ski resorts yes, but also businesses. I find the very idea of using public money (my tax dollars) for the nearly exclusive benefit of two businesses and their patrons, offensive to say the least. The gondola alternative is inherently more exclusive. Its intent is only to convenience the needs of ski resort patrons and solve a business problem for ski resort owners. For everyone else who uses the canyon it offers little direct benefit. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

The primary argument for the gondola is that it will enhance reliability and safety for the public. Because of its inherent exclusivity that supposed benefit only applies to a discrete segment of the public - those embarking for the two ski resorts. Everyone else presumedly assumes greater risk to life and limb. A diversity of people already uses the upper canyon. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** In winter many people use the Albion summer road for walking and site seeing (uses not mentioned in the EIS). In addition, there are ever growing numbers of backcountry riders and snowshoers using the upper canyon, and mid-canyon from the White Pine trail, and smaller numbers accessing steeper mid-canyon terrain on the north side of the road. As I previously pointed out a bus-based system has the potential to convey people to various destinations without prejudice. **(32.2.6.3C)** Of the two alternatives the enhanced bus is more egalitarian and best answers a mandate for environmental justice.

Without question the gondola alternative will have the highest visual impact. **(32.17A)** The evaluative tools used for assessing visual impacts (USFS, BLM, and FHWA) are intended to consider the impacts of landscape alterations at the level of a road. The assessment tools applied to the Key Observation Points selected for Little Cottonwood Canyon seem mainly useful for considering the visual impacts to the road. I don't think this truly encompasses the visual impact of towers, cables, and cabins dangling far over-head. The evaluative tools may be industry standards for roads, but perhaps deceptive as applied to the addition of a gondola system suspended above an existing road. The visual impacts of tall towers and cables running the length of Little Cottonwood Canyon will be far more intrusive than even a four-lane road with snow sheds. **(32.17A and 32.17B)**

I sympathize with the desires of those living adjacent to Wasatch Boulevard for a quiet, slow-speed, neighborhood road. However, the road is also the only route to one of the most popular recreation destinations on the Wasatch Front. Though I have long term hopes that the tendrils of efficient public transportation will eventually connect to Little Cottonwood Canyon there is little to suggest that this will happen soon. In the mean-time large numbers of people will still be congregating in this part of the valley for the sole purpose of ascending the canyon. For that reason, I do endorse the supporting alternatives like construction of the proposed mobility hubs/parking structures at the gravel pit and 9400 South and the preferred alternative for widening Wasatch Boulevard. Getting people efficiently to a parking structure, out of their cars and onto a public transit system will be necessary regardless of the alternative chosen to get people up the canyon. **(32.2.6.2.1C and 32.2.9Q)**

Worth mentioning is that nowhere in the EIS was limiting the numbers of visitors considered **(32.20B)**. All of the alternatives preferred or not share the assumption that population growth will occur and that accommodating the desire of that growing population to access Little Cottonwood Canyon is a mandate. **(32.1.2B)** As a resource the canyon is finite and the only conduit for access - SR 210, challenging. In my thirty-plus years of recreating in the Cottonwoods the quality of my experience has significantly diminished, not to mention the roads are often congested to the point where I won't bother going up either Big or Little Cottonwood. The cheapest way to impact access problems and perhaps the

only way to preserve the quality of experience in either canyon would be reducing the quantity of visitors **(32.20B and 32.2.4A)**.

Perhaps it's time to consider that we can't build our way out of this problem. Arches National Park, like Little Cottonwood Canyon, is a finite resource accessed by a narrow low-capacity road. Accepting that there are significant differences between the two situations my point is that there are also overarching similarities. The access road in Arches is a bottleneck, the park is small and overwhelmed by visitors with damage to the resource and impingement on the quality of a shared experience. Is it possible to reeducate the public that they could plan ahead and that if they didn't their plans might be thwarted? In exchange the public would regain some of the quality of experience that has been lost and reduce the stress on resources. All infrastructure upgrades have a functional lifespan that may be reached with either alternative even sooner than projected. What then? In conjunction with other measures limiting numbers could be part of a successful mitigation strategy. **(32.20B and 32.2.2L)**

I recognize that the problems of Little Cottonwood Canyon have been discussed, described and studied - perhaps add nauseum over the years. At the same-time I realize the overwhelming scale of the problem and that remedies must be successful. I also know that what is done will forever alter the locale suggesting that proceeding slowly, carefully and respectfully is imperative.

COMMENT #: 7621
DATE: 8/30/21 11:56 AM
SOURCE: Website
NAME: Christopher Johnson

COMMENT:

I am opposed to the Gondola alternative and want the bus alternative. **(32.2.9E and 32.2.9A)** In short, the bus option serves the community and many users in both canyons. The gondola option only serves the two ski resorts in just one canyon. **(32.2.6.3C, 32.2.6.5G, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Here are the reasons:

- 1) The Gondola will have a negative visual impact. No one wants to see massive gondola towers going up this beautiful canyon. **(32.17A)**
- 2) The Gondola is fixed so it can only go to two Little Cottonwood Canyon (LCC) ski resorts and is limited to only LCC, but Big Cottonwood Canyon (BCC) is increasingly having congestion problems too. **(32.1.1A)**
- 3) The bus alternative allows for expansion up Big Cottonwood Canyon in the future. **(32.20D)** The bus alternative has a bigger parking structure at the mouth of BCC so that will be useful to those using that canyon and not taking a bus up LCC. The Gondola option has the biggest parking garage at the Gondola so only people going to those two resorts would park there.
- 4) The bus alternative allows for stops to be changed in the future such as adding stops at White Pine trailhead and other trailheads in LCC, thus serving the community of hikers and backcountry skiers and not just serving the two ski resorts. **(32.2.6.3C)**
- 5) The Gondola looks like it might be able to be extended over Grizzly Gulch, backcountry skiers want to maintain access to Grizzly Gulch, which is hugely important for them. **(32.2.2N)**

In summary, the bus option serves the community and many users in both canyons. The gondola option mostly serves the two ski resorts in just one canyon. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** If we go with the Gondola option, then the two ski resorts should pay for it, not the public.

COMMENT #: 7622
DATE: 8/30/21 11:57 AM
SOURCE: Website
NAME: Allison Johnson

COMMENT:

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

COMMENT #: 7623
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Nicole Ammott

COMMENT: (32.2.9D, 32.17A, and 32.17B)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

*widening the roads and building snow sheds
does more harm to landscape that is already
at risk of being damaged and lost.*

Full Name: Nicole Amott *

Date: 7/18/21 *

*UDOT requires full name and date

COMMENT #: 7624
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Kristin Anderson

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

The gondola would be a great
alternate way up the canyon

Full Name: Kristen Anderson *

Date: 7/10/21 *

*UDOT requires full name and date

COMMENT #: 7625
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Kenneth Applehans

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

I like the idea of seeing the
canyon from above. That would
be a fun activity!

Full Name: Kenneth Applehans*

Date: 7-12-21 *

*UDOT requires full name and date

COMMENT #: 7626
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Ashley Applehans

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

I am tired of traffic in the canyon and I think the gondola is a great alternative.

Full Name: Ashley Applehans *

Date: 8/19/21 *

*UDOT requires full name and date

COMMENT #: 7627
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Samuel Armstrong

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and
the best transportation solution for Little Cottonwood Canyon.

Full Name: Samuel Armstrong *

Date: 7/22 *

*UDOT requires full name and date

COMMENT #: 7628
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Tristan Atkins

COMMENT: (32.2.9D and 32.13A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

I support it because the lower impact
to the environment

Full Name: Tristan Atkins *

Date: 7/10/21 *

*UDOT requires full name and date

COMMENT #: 7629
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Bella Babbel

COMMENT: (32.2.9D and 32.13A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Save the environment.

Gondolas

Full Name: Bella Babbel*

Date: Wednesday 21 2021

*UDOT requires full name and date

COMMENT #: 7630
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Cooper Babbel

COMMENT: (32.2.9D and 32.13A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Please help the environment udot.
Build more gondolas, please.

Full Name: Cooper R. Babbel*

Date: wednesday July 21* 2021

*UDOT requires full name and date

COMMENT #: 7631
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Ashley Babbitt

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Yes - save the mountains

Ashley Babbitt
Full Name: Ashley Babbitt *

Date: 7/4/21 *

*UDOT requires full name and date

COMMENT #: 7632
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Kelsey Baron

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Full Name: Kelsey Baron *

Date: 7/4/21 *

*UDOT requires full name and date

COMMENT #: 7633
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Beverly Beasley

COMMENT: (32.2.9D and 32.2.6.3P)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Buses can still have problems
when the snow is heavy

Full Name: Beverly Beasley*

Date: 7/2/2021 *

*UDOT requires full name and date

COMMENT #: 7634
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Cayrn Beck

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Full Name: Caryn Beck *
Date: 7-8-21 *

*UDOT requires full name and date

COMMENT #: 7635
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Greg Bellessa

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and
the best transportation solution for Little Cottonwood Canyon.

Full Name: Greg Bellessa *

Date: 7/3/21 *

*UDOT requires full name and date

COMMENT #: 7636
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Julianne Best

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Please choose the gondola option! It's the best option for everyone & it's safe & reliable.

Full Name: Julianne Best *

Date: 7/13/21 *

*UDOT requires full name and date

COMMENT #: 7637
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: AnneMarie Bitter

COMMENT: (32.2.9D and 32.13B)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

*Dont hurt our nature with
more roads!!!*

Full Name: *Anne Marie Bitter* *

Date: *7/29/21* *

*UDOT requires full name and date

COMMENT #: 7638
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Mark Black

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

The gondola is the smart, safe and popular choice

Full Name: Mark Black *

Date: 7/2/21 *

*UDOT requires full name and date

COMMENT #: 7639
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Miriam Borno

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

*Absolutely necessary! I would
actually consider visiting a resort!*

Full Name: Miriam Borno *

Date: 8/11/21 *

*UDOT requires full name and date

COMMENT #: 7640
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Taylor Bosch

COMMENT: (32.2.2PP)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

for a 500 million dollar
investment and only 1000
/hr vph.11 capacity. We should
be going back to the drawing
board

Full Name: Taylor Bosch

Date: 07.19.21 *

*UDOT requires full name and date

COMMENT #: 7641
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Patty Bowles

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

the gondola will provide
faster transportation up
the canyon!

Full Name: Pattie Bowles

Date: 7.14.21 *

*UDOT requires full name and date

COMMENT #: 7642
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Patrick Burns

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Yes I support

Full Name: Patrick Burns

Date: 7/4/21 *


*UDOT requires full name and date

COMMENT #: 7643
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Scott Carpenter

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and
the best transportation solution for Little Cottonwood Canyon.



Full Name: Scott CARPENTER *

Date: 7-16-2021 *

*UDOT requires full name and date

COMMENT #: 7644
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Craig Casazza

COMMENT: (32.2.9D and 32.10A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

*Utah's air quality is bad enough.
Please choose gondola.*

Full Name: Craig Casazza *

Date: 7/19/21 *

*UDOT requires full name and date

COMMENT #: 7645
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Alejandro Castro

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

A gondola allows locals to commute without a car

*Full Name: Alejandro Castro

*Date: 7/19/21

*UDOT requires full name and date

Or submit your comment to UDOT online



COMMENT #: 7646
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Brian Castro

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

The gondola is a much more enjoyable experience.

*Full Name: Brian Castro

*Date: 7/21/21

*UDOT requires full name and date

Or submit your comment to UDOT online



COMMENT #: 7647
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Holly Cazo

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

I'm tired of traffic in the canyon and I think a gondola is a great alternative.

Full Name: holly cazo *

Date: 7-18-21 *

*UDOT requires full name and date

COMMENT #: 7648
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: David Chapman

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and
the best transportation solution for Little Cottonwood Canyon.

Full Name: David Chapman*

Date: 7-18-21*

*UDOT requires full name and date

COMMENT #: 7649
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Holly Christensen

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

I would feel so much safer taking a gondola up the canyon during heavy snow days than sitting in a bus.

Full Name: Holly Christensen *

Date: 8/20/21 *

*UDOT requires full name and date

COMMENT #: 7650
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Madden Clark

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Please choose gondola.

*Full Name: *Madden Clark*

*Date: *2/19/21*

*UDOT requires full name and date

Or submit your comment to UDOT online



COMMENT #: 7651
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Jack Cockfield

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Full Name: Jack Cockfield *

Date: 7/29 *

*UDOT requires full name and date

COMMENT #: 7652
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Lewis Collins

COMMENT: (32.2.9D, 32.1.2D, 32.2.2B, 32.2.4A, 32.2.2K, 32.7C, 32.20A, and 32.20B)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon. *only if it involves removal of the canyon*

Road ala Zermatt. I want to see less people in the canyon winter and summer. Make passes more expensive and toll the road.

Full Name: Lewis Collins *

Date: 7-24-21 *

*UDOT requires full name and date

COMMENT #: 7653
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Lisa Conley

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Gondola Absolutely - the
better option to keep our Canyon
Wild.

Full Name: Lisa Conley*

Date: 7/13/21*

*UDOT requires full name and date

COMMENT #: 7654
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Kai Conty

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Full Name: Kai Conty *

Date: 7/11/2021 *

*UDOT requires full name and date

COMMENT #: 7655
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Eddie Cook

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Full Name: Eddie Cook *

Date: 7/2/21 *

*UDOT requires full name and date

COMMENT #: 7656
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Hugo Cortez

COMMENT: (32.2.9D, 32.10A, 32.12A, and 32.18A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

A GONDOLA IS THE MOST ENVIRONMENTALLY FRIENDLY OPTION THAT TAKES INTO ACCOUNT AIR QUALITY, WATER QUALITY AND ENERGY EFFICIENCY.

Full Name: HUGO CORTES *

Date: 7/17/21 *

*UDOT requires full name and date

COMMENT #: 7657
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Patrick Coveyn

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Full Name: Patrick Coveyn *

Date: 7/23 *

*UDOT requires full name and date

COMMENT #: 7658
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Kyra Cramer

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

The gondola is dope!

Full Name: Kyra Cramer *

Date: 07/15/21 *

*UDOT requires full name and date

COMMENT #: 7659
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Len Crotty

COMMENT: (32.2.9D and 32.10A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Air quality is important to me and I support the gondola!

Full Name: Len Crotty *

Date: 7/2/21 *

*UDOT requires full name and date

COMMENT #: 7660
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Evan Culp

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Full Name: Evan Culp *

Date: 7/29 *

*UDOT requires full name and date

COMMENT #: 7661
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Gabby Davis

COMMENT: (32.2.9D and 32.7C)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

The gondola would help the
roads have less traffic.

Full Name: gabby davis *

Date: 7.16.21 *

*UDOT requires full name and date

COMMENT #: 7662
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Paul Derderien

COMMENT: (32.2.9D, 32.2.6.5D, 32.2.6.5H, 32.7C, 32.10A, and 32.2.4A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

- No more traffic!
- No more idling cars contributing to inversion!
- No more closed roads

Full Name: Paul Derderien

Date: 7/20/21 *

*UDOT requires full name and date

COMMENT #: 7663
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Ashely Drake

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Full Name: Ashley Drake *

Date: 7/29/2021 *

*UDOT requires full name and date

COMMENT #: 7664
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Ireland Dunn

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

I think the gondola
is a very great solution
for the canyon.

Full Name: IRELAND DUNN*

Date: 7/16/21 *

*UDOT requires full name and date

COMMENT #: 7665
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Ludd Eldregle

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

*This would give us International
Recognition as a Premier
Ski Destination on par with
Switzerland*

Full Name: Ludd Eldredge

Date: 7/15/21 *

*UDOT requires full name and date

COMMENT #: 7666
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Joe Farley

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Please choose the gondola!

Full Name: Joe Farley *

Date: 7/11/21 *

*UDOT requires full name and date

COMMENT #: 7667
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Robin Farley

COMMENT: (32.2.9D, 32.10A, and 32.2.4A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Utah's air quality is bad enough. we need a solution that cuts down on carbon emissions and reduces dependence on cars.

Full Name: *robin farley* *

Date: *7/19/21* *

*UDOT requires full name and date

COMMENT #: 7668
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Andrea Feldman

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Full Name: Andrea Feldman*

Date: 07/21/2021 *

*UDOT requires full name and date

COMMENT #: 7669
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Enrique Feria-Arias

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Full Name: Enrique Feria-Arias

Date: 7/4/21 *

*UDOT requires full name and date

COMMENT #: 7670
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Madeleine Ferrce

COMMENT: (32.2.9E, 32.20C, 32.17A, 32.12A, and 32.13A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I ~~support~~^{oppose} UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Our resorts can't even handle the crowds the gondola would bring. Not to mention the overwhelming environmental damage and destruction of this quaint untouched canyon.

Full Name: Madeleine Ferrce * preservation and protection of
Date: 8/1/21 * life. keep Utah untouched.

*UDOT requires full name and date

COMMENT #: 7671
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Matthew Fix

COMMENT: (32.2.9E and 32.2.9A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,

~~UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.~~

Buses please!!
Leaves room for trains in
the future.

Full Name: MATTHEW Fix *

Date: 7/18/21 *

*UDOT requires full name and date

COMMENT #: 7672
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Jimmy Flam

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Full Name: Jimmy Flam *

Date: 7/11/21 *

*UDOT requires full name and date

COMMENT #: 7673
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Daniel Flemming

COMMENT: (32.2.9D and 32.7C)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

More Gondola, Less Traffic

Full Name: Daniel Fleming *
Date: 7/12/21 *

*UDOT requires full name and date

COMMENT #: 7674
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: James Fordgce

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Full Name: James Fudge *

Date: 7/30 *

*UDOT requires full name and date

COMMENT #: 7675
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Thomas FoMerra III

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

THE GONDOLA IS THE SAFEST
+ MOST CONVENIENT FOR ALL
CANYON USERS

Full Name: THOMAS FOMERRA III *

Date: 8-3-21 *

*UDOT requires full name and date

COMMENT #: 7676
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Paige Fornek

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Full Name: Paige Fornek *
Date: 7/3/21 *

*UDOT requires full name and date

COMMENT #: 7677
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Julie Ganze

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

I fully support the
Gondola! Yes!
Thank
you!

Full Name: Julie Ganze *

Date: 7/13/2021 *

*UDOT requires full name and date

COMMENT #: 7678
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: David Garza

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

PLEASE CHOOSE GONDOLA!

*Full Name: DAVID GARZA

*Date: 7/22/21

*UDOT requires full name and date

Or submit your comment to UDOT online



COMMENT #: 7679
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Alexandra Gero

COMMENT: (32.2.9E)

Little Cottonwood Canyon EIS Public Comment

UDOT team, I DO NOT SUPPORT
~~I support UDOT's~~ selection of the gondola as the preferred alternative and
the best transportation solution for Little Cottonwood Canyon.

I am a SLCC resident and
vehemently oppose the gondola.

Full Name: Alexandra Gero *

Date: 8/1/21 *

*UDOT requires full name and date

COMMENT #: 7680
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Forrest Gillette

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and
the best transportation solution for Little Cottonwood Canyon.

I support it

Full Name: Forrest Gillette *

Date: 7/2/21 *

*UDOT requires full name and date

COMMENT #: 7681
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Damren Goatson

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

the gondola is the right choice and my preferred option.

*Full Name: *Damren Goatson*

*Date: *7-18-21*

*UDOT requires full name and date
Or submit your comment to UDOT online



COMMENT #: 7682
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Nigel Godston

COMMENT: (32.2.9D and 32.7C)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

More lanes and a wider road still don't solve the problem.

*Full Name: Nigel Godston

*Date: 7-21-21

*UDOT requires full name and date

Or submit your comment to UDOT online



COMMENT #: 7683
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Maria Gonzalez

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

I would love to see a
gondola in LCC! It would
be a great way of
transportation.

Full Name: Mariah Gonzales

Date: 7/16/21 *

*UDOT requires full name and date

COMMENT #: 7684
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Elizabeth Greenwood

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Elizabeth Greenwood
[Redacted Signature]

Full Name: Elizabeth Greenwood

Date: 7/31/21 *

*UDOT requires full name and date

COMMENT #: 7685
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Mark Greenwood

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and
the best transportation solution for Little Cottonwood Canyon.

Yes!!

Full Name: MARK R GREENWOOD

Date: 7/31/21 * let's U.T

*UDOT requires full name and date

COMMENT #: 7686
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Jimmy Gutierrez

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

the gondola allows people to see Utah's beauty from a new perspective.

*Full Name: *Jimmy Gutierrez*

*Date: *7/21/21*

*UDOT requires full name and date

Or submit your comment to UDOT online



COMMENT #: 7687
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Heather Janke

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

My family all ski's and we
love driving up the canyon!
gondola would be great!!

Full Name: Heather Janke *

Date: 7/16/21 *

*UDOT requires full name and date

COMMENT #: 7688
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Kade Hancock

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

The gondola will be a safer option to get up the canyon.

Full Name: Kade Hancock*

Date: 7.17.21 *

*UDOT requires full name and date

COMMENT #: 7689
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Megan Hannah

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Full Name: Megan Hannah *

Date: 7/19 *

*UDOT requires full name and date

COMMENT #: 7690
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Kenny Hartman

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Getting people off the road is the only way we can protect the canyon and plan for future demand.

Full Name: Kenny Hartman *

Date: 7/18/21 *

*UDOT requires full name and date

COMMENT #: 7691
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Austin Hashron

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Full Name: Austin Hashron *

Date: 7/11/21 *

*UDOT requires full name and date

COMMENT #: 7692
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Maija Hayley

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Please! This seems like the best solution for LCC!

Full Name: Maija Hayley*

Date: 7/2/21*

*UDOT requires full name and date

COMMENT #: 7693
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Chris Heath

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,

I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Gondola Pleas^e

Chris Heath *

Date: 7/13/2021 *

*UDOT requires full name and date

COMMENT #: 7694
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Bri Herbert

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

*Taking a bus up and down the canyon
with a young family is stressful,
uncomfortable and unreliable.*

Full Name: Bri Herbert *

Date: 7-18-21 *

*UDOT requires full name and date

COMMENT #: 7695
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Eveann Herbert

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

traffic in the neighborhoods surrounding the entrance of the canyon is unbearable when the canyon is backed up.

Full Name: Eveann Herbert *

Date: 7-18-21 *

*UDOT requires full name and date

COMMENT #: 7696
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Sydney Hintz

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Full Name: Sydney Hintz *

Date: 7/19 *

*UDOT requires full name and date

COMMENT #: 7697
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Kimberley Hizeatt

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Gondola

Full Name: Kimberley Hizeatt

Date: 7/2/2021 *

*UDOT requires full name and date

COMMENT #: 7698
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Sheryl Hoyt

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

I would feel so much safer taking a gondola up the canyon during heavy snow days than sitting in a bus.

Full Name: Sheryl Hoyt *

Date: 8/20/21 *

*UDOT requires full name and date

COMMENT #: 7699
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Bob Hutchins

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

I support the
gondola
100%

Full Name: Bob Hutchins

Date: 7-14-21 *

*UDOT requires full name and date

COMMENT #: 7700
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Joe Hyder

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

The gondola is the right choice and my preferred option.

*Full Name: *Joe Hyder* _____

*Date: *7/10/21* _____

*UDOT requires full name and date

Or submit your comment to UDOT online



COMMENT #: 7701
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Emma Iverson

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Visiting Utah I can really see something is
needed and a gondola is the solution

Full Name: Emma Iverson *

Date: 7/11/21 *

*UDOT requires full name and date

COMMENT #: 7702
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Michael Iverson

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and
the best transportation solution for Little Cottonwood Canyon.

Full Name: Michael Iverson *

Date: 8/23 *

*UDOT requires full name and date

COMMENT #: 7703
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Garrett James

COMMENT: (32.2.9D and 32.17A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

might ruin the scenery

Full Name: Garrett James *

Date: 7/16/21 *

*UDOT requires full name and date

COMMENT #: 7704
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Kaiya Jefferson

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

I fully support the
gondola! it will be great!

Full Name: Kaiya Jefferson

Date: 7/14/21 *

*UDOT requires full name and date

COMMENT #: 7705
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: James Jensen

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and
the best transportation solution for Little Cottonwood Canyon.

Do it

Full Name: James Jensen*

Date: 07/17/21 *

*UDOT requires full name and date

COMMENT #: 7706
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Benji Judd

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

I support the gondola going up LCC.

Full Name: benji judd *

Date: 7.13.21 *

*UDOT requires full name and date

COMMENT #: 7707
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Chase Johnson

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Full Name: Chase Johnson

Date: 07/15/2021 *

*UDOT requires full name and date

COMMENT #: 7708
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Imoli Kearns

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Fun color

Full Name: Imoli Kearns *

Date: 7/11/21 *

*UDOT requires full name and date

COMMENT #: 7709
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Kerinne Kehl

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

The gondola would be a
great source of transportation.

Full Name: Karinne Kehl *

Date: 7/13/21 *

*UDOT requires full name and date

COMMENT #: 7710
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Kaylee Kehl

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

the gondola would be very
efficient in the canyon.

Full Name: Kaylee Kehl *

Date: 7/15/21 *

*UDOT requires full name and date

COMMENT #: 7711
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Gavin Kenley

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Full Name: Gavin Kenley *

Date: 7/23 *

*UDOT requires full name and date

COMMENT #: 7712
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Pat Kristensen

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Full Name: Pat Kristensen

Date: July 9, 2021 *

*UDOT requires full name and date

COMMENT #: 7713
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Marci Lahee

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Yes to the Gondola!

Full Name: Marci Lahee *

Date: 7/13/2021 *

*UDOT requires full name and date

COMMENT #: 7714
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Kacee Larson

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Full Name: Kacee Larson *

Date: 7/4/21 *

*UDOT requires full name and date

COMMENT #: 7715
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Miroslave Landis

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Full Name: Miroslava Landis
Date: 7-4-21 *

*UDOT requires full name and date

COMMENT #: 7716
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: John Laurich

COMMENT: (32.2.9D and 32.2.9C)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Utah has been putting this decision off for too long. Currently, no one rides the bus and to add more buses is irresponsible!
The gondola, if run correctly is the prudent choice. Thank You.

Full Name: John Laurich *

John

Date: 7/13/2021 *

*UDOT requires full name and date

COMMENT #: 7717
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Lisa Laurish

COMMENT: (32.2.9D, 32.12A, 32.10A, 32.7C, and 32.2.9C)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Best for:
- Water / No more pavement
- Clean air / PLEASE!
- Traffic

Full Name: Lisa Laurich *

Date: 7/13/21 *

*UDOT requires full name and date

COMMENT #: 7718
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Johnny Laurish

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

The gondola is a much better
option!

Full Name: Johnny Laurish *

Date: 7/17/21 *

*UDOT requires full name and date

COMMENT #: 7719
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Edder Leon

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

A gondola will allow locals to commute without hassle.

*Full Name: Edder Leon

*Date: 7/24/21

*UDOT requires full name and date

Or submit your comment to UDOT online



COMMENT #: 7720
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Lia Liu

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

*It would be amazing having
a gondola so we can see a
new version of the canyon.*

Full Name: Lia Liu *

Date: 7.14.21 *

*UDOT requires full name and date

COMMENT #: 7721
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Minnie Markkel

COMMENT: (32.2.9D, 32.2.9C, 32.7B, and 32.7C)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

the bus option is short sighted and doesn't solve the problem.

Full Name: *Minnie Markkel*

Date: *7-18-21* *

*UDOT requires full name and date

COMMENT #: 7722
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Bri Marshall

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

I would feel so much safer taking a gondola up the canyon during heavy snow days than sitting in a bus.

*Full Name: Bri Marshall

*Date: 7/19/21

*UDOT requires full name and date

Or submit your comment to UDOT online



COMMENT #: 7723
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Kaelei Marshall

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

A gondola allows for a much less stressful and more enjoyable experience.

*Full Name: Kaelei Marshall

*Date: 7/20/21

*UDOT requires full name and date

Or submit your comment to UDOT online



COMMENT #: 7724
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Samuel Mason

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

yes

Full Name: Samuel Mason *

Date: 06/29/2021 *

*UDOT requires full name and date

COMMENT #: 7725
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Ben Mason

COMMENT: (32.2.9D, 32.12A, 32.13A, and 32.17A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

The gondola is the easiest solution on
the environment

Full Name: Ben Mason *

Date: 7/11/21 *

*UDOT requires full name and date

COMMENT #: 7726
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Lisa May

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

I think the gondola is a great
source of transportation.
I 100% am wanting this.

Full Name: emily may *

Date: 7/13/21 *

*UDOT requires full name and date

COMMENT #: 7727
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Emily May

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

THE GONDOLA IS THE BEST
OPTION OF TRANSPORTATION.

Full Name: LISA MAY *

Date: 7/13/21 *

*UDOT requires full name and date

COMMENT #: 7728
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Emily McCabe

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Full Name: EMILY McCABE *

Date: 7-24-21 *

*UDOT requires full name and date

COMMENT #: 7729
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Mark McKain

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Gondolas are sexy
Buses are stinky

Full Name: Mark McKain

Date: 7-29-21 *

*UDOT requires full name and date

COMMENT #: 7730
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Connie McCormack

COMMENT: (32.2.9D, 32.10A, and 32.7C)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

We need a solution that cuts down on carbon emissions and reduces dependence on cars on the road.

Full Name: Connie McCormack*

Date: 8/17/21*

*UDOT requires full name and date

COMMENT #: 7731
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Brian McCormack

COMMENT: (32.2.9D, 32.10A, 32.12A, and 32.18A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

A gondola is the most environmentally-friendly option that takes into account air quality, water quality and energy efficiency.

Full Name: Brian McCormack *

Date: 7/19/21 *

*UDOT requires full name and date

COMMENT #: 7732
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Mickey McCormack

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Please don't widen the roads in Little Cottonwood canyon! The gondola is a much better choice.

Full Name: Mickey McCormack*

Date: 7-20-21 *

*UDOT requires full name and date

COMMENT #: 7733
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Trapper Mckay

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Full Name: Trapper Mackay *

Date: 7/22 *

*UDOT requires full name and date

COMMENT #: 7734
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Kate Michael

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Full Name: Kate Michael *

Date: 7/1/21 *

*UDOT requires full name and date

COMMENT #: 7735
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Emily Millard

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Full Name: Emily Millard

Date: 7/2/2021 *

*UDOT requires full name and date

COMMENT #: 7736
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Ethan Millard

COMMENT: (32.2.9D and 32.2.6.2.2A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

The gondola is fine but

the SEVEN LANES on
Wasatch is GARBAGE

Full Name: Ethan Millard *

Date: 7/2/2021 *

*UDOT requires full name and date

COMMENT #: 7737
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Kyle Moren

COMMENT: (32.2.9D and 32.2.4A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

the ONLY way to get people OFF the Road
is to get people OFF the Road with a gondola

Full Name: Kyle Moren *

Date: 8/14/21 *

*UDOT requires full name and date

COMMENT #: 7738
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: McCall Moody

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

I am tired of traffic in the canyon
and I think a gondola is a great
alternative.

Full Name: McCall Moody *

Date: 8/19/21 *

*UDOT requires full name and date

COMMENT #: 7739
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Jake Moutimer

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Gondola will allow a much easier commute.

*Full Name: *Jake Moutimer* _____

*Date: *7/26/21* _____

*UDOT requires full name and date

Or submit your comment to UDOT online



COMMENT #: 7740
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Kaillin Nasella

COMMENT: (32.2.9D and 32.2.9C)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

I support The gondola!
NO MORE BUS LANES!!

Full Name: Kaillin Nasella*

Date: 7/13/21*

*UDOT requires full name and date

COMMENT #: 7741
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Darian Nevares

COMMENT: (32.2.9D and 32.2.9C)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

More buses and a wider road don't solve the problem.

*Full Name: Darian Nevares

*Date: 7/20/21

*UDOT requires full name and date

Or submit your comment to UDOT online



COMMENT #: 7742
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Ashley Nicole

COMMENT: (32.2.9D and 32.10A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

UDOT's arrangement is too bad enough. We need a solution that is environmentally friendly.

*Full Name: *Ashley Nicole*

*Date: *8/21/21*

*UDOT requires full name and date

Or submit your comment to UDOT online



COMMENT #: 7743
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Joseph Ninge

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Full Name: Joseph Ninge *
Date: 7-18-21 *

*UDOT requires full name and date

COMMENT #: 7744
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Daniel Norton

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Full Name: Daniel Norton *

Date: 8/1/21 *

*UDOT requires full name and date

COMMENT #: 7745
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Mason Norton

COMMENT: (32.2.9D and 32.7C)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

The gondola will greatly reduce traffic in
the canyon

Full Name: Mason Norton *

Date: 7/9/21 *

*UDOT requires full name and date

COMMENT #: 7746
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Scott Norton

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Full Name: Scott Norton *

Date: 7/2/21 *

*UDOT requires full name and date

COMMENT #: 7747
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Lori Onsea

COMMENT: (32.2.9E)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

NO, NO, NO

Full Name: Lori Onsea *

Date: 8/20/2021 *

NO

*UDOT requires full name and date

COMMENT #: 7748
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: William O'Neal

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Full Name: William O'Neal *

Date: 8/10/21 *

*UDOT requires full name and date

COMMENT #: 7749
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Katie Ontiveros

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Full Name: Katie Ontiveros*

Date: 07/28/21 *

*UDOT requires full name and date

COMMENT #: 7750
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Nathalia Padua

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

The gondola is the
best option for LCC

Full Name: Nathalia Padua *

Date: 7/14/21 *

*UDOT requires full name and date

COMMENT #: 7751
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Isabella Pantoia

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

It was the best part of our
trip!

-CA

Full Name: Isabella Pantoia *

Date: 7/19/21 *

*UDOT requires full name and date

COMMENT #: 7752
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: David Paquette

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

I think the gondola is a great idea!

Full Name: David Paquette *

Date: 7/9/21 *

*UDOT requires full name and date

COMMENT #: 7753
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Margeret Pedicini

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Full Name: Margeret Pedicini *

Date: 08/1/22 *

*UDOT requires full name and date

COMMENT #: 7754
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Sara Pruserrp

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Full Name: Sarahbeth Pruserrp
Date: July 10, 2021 *

*UDOT requires full name and date

COMMENT #: 7755
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Frank Pittman

COMMENT: (32.2.9D and 32.7C)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

It's a no brainer transportation solution
that will help alleviate the traffic in LCC

Full Name: Frank Pittman *

Date: 7/2/21 *

*UDOT requires full name and date

COMMENT #: 7756
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Mason Porter

COMMENT: (32.2.9D, 32.13A, and 32.13B)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

The gondola would be great
because widening the roads
will destroy wild life.

Full Name: Mason porter *

Date: 7/13/21 *

*UDOT requires full name and date

COMMENT #: 7757
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Megan Puckett

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Full Name: Megan Puckett
Date: 7/4/21 *

*UDOT requires full name and date

COMMENT #: 7758
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Rachel McCadams

COMMENT: (32.2.9D and 32.18A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

we need an energy efficient option.

*Full Name: *Rachel Macadam*

*Date: *7-20-21*

*UDOT requires full name and date

Or submit your comment to UDOT online



COMMENT #: 7759
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Rosana Melo

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

I WANT THE GONDOLA!

Full Name: ROSANA MELO *

Date: 7/11/21 *

*UDOT requires full name and date

COMMENT #: 7760
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Tom Ramsey

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and
the best transportation solution for Little Cottonwood Canyon.

Yes! Yes!

Please Do it! Bring us in
to the real world!

Full Name: Tom Ramsey *

Date: 8/5/21 *

*UDOT requires full name and date

COMMENT #: 7761
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Sean Redman

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

The gondola is the best alternative
and most cost effective

Full Name: Sean Redman *

Date: 7/11/21 *

*UDOT requires full name and date

COMMENT #: 7762
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Colin Redman

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Full Name: Colin Redman *

Date: 7/11/21 *

*UDOT requires full name and date

COMMENT #: 7763
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Maddie Reese

COMMENT: (32.2.9D and 32.10A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

The gondola would decrease
gas emissions

Full Name: Maddie Reese

Date: 7-14-21 *

*UDOT requires full name and date

COMMENT #: 7764
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: C- ReRelfancer

COMMENT: (32.2.9D and 32.2.9C)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

my
PLEASE DON'T BE DISMISSED.
THERE'S NO ROOM FOR A HIGHWAY IN
THE CANYON.

Full Name: CAROLANNE DEERLEFANCER

Date: JULY 15, 2021 *

*UDOT requires full name and date

COMMENT #: 7765
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Jeff Resen

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Full Name: Jeff Resen *

Date: 7/19/21 *

*UDOT requires full name and date

COMMENT #: 7766
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Nick Robbins

COMMENT: (32.2.9D and 32.7B)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Traffic in the neighborhoods surrounding the entrance of the canyon is insupportable when the canyon is backed up.

*Full Name: Nick Robbins

*Date: 7-27-21

*UDOT requires full name and date

Or submit your comment to UDOT online



COMMENT #: 7767
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Daniel Roberts

COMMENT: (32.2.9D and 32.13A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Save our trees!

Full Name: Daniel M. Roberts *

Date: 08-05-21 *

*UDOT requires full name and date

COMMENT #: 7768
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Suzanna/Isabel Olsen-Rodriguez

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Full Name: Suzanna Isabel Olsen-Rodriguez

Date: 7/17/21 *

*UDOT requires full name and date

COMMENT #: 7769
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Gabe Rothman

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,

I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Full Name: Gabe Rothman *

Date: 7/28 *

*UDOT requires full name and date

COMMENT #: 7770
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Charlie Rum

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

We really need the Gondola, the Canyon
is super dangerous and I don't even take
my family there any longer

Full Name: Charlie Rum *

Date: 7-20-21 *

*UDOT requires full name and date

COMMENT #: 7771
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Stacey Applehans

COMMENT: (32.2.9D, 32.10A, 32.12A, 32.13A, and 32.17A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

A gondola is the most environmentally friendly option.

Full Name: Stacey Applehans *

Date: 7/19/21 *

*UDOT requires full name and date

COMMENT #: 7772
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Susan Gable

COMMENT: (32.2.9D and 32.7C)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

I am tired of traffic in the canyon
and I think the gondola is the solution

Full Name: Susan Gable *

Date: 7/2/21 *

*UDOT requires full name and date

COMMENT #: 7773
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Sara Halbert

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

The gondola makes the experience much more enjoyable.

*Full Name: Sara Halbert

*Date: 7-19-21

*UDOT requires full name and date

Or submit your comment to UDOT online



COMMENT #: 7774
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Sierra Johnson

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

because it prepares us for a more sustainable future

Full Name: Sierra Johnson *

Date: 7/9/21 *

*UDOT requires full name and date

COMMENT #: 7775
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Shayan Samimi

COMMENT: (32.2.9D, 32.2.7C, and 32.12B)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

The gondola can move from a UDOT recommendation to being built in a few short years! The bus lane will probably take 10 years to build and will destroy the watershed!

Full Name: Shayan Samimi *

Date: 7/11/21 *

*UDOT requires full name and date

COMMENT #: 7776
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Jordan Salisbury

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Full Name: Jordan Salisbury

Date: 8/1/2021 *

*UDOT requires full name and date

COMMENT #: 7777
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Cassidy Salisbury

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Full Name: Cassidy Salisbury
Date: 8/1/21*

*UDOT requires full name and date

COMMENT #: 7778
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Ethan Siegway

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

I support it!

Full Name: Ethan Siegway *

Date: 7/11/21 *

*UDOT requires full name and date

COMMENT #: 7779
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Mark Smith

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and
the best transportation solution for Little Cottonwood Canyon.

Full Name: Cooper Smith *

Date: 7/19 *

*UDOT requires full name and date

COMMENT #: 7780
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Mark Smith

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Full Name: Mark Smith *

Date: 7/19 *

*UDOT requires full name and date

COMMENT #: 7781
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Joanne Smith

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

THE GONDOLA IS A COST EFFECTIVE,
LONG TERM SOLUTION.

Full Name: JOANNE SMITH *

Date: 7/20/21 *

*UDOT requires full name and date

COMMENT #: 7782
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Ian Spencer

COMMENT: (32.2.9D, 32.10A, 32.12A, 32.13A, and 32.17A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

A gondola is the most environmentally friendly option.

*Full Name: *Ian Spencer*

*Date: *7/29/21*

*UDOT requires full name and date

Or submit your comment to UDOT online



COMMENT #: 7783
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Joe Spriggs

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

I do oktoberfest every year
and I would like to ride a gondola
I hate driving that crazy with drunk
people. Gondola seems safer,

Full Name: Joe Spriggs *

Date: 7/11 *

*UDOT requires full name and date

COMMENT #: 7784
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Jerry Stitson

COMMENT: (32.2.9D and 32.7C)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

More buses and a wider road don't solve the problem. If an accident shuts down the canyon everyone has to wait.

Full Name: Jerry Stitson *

Date: 7/17/21 *

*UDOT requires full name and date

COMMENT #: 7785
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Ashley Stoner

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

A gondola allows a much easier commute for locals.

*Full Name: Ashley Stoner

*Date: 7-18-21

*UDOT requires full name and date

Or submit your comment to UDOT online



COMMENT #: 7786
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Taylor Marie

COMMENT: (32.2.9D, 32.10A, and 32.7C)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

we need a solution that cuts down on carbon emissions and reduces dependence on cars on the road.

*Full Name: Taylor Marie

*Date: 7-19-21

*UDOT requires full name and date

Or submit your comment to UDOT online



COMMENT #: 7787
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Spencer Tallman

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Full Name: Spencer Tallman *

Date: 7/30 *

*UDOT requires full name and date

COMMENT #: 7788
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Tylee Waters

COMMENT: (32.2.9D, 32.17A, and 32.13A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

we need the gondola
to protect utahs
beautiful mountains &
wild life.

Full Name: Tylee Waters*

Date: 7.13.21*

*UDOT requires full name and date

COMMENT #: 7789
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Edwin Tanner

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Absolutely the Gondola!

Full Name: Edwin B. TANNER

Date: 8/1/2021 *

*UDOT requires full name and date

COMMENT #: 7790
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Taylor Traxel

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Full Name: Taylor Traxel *

Date: 7/25 *

*UDOT requires full name and date.

COMMENT #: 7791
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Kevin Tuck

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

It would add a beautiful way to see the canyon while reducing traffic

Full Name: Kevin Tuck *

Date: 7/11/21 *

*UDOT requires full name and date

COMMENT #: 7792
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Jessianne Turner

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and
the best transportation solution for Little Cottonwood Canyon.

Gondola!!

Full Name: Jessianne Turner *

Date: 7/17/21 *

*UDOT requires full name and date

COMMENT #: 7793
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Trent Vernon

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Full Name: Trent Vernon *

Date: 7/28 *

*UDOT requires full name and date

COMMENT #: 7794
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Liam Villalobes

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Full Name: Liam Villalobes *

Date: 7/20 *

*UDOT requires full name and date

COMMENT #: 7795
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: William May

COMMENT: (32.2.9D, 32.10A, 32.12A, and 32.13A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

- 1) Less environmental impact
- 2) Feels more resort like.
- 3) Tourist Friendly way to see the beauty of the canyon.
- 4) It would be like an attraction

Full Name: William R. May *

Date: July 11, 2021 *

*UDOT requires full name and date

COMMENT #: 7796
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Jhon Wacklebe

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and
the best transportation solution for Little Cottonwood Canyon.

Yes!

Full Name: Jhon Wacklebe *

Date: 7/19/21 *

*UDOT requires full name and date

COMMENT #: 7797
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Nick Waters

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

A Gondola will make
for easier and safer /
friendly travel.

Full Name: NICK WATERS

Date: 7.13.21 *

*UDOT requires full name and date

COMMENT #: 7798
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Robert Weyher

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

I fully support the Gondola

Full Name: Robert D. Weyher *

Date: 07/06/2020 *

*UDOT requires full name and date

COMMENT #: 7799
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Emily Whiteford

COMMENT: (32.2.9D and 32.10A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Air Quality! Safety! Parking!

Full Name: Emily Whiteford *

Date: 07/17/21 *

*UDOT requires full name and date

COMMENT #: 7800
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Rebecca Wintce

COMMENT: (32.2.9D and 32.7C)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Please! Traffic is terrible!
The gondola is a great
alternative.

Full Name: Rebecca Wintce

Date: 7/9/2021 *

*UDOT requires full name and date

COMMENT #: 7801
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Zach Smith

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Full Name: Zach Smith *

Date: 7/30 *

*UDOT requires full name and date

COMMENT #: 7802
DATE: 8/20/21 7:42 AM
SOURCE: Mailed
NAME: Noah Armphie

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Full Name: Noah Doe Armphie *

Date: 7/22 *

*UDOT requires full name and date

COMMENT #: 7803
DATE: 8/26/21 2:21 AM
SOURCE: Email
NAME: Kyle Nelson

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Kyle Nelson
Draper, UT

COMMENT #: 7804
DATE: 8/26/21 10:34 PM
SOURCE: Email
NAME: Christopher Tomasetti

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Christopher Tomasetti
Sandy, UT

COMMENT #: 7805
DATE: 8/27/21 7:27 AM
SOURCE: Email
NAME: Ryan Hayes

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Ryan Hayes
Salt Lake City, UT

COMMENT #: 7806
DATE: 8/27/21 8:14 AM
SOURCE: Email
NAME: Emily Coulam

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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 Coulam
Ogden, UT

COMMENT #: 7807
DATE: 8/27/21 9:57 AM
SOURCE: Email
NAME: Brett Carroll

COMMENT:

Dear Utah Department of Transportation,

While this is a form letter from Wasatch Backcountry Alliance, I agree with 98% of it. My personal changes/additions are that I would like tolling for personal vehicles in the canyon to directly subsidize improved bus service. **(32.2.4A)** Second, while I'm not in favor of a blanket ban on increasing human capacity of the canyons, I would like a study to be done to determine what that carrying capacity is, and then base future decisions off that number. **(32.20B)**

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.29R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.29R)**
- Traffic controls **(32.2.4A and 32.29R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Brett Carroll
South Salt Lake, UT

COMMENT #: 7808
DATE: 8/27/21 11:10 AM
SOURCE: Email
NAME: Cameron French

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Cameron French
Millcreek, UT

COMMENT #: 7809
DATE: 8/27/21 11:11 AM
SOURCE: Email
NAME: Neal Caldwell

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

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- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

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Sincerely,
Neal Caldwell
Salt Lake City, UT

COMMENT #: 7810
DATE: 8/27/21 11:47 AM
SOURCE: Email
NAME: Rhea Cone

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

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Sincerely,
Rhea Cone
Park City, UT

COMMENT #: 7811
DATE: 8/27/21 12:04 PM
SOURCE: Email
NAME: Terry Heinrich

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

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Sincerely,
Terry Heinrich
Sandy, UT

COMMENT #: 7812
DATE: 8/27/21 12:23 PM
SOURCE: Email
NAME: Eric Jerome

COMMENT:

Dear Utah Department of Transportation (UDOT),

When I moved to SLC in Fall of 2017, I saw LCC as the proving ground for my completionist approach to climbing. Being from Maryland, it was not that crazy of an idea to have climbed every problem in the state- after all, there are not that many. For me, by the end of high school the mid-Atlantic had started to become tapped out and it was time to journey to a bigger pond- one with more room to grow, fail, and learn.

Having watched climbing media of Little Cottonwood Canyon for many years, it was clear that having a cityside playground with hundreds of punishingly difficult moderates, hard hard test pieces, and dozens of hair-raising, rarely climbed highballs pioneered by heroes like Tim Kemple, Sam Tingey, and Kyle O'Meara, would provide the stimulus I needed to improve as a climber. I chose to attend the University of Utah for this reason.

As I spent my first days in the canyon, scaling legendary blocs like 'Bearhug,' 'Prime Rib,' and 'Blue Steel,' I became obsessed with the lore and mystique of these hillsides. Local LCC granite aficionados can attest to my psyche, as I'd incessantly berate folks like JWoo and Tommy Rigby with grainy nighttime photos of boulders inquiring about starting positions and beta and spontaneous video calls to help me navigate the dense forest en route to elusive, mysterious chunks of rock.

Having climbed more classics than not, this year I finally felt confident I could switch my mindset to developing and leaving my own legacy within this majestic canyon. Problems I am proud to have brought to life such as 'Rodeo F*ck' and 'Dead on Arrival' will stand out in my mind as contributions that are sure to become timeless; gems that were known all along but required new vision and a little bit of determination to actualize.

While Little Cottonwood feels like somewhat of a second home to me now, there is so much left to do. My notes-app cumulative list of every problem in the canyon is just over half-way finished, and I'd be devastated to not finish what I have started. Every Salt Lake climber has their own memorable stories, formative experiences, and innate connection to the magical canyon that is Little Cottonwood. I urge you to protect and defend the boulders we love by exploring less destructive alternatives. **(32.4A and 32.4B)**

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? **(32.20B)**

3). Year round visitation **(32.29D)**

Sincerely,
Eric Jerome
Salt Lake City, UT

COMMENT #: 7813
DATE: 8/27/21 12:29 PM
SOURCE: Email
NAME: Julie Gustin

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Julie Gustin
Salt Lake City, UT

COMMENT #: 7814
DATE: 8/27/21 12:45 PM
SOURCE: Email
NAME: Oliver Liston

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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. **(32.13B)** 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,
Oliver Liston
Salt Lake City, UT

COMMENT #: 7815
DATE: 8/27/21 1:09 PM
SOURCE: Email
NAME: Levi Kammer

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, This is my comment

Understand that both Little Cottonwood Canyon and Big Cottonwood Canyon have human capacity limits. **(32.20B)** Without any further infrastructure please impose restrictions on the amount of people that can access both canyons during high demand days, like Saturdays and holidays. We can reduce the traffic problem up both canyons by just reducing the amount of people that go up there. I am an avid skier in both canyons and have been for the last 20 years and I'm OK with restrictions on human capacity. **(32.20B, 32.2.2L, and 32.2.2K)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Levi Kammer
Cedar Hills, UT

COMMENT #: 7816
DATE: 8/27/21 1:46 PM
SOURCE: Email
NAME: Sean Done

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

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- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

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I absolutely love LLC and spending time in the canyon, please do not ruin it with a gondola or widening the road. **(32.2.9E and 32.2.9C)**

Sincerely,
Sean Done
Salt Lake City, UT

COMMENT #: 7817
DATE: 8/27/21 2:20 PM
SOURCE: Email
NAME: P. Robert Augason

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

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Sincerely,
P. Robert Augason
Salt Lake City, UT

COMMENT #: 7818
DATE: 8/27/21 2:34 PM
SOURCE: Email
NAME: David Hackbarth

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

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Sincerely,
David Hackbarth
Sandy, UT

COMMENT #: 7819
DATE: 8/27/21 2:39 PM
SOURCE: Email
NAME: Hannah Follender

COMMENT:

Dear Utah Department of Transportation,

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- Managed- and reversible-lane alternatives **(32.2.2D)**

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Sincerely,
Hannah Follender
Salt Lake City, UT

COMMENT #: 7820
DATE: 8/27/21 3:20 PM
SOURCE: Email
NAME: Diego Monroy

COMMENT:

Dear Utah Department of Transportation,

Please build a continuous transportation system. Gondola, tram, monorail, train. Anything but buses. **(32.2.9D and 32.2.9C)** We need something that can be agnostic to weather (unless severe), traffic, weekends, etc. if people cannot predict how long the trip will take or the availability of the transportation they will not use it. **(32.2.4A)**

Sincerely,
Diego Monroy
Draper, UT

COMMENT #: 7821
DATE: 8/27/21 3:49 PM
SOURCE: Email
NAME: Dwight Hibdon

COMMENT:

Dear Utah Department of Transportation,

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Sincerely,
dwright hibdon
Park City, UT

COMMENT #: 7822
DATE: 8/27/21 4:03 PM
SOURCE: Email
NAME: Ethan Taft

COMMENT:

Dear Utah Department of Transportation,

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Sincerely,
Ethan Taft
Salt Lake City, UT

COMMENT #: 7823
DATE: 8/27/21 4:26 PM
SOURCE: Email
NAME: Sara Gemmell

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

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Sincerely,
Sara Gemmell
Cottonwood Heights, UT

COMMENT #: 7824
DATE: 8/27/21 4:27 PM
SOURCE: Email
NAME: Ran Yehushua

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

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Sincerely,
Ran Yehushua
Salt Lake City, UT

COMMENT #: 7825
DATE: 8/27/21 4:30 PM
SOURCE: Email
NAME: Tristan Mayfield

COMMENT:

Dear Utah Department of Transportation,

From my view any proposed solution that attempts to build large amounts of new infrastructure in LCC is a short sighted attempt to solve this problem and will only serve to line the pockets of vested businessmen. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The gondola specifically does not address the issue of vehicle traffic because it will be more expensive and will take longer to get up the canyon to the two private resorts. **(32.2.4A and 32.7C)** The gondola will only serve as a temporary tourist attraction and no locals will use it. **(32.2.4A)** Not only that, but a gondola will ruin the pristine views and nature of the beautiful canyon not only in winter, but the rest of the year as well. **(32.17A)** I am a full year mountain enjoyer and the idea of the gondola in the canyon ONLY for a subset of winter users with no thought of other winter users or the rest of the year is remarkably shortsighted. Not only this, but I am concerned that the gondola will embolden resorts to encroach further on our pristine backcountry areas. Efforts that have been fought in the past. **(32.20C)** Overall I prefer an approach with less impact such as widening the road, improving bussing, and even adding tolling to attempt to solve the traffic issues before moving forward with a decision that will scar the canyon for decades to come. **(32.2.9B and 32.2.4A)**

Sincerely,
Tristan Mayfield
Bluffdale, UT

COMMENT #: 7826
DATE: 8/27/21 4:35 PM
SOURCE: Email
NAME: Nola Peshkin

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

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Sincerely,
Nola Peshkin
Salt Lake City, UT

COMMENT #: 7827
DATE: 8/27/21 4:37 PM
SOURCE: Email
NAME: Brian Migliore

COMMENT:

Dear Utah Department of Transportation,

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Sincerely,
Brian Migliore
Salt Lake City, UT

COMMENT #: 7828
DATE: 8/27/21 4:45 PM
SOURCE: Email
NAME: Jeff Mikell

COMMENT:

Dear Utah Department of Transportation,

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Sincerely,
Jeff Mikell
Salt Lake City, UT

COMMENT #: 7829
DATE: 8/27/21 5:01 PM
SOURCE: Email
NAME: Kristian Knuths

COMMENT:

Dear Utah Department of Transportation,

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Sincerely,
Kristian Knuths
Salt Lake City, UT

COMMENT #: 7830
DATE: 8/27/21 5:13 PM
SOURCE: Email
NAME: Joshua Figgins

COMMENT:

Dear Utah Department of Transportation,

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Sincerely,
Joshua Figgins

Sincerely,
Joshua Figgins
Orem, UT

COMMENT #: 7831
DATE: 8/27/21 5:16 PM
SOURCE: Email
NAME: Graham Noteboom

COMMENT:

Dear Utah Department of Transportation,

We need to direct traffic away from LCC. The slowest most painful traffic is always getting to the mouth of the canyon. Once you are in the canyon traffic flows at an acceptable pace. The gondola would be an acceptable answer, but it have to be expand out a mile away from the canyon if there is any hope of reducing traffic. Putting a large parking area at the base of the canyon will still make it so everyone is headed to the same spot. **(32.2.6.5E)**

I beg that we find a solution that helps to reduce traffic near and around the base of LCC. It is not going up the canyon, but getting to the canyon. **(32.7B)**

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Sincerely,
Graham Noteboom
Salt Lake City, UT

COMMENT #: 7832
DATE: 8/27/21 5:48 PM
SOURCE: Email
NAME: Tony Lau

COMMENT:

Gondola B (32.2.9D)

COMMENT #: 7833
DATE: 8/27/21 6:04 PM
SOURCE: Email
NAME: Sarah Blenkhorn

COMMENT:

Dear Utah Department of Transportation,

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Sincerely,
Sarah Blenkhorn
Salt Lake City, UT

COMMENT #: 7834
DATE: 8/27/21 6:10 PM
SOURCE: Email
NAME: Matti Graves

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Matti Graves
Salt Lake City, UT

COMMENT #: 7835
DATE: 8/27/21 6:26 PM
SOURCE: Email
NAME: Corey Larrabee

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Corey Larrabee
Draper, UT

COMMENT #: 7836
DATE: 8/27/21 6:28 PM
SOURCE: Email
NAME: Colin Monahan

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Colin Monahan
ATLANTA, GA

COMMENT #: 7837
DATE: 8/27/21 6:39 PM
SOURCE: Email
NAME: James Hutchins

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(32.20B)**
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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,
James Hutchins
Cottonwood Heights, UT

COMMENT #: 7838
DATE: 8/27/21 6:48 PM
SOURCE: Email
NAME: Tanya Hunt

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(32.20B)**
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Sincerely,
Tanya Hunt
Salt Lake City, UT

COMMENT #: 7839
DATE: 8/27/21 7:36 PM
SOURCE: Email
NAME: Derek Kristal

COMMENT:

Dear Utah Department of Transportation,

Please don't build a gondola! **(32.2.9E)**
Please leave LCC wild and beautiful!

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.2.0A, 32.2.0B, and 32.2.0C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.1.7A, 32.1.7B, 32.1.2A, 32.1.2B, 32.4I, 32.2.0A, 32.2.0B, and 32.2.0C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.2.0C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Derek K
Salt Lake City, UT

COMMENT #: 7840
DATE: 8/27/21 7:36 PM
SOURCE: Email
NAME: Natalie Fillerup

COMMENT:

Dear Utah Department of Transportation,

Please don't make this permanent mistake!

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

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Sincerely,
Natalie Fillerup
Salt Lake City, UT

COMMENT #: 7841
DATE: 8/27/21 7:55 PM
SOURCE: Email
NAME: Sofia Tuttle

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

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Sincerely,
Sofia Tuttle
Salt Lake City, UT

COMMENT #: 7842
DATE: 8/27/21 8:16 PM
SOURCE: Email
NAME: Ally Marringa

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

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Sincerely,
Ally Marringa
Salt Lake City, UT

COMMENT #: 7843
DATE: 8/27/21 9:18 PM
SOURCE: Email
NAME: Emma Lowe

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

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Sincerely,
Emma Lowe
Salt Lake City, UT

COMMENT #: 7844
DATE: 8/27/21 9:19 PM
SOURCE: Email
NAME: Polly Nevins

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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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- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** 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,
Polly Nevins
Salt Lake City, UT

COMMENT #: 7845
DATE: 8/27/21 9:26 PM
SOURCE: Email
NAME: Madelin Perkins

COMMENT:

Dear Utah Department of Transportation,

I grew up and I am from cottonwood heights, at the base of little cottonwood canyon.

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
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- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
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- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
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- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Madelin Perkins
South Jordan, UT

COMMENT #: 7846
DATE: 8/27/21 9:51 PM
SOURCE: Email
NAME: Howard Eyre

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

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Sincerely,
Howard Eyre
Salt Lake City, UT

COMMENT #: 7847
DATE: 8/27/21 10:35 PM
SOURCE: Email
NAME: Victoria Violette

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

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Sincerely,
Victoria Violette
Orem, UT

COMMENT #: 7848
DATE: 8/28/21 4:37 AM
SOURCE: Email
NAME: Elisabeth Morrey

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

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- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
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- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Elisabeth Morrey
Lake City, UT

COMMENT #: 7849
DATE: 8/28/21 5:35 AM
SOURCE: Email
NAME: Donovan Lynch

COMMENT:

Dear Utah Department of Transportation,

The tram option is clearly favoring the ski resorts and offers absolutely no resolution to the real problem in LCC. **(32.1.2B, 32.1.2D, 32.2.7A, 32.2.9E, 32.7B, and 32.7C)** A tram would only move congestion from the canyon to the roads that access the tram and to the resorts themselves. Instead of sitting in 4 hours of traffic in the canyon, people will still in two hours of traffic trying to get to the tram and then wait in longer lift lines at the resort. **(32.2.6.5E, 32.2.6.5C, and 32.20C)** Not to mention the fact that it offers absolutely no resolution to backcountry trailhead parking that is now an issue all year around. **(32.1.2C and 32.1.2B)**

We have to face the fact that we all live in a desirable area in terms of outdoor recreation, and to make everyone's experience better, we'll have to make some sacrifices that, while may not be super convenient to everyone, help protect the environment and make everyone experience in the canyon better when they are up there. Take Zion as an example and close down the canyon to passenger cars (unless you have a reservation at a hotel) during weekends/holidays (at least) and offer enhanced buses that stop at backcountry trailheads and ski resorts. **(32.2.2B)** Maybe consider permits to park at backcountry trailheads if a bus is not taken (they are doing this with great success at trailheads in the Adirondacks). **(32.1.2C and 32.2.6.3C)** These permits could be traded amongst users, and some sort of preference could be given to locals. I'd rather go up the canyon less frequently but be guaranteed a pleasant experience than having to stress about traffic and parking each time I go up. The tram does nothing to relieve this stress; it only shifts it from one place to another. **(32.1.2B and 32.2.6.3C)**

Bottom line is that a tram is a thoughtless solution to the problem and is insulting to anyone except the ski resorts. Let's be smarter about how we approach this problem before we put yet another unsightly piece of infrastructure in the canyon that only benefits corporations. **(32.2.7A and 32.17A)**

Sincerely,
Donovan Lynch
Cottonwood Heights, UT

COMMENT #: 7850
DATE: 8/28/21 6:05 AM
SOURCE: Email
NAME: Kylie Mitchell

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
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- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Kylie Mitchell
Salt Lake City, UT

COMMENT #: 7851
DATE: 8/28/21 7:11 AM
SOURCE: Email
NAME: Meaghan Kelliher

COMMENT:

Dear Utah Department of Transportation,

As a lifelong Utahn, I stand in significant opposition to the current proposed gondola or roadway widening. **(32.2.9E and 32.2.9C)** The idea that we would have negative impacts on one of our most beautiful (and environmentally important) canyons for the benefit of a VERY small handful of private businesses (basically just 2), is shocking and appalling to me. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7C, and 32.7C)** Furthermore, those businesses are already at their capacity as it is with current numbers of visitors, as lines seem to get longer and longer each year for lifts. Without capacity management, what will become of these places? **(32.20C and 32.20B)**

Lastly, as an avid hiker and climber, it's crazy to me that we would just ignore these uses of the canyon completely and instead invest untold amounts of money into supporting an industry that stands to shrink over the years with our changing climate. **(32.2.7A and 32.2.2E)**

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

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- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Sincerely,
Meaghan Kelliher
Salt Lake City, UT

COMMENT #: 7852
DATE: 8/28/21 7:19 AM
SOURCE: Email
NAME: Brad Buchanan

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
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- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Brad Buchanan
Taylorsville, UT

COMMENT #: 7853
DATE: 8/28/21 7:29 AM
SOURCE: Email
NAME: Charlie Barta

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Charlie Barta
Salt lake city, UT

COMMENT #: 7854
DATE: 8/28/21 8:02 AM
SOURCE: Email
NAME: Jasmine Williamson

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.29R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.29R)**
- Traffic controls **(32.2.4A and 32.2.29R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**
- Use of reservation systems both on the ski mountain and in the public transportation system to get there **(32.2.2K and 32.2.4A)**

Having previously lived in Breckenridge, CO, a very congested ski town, I have seen some of these being put into place successfully both for winter and summer traffic. They have successfully created parking/shuttle areas up and down the mountain, and are currently building a new parking garage so as to ease the burden of parking on the small town. Furthermore, one of the most popular summer "14er" hikes at Quandary Peak has suffered from parking issues creating traffic and erosion problems at the trailhead. The city of Breckenridge has just created system where you must buy a permit in advance in order to park at this trail, in order to protect the logistics and ecology of that space. A designated parking and shuttle area has been created for all other visitors who want to hike the trail. This has been done at the inconvenience of some visitors who in the past have been able to drive up and stick their car in the wildflowers and hike up whenever they would like, but has been done with the greatest care for the beauty and longevity of some of the county's greatest recreational attributes.

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will

negatively impact the beauty of the canyon, the watershed and the recreational user experience. Increased capacity will also inevitably lead to increased ski resort expansion pressures. I am against any future ski resort expansion outside of their current footprints. **(32.20B, 32.20C, 32.12A, 32.12B, and 32.4I)**

While I know that recreation is one of the major income drivers of the city and state, wildly increasing access for additional people will certainly have detrimental effects in the long term to this canyon. If we don't treat this place appropriately, we will be paying for it in the decades to come by way of impacting wildlife and the watershed through both the construction required for the project and the imminent impact of bring so many more people into what is already an overcrowded canyon. **(32.13A, 32.13B, 32.19A, 32.20A and 32.20C)**

Sincerely,
Jasmine Williamson
Taylorsville, UT

COMMENT #: 7855
DATE: 8/28/21 8:05 AM
SOURCE: Email
NAME: Scott Jones

COMMENT:

Dear Utah Department of Transportation,

Fellas,

Please don't build this gondola or proceed with roadway widening. Bad ideas. Gondola will forever ruin the vista of our beautiful canyon. **(32.2.9E, 32.2.9C, 32.17A, and 32.17B)**

Furthermore, I am against any future ski resort expansion outside of their current footprints. **(32.20C)**

Sincerely,
Scott Jones
Salt Lake City, UT

COMMENT #: 7856
DATE: 8/28/21 8:26 AM
SOURCE: Email
NAME: Megan Grimmett

COMMENT:

Dear Utah Department of Transportation,

My favorite thing about Salt Lake is the local access to the outdoors. Little Cottonwood is a quiet escape I take advantage of to enjoy my favorite activities throughout the year. I particularly spend a lot of time (3 days/week) in the canyon bouldering in the spring and fall. Some of my favorite boulders that I re-visit again and again are in danger with the destructive options being considered. **(32.4A and 32.4B)**

Little Cottonwood canyon makes Salt Lake City unique. 30 minutes from the heart of Salt Lake, you can be in a stunning and peaceful canyon to mountain bike, climb, hike, or ski. With Salt Lake becoming a relocation destination, it is important to be proactive in preserving our outdoor spaces. **(32.29G)**

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

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- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Megan Grimmett
Salt Lake City, UT

COMMENT #: 7857
DATE: 8/28/21 8:29 AM
SOURCE: Email
NAME: Sienna Pickard

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

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Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Sienna Pickard
Sandy, UT

COMMENT #: 7858
DATE: 8/28/21 8:30 AM
SOURCE: Email
NAME: Teresa Crockett

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Teresa Crockett
Bountiful, UT

COMMENT #: 7859
DATE: 8/28/21 9:01 AM
SOURCE: Email
NAME: Michael Budge

COMMENT:

Dear Utah Department of Transportation,

I do not support the gondola in Little Cottonwood Canyon. **(32.2.9E)** The impact to the environment, views, and experience will be forever changed for the worse. **(32.12A, 32.13A, 32.17A, and 32.4I)** This plan does not meet the criteria which it set out to do which is to alleviate congestion in the canyon. **(32.7B and 32.7C)** There will be just as many cars with the gondola as there is without. **(32.2.4A)**

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

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- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

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Sincerely,
Michael Budge
Cottonwood Heights, UT

COMMENT #: 7860
DATE: 8/28/21 9:10 AM
SOURCE: Email
NAME: Craig Locante

COMMENT:

Dear Utah Department of Transportation,

Please don't vote to waste tax dollars on the gondola that will primarily benefit the 2 ski areas. **(32.2.9N, 32.2.9E, and 32.2.7A)** We also need to preserve this natural treasure. Let's give expanded bus service a chance. **(32.2.9A)**

Sincerely,
Craig Locante
Millcreek, UT

COMMENT #: 7861
DATE: 8/28/21 10:09 AM
SOURCE: Email
NAME: Jonathan White

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

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Sincerely,
Jonathan White
Salt Lake City, UT

COMMENT #: 7862
DATE: 8/28/21 11:28 AM
SOURCE: Email
NAME: Sebastien Levin

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

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- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Sebastien Levin
Homewood, CA

COMMENT #: 7863
DATE: 8/28/21 11:46 AM
SOURCE: Email
NAME: Selene Russo

COMMENT:

Dear Utah Department of Transportation,

I do not live in Utah, but for the past 10 years I have spent a week in the winter skiing at the resorts in Little Cottonwood Canyon. Yes, the traffic is bad, but there is an easy fix...buses!! I have both driven and used the current bus system multiple times on different trips. Honestly, I love the bus, it made the trip less stressful for me without worrying about the drive. If there were more frequent buses, and pickups from different parts of Salt Lake City metro area, wow! It would be an incredible. Please please listen to local voices and give buses a true shot. **(32.2.9A and 32.2.2I)**

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
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- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Selene Russo
Seattle, WA

COMMENT #: 7864
DATE: 8/28/21 12:03 PM
SOURCE: Email
NAME: Caitlin Parker Gammage

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
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Sincerely,
Caitlin Parker Gammage
South Lake Tahoe, CA

COMMENT #: 7865
DATE: 8/28/21 12:18 PM
SOURCE: Email
NAME: Katie Owens

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
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- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
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Sincerely,
Katie Owens
South Jordan, UT

COMMENT #: 7866
DATE: 8/28/21 12:30 PM
SOURCE: Email
NAME: Sarah Kissell

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Canyon Passes - Provide a limited number of winter driver passes to access the canyon **(32.2.2K and 32.2.4A)**
- Public Transportation - Increase the number and frequency of buses, increase number of bus lines. **(32.2.9A and 32.2.6.5N)**
- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
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- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
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Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Sarah Kissell
Bozeman, MT

COMMENT #: 7867
DATE: 8/28/21 12:46 PM
SOURCE: Email
NAME: Chris Eixenberger

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS). As such, I ask that you PLEASE refrain from building a gondola, reconsider the benefit of road expansion, and evaluate the possibility of a more elaborate (City-wide) bus system.

- 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? **(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. **(32.13B)** 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,
Chris Eixenberger
Sandy, UT

COMMENT #: 7868
DATE: 8/28/21 1:39 PM
SOURCE: Email
NAME: Ellie Cutting

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Ellie Cutting
Salt lake city, UT

COMMENT #: 7869
DATE: 8/28/21 3:35 PM
SOURCE: Email
NAME: Mitch McDermott

COMMENT:

Hey team,

I just recently went to share my comment about the two proposed solutions and mentioned an alternative solution. I just wanted to email you guys directly with the data/sources so you could maybe look into it a bit as a possible solution.

The Proterra Catalyst E2, an all-electric transit bus, has been shown to outcompete both diesel and EV competitors for various metrics including maximum hill grade, climb speed, and maintenance cost. The bus can maintain a speed of 40 mph on a 10% uphill grade, utilizes regenerative downhill braking, and maintains excellent energy efficiency. This specific model set the world record for the longest electric bus drive on a single charge at 1,101.2 miles and has a recharge rate of approximately six hours. While the \$750,000 cost of a single bus is higher than that of a diesel bus (~\$500,000), maintenance costs of the Proterra are on average 30% cheaper than the maintenance costs of a diesel bus. The average lifetime maintenance cost of an electric bus is \$.60/ a mile, versus \$.85/mile for an average diesel bus **(32.2.6.5F)..6**

The cost of 30 Proterra Catalyst E2 buses totals to about \$22.5M. The additional charging ports will cost up to \$50,000 each with a total cost of \$1.5M. Total operation and maintenance costs for 30 buses over a lifespan of 250,000 miles (12 years) is approximately \$4.5M.

Closing the road to private vehicles during peak hours will remove the apparent necessity to increase the number of lanes within the canyon, cutting down on renovation costs. It will also prevent a handful of ill-prepared drivers from slowing down the entire train of commuters in the event of inclement weather. The combined efforts of our current bus fleet and the additional electric buses would sufficiently cover the amount of commuters to the resorts, and the reduction of traffic congestion would increase the turnaround rate for buses as they return to the parking area to pick up more passengers. **(32.2.2B)**

Finally, if the gravel lot does not provide enough parking for the drivers that would normally drive themselves during peak hours, high estimates for the construction of a parking garage give a cost of about \$28,000 per space, or \$14.2M for a garage with 500 parking spaces. Building a parking garage will reduce the amount of square footage required to house the cars for passengers and will remove the necessity for development within the canyon. Between the bus fleet and parking garage this liberal estimate adds up to about \$42.7M, or 7.21% of the \$592M price tag of the proposed gondola system. If the bus fleet is completely replaced after 12 years the cost will total \$71.2M, or 11% of the gondola project. Furthermore, this project could be expanded if my estimates are too low to accommodate the amount of commuters without ever coming close to the price of the gondola project. **(32.2.7C)**.

The EIS suggests that gondolas will carry 35 people and leave every two minutes from the station, transporting a total of 1050 riders per hour. The buses that are currently used have a capacity of about 50 people. To match the capacity of the gondola, the canyon would need to run about 21 buses per hour (~3 buses per minute). **(32.2.6.5N)** The construction of the gondola will cost approximately half a billion of taxpayer dollars. The average cost for a public transit bus is anywhere between \$500,000 and \$800,000 USD depending on the fuel used. Even if the state were to add 30 additional buses to its current fleet, the total cost with a liberal estimate would be about \$24,000,000, or ~5% the price of the

gondola system. *Doesn't include maintenance or replacement costs but those are mentioned above
*(32.2.7C)

Reach out to me if you have any questions or want to discuss more!

Thanks,
Mitch McDermott

PS - I'll be out of service all next week, but will get back to you when I'm back!

COMMENT #: 7870
DATE: 8/28/21 3:42 PM
SOURCE: Email
NAME: Marissa Popp

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Marissa Popp
Huntsville, UT

COMMENT #: 7871
DATE: 8/28/21 4:58 PM
SOURCE: Email
NAME: Doug Swift

COMMENT:

Hi,

I live in SLC and use LCC and BCC year round for resort skiing, backcountry skiing, hiking and mountain biking. The gondola and the road widening up the canyon are ridiculously expensive options that "might" solve a problem that is for only 20 days a year. **(32.1.4D)** Those days being winter powder days. Other than those few days, there is minimal issue and both of the proposed options are not only expensive but degrade the canyons environmental and aesthetic appeal. **(32.4I, 32.17A, and 32.17B)** Plus they are very permanent. I think there are other options to explore before going all in on that.

Skiing up LCC is the best skiing in the US and a large part of why I moved here. I currently ski way less than I would like because of the traffic and parking situation. It is so stressful and annoying that I end up just not going because it is not worth the hassle, which is sad. **(32.1.2B)** I say all this because I do indeed think something needs to be done but just not one of the proposed solutions **(32.2.9C and 32.2.9E)**. On this note, BCC needs the same attention to alleviate the traffic. The only thing BCC does not have compared to LCC are the avalanche issues. **(32.1.1A)**

Instead of starting out with my issues on the proposed solutions I am going to start out with what I think should be done. THE ISSUE IS THAT DRIVING NEEDS TO BE DISINCENTIVIZED. Unless you only own a 2WD vehicle that is not allowed in the canyon there is no incentive to take a bus. When I ski I drive my 4WD personal car. I do this because it is more comfortable and reliable than the bus. I can come and go when I want and not wait at the bus station for packed buses only to pass me by. Why should I take the bus to help alleviate traffic when so many others don't? **(32.2.2M and 32.2.4A)**

I would like to see no road widening or gondola but instead more incentive to not drive your personal car and take a bus. **(32.2.4A)** This could be adjustable, low-ish cost, not permanent, and simple. Ideally everyone should be forced to ride the bus/shuttle. **(32.2.2B)** Obviously there will be some exceptions such as homeowners, essential workers, etc but the vast population should not be allowed up. If everyone must do this then it will just be accepted and people will get used to it. Maybe this is just on weekends for now? But could be scalable in the future. There would need to be increased parking structures and buses in the valley but that is not a big deal compared to the road widening or gondola plan. **(32.2.6.2.1C)** Tolls or a fixed number of parking permits would also make people not want to drive or allow them to drive up. **(32.2.4A and 32.2.2K)** I would also like to see more tire/4WD checks and fines for people entering the canyon in vehicles not equipped to handle winter conditions. **(32.2.2M)**

I see the gondola becoming a tourist attraction and only adding to the skier crowds. The canyons can only hold so many people so even if we could get a million people up there quickly, safely and reliably, the canyon experience would be ruined. **(32.1.2B, 32.20A, 32.20B, and 32.20C)** The gondola will still run and be there when it is not needed on weekday non-powder days and the spring, summer fall. So maybe 250 days a year. **(32.1.4D)** And what will the incentive be for people to ride it instead of taking their own car? **(32.2.4A)** Perhaps you still would get the same amount of traffic plus now the addition of all the people the gondola could bring up. **(32.7C)** I see the gondola mainly benefiting the resorts and if we go with the gondola they should be massively chipping in. Not the tax payers. The gondola also does nothing for non-resort skiers who utilize the other trailheads for backcountry skiing or snowshoeing. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The road widening is also quite the undertaking and once again falls in the expensive, permanent, and unnecessary category. **(32.2.9C)**

To summarize, I do not support either of the two proposed options and would like to explore ways to incentivize taking the bus and not driving a personal vehicle through forced shuttles/buses, tolls or a combination. **(32.2.9A and 32.2.4A)**

-Doug

COMMENT #: 7872
DATE: 8/28/21 7:41 PM
SOURCE: Email
NAME: Ed Mineau

COMMENT:

Will the gondola operate all year around? **(32.2.6.5F)**

Will it operate at full capacity year round? **(32.2.6.5C)**

Is the 35 person gondola capacity with seating for all, including skis, poles, backpacks? **(32.2.6.5C)**

COMMENT #: 7873
DATE: 8/28/21 10:11 PM
SOURCE: Email
NAME: Eric Botshon

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

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Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Eric Botshon
Park City, UT

COMMENT #: 7874
DATE: 8/28/21 10:44 PM
SOURCE: Email
NAME: Leighton Ronshagen

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Leighton Ronshagen
Layton, UT

COMMENT #: 7875
DATE: 8/29/21 12:33 AM
SOURCE: Email
NAME: Joaquim Rodriguez

COMMENT:

Dear Utah Department of Transportation,

I have been fortunate enough to grow up within the fabulous confines of the mouth of Little Cottonwood Canyon (LCC). My parents are avid skiers and cyclists and moved to Utah just before I was born to take advantage of the beauty and recreational opportunities that this state provides. LCC represents the flagship example of what the Wasatch, in particular, has to offer. Its huge, glacier carved walls and preponderance of snow compared to the other nearby areas are just a couple of the reasons that LCC, for me, is the jewel of our valley. It is a place whose beauty I would like to preserve for my children and their eventual offspring. Unfortunately, a gondola would strongly militate against said objective and forever scar the canyon's natural allure and charm. **(32.2.9E and 32.17A)**

The discussion would be completely different if one were weighing the advantages of disadvantages of what construction of a gondola would offer. Regrettably, the advantages are vanishingly few, if any. Given that the house in which I live is subjected to the increasingly long line of traffic that works its way up the canyon on big snow days, I am acutely aware of the problem that UDOT is attempting to solve. This issue, however, arises on only a handful of days throughout the year and simply represents the natural consequence of LCC's glacial origins...namely the presence of multiple avalanche paths along its course. **(32.1.2B, 32.7B, and 32.7C)** While other solutions such as enhanced public transportation, tolling for cars lacking a full complement of passengers, superior traffic control by authorities, and charging for parking at the ski resorts should all be considered and will likely be much more effective at achieving a sustainable goal for the canyon's preservation and safety of its users, we should also accept that there will be times when the canyon is simply too dangerous to utilize and we need to wait until it is considered safe again. **(32.2.9A, 32.2.4A, and 32.2.2K)** From what I have read, the travel times during the remaining portion of the ski season when avalanche danger is not restrictive are actually longer than alternatives that exist and have been proposed. **(32.7A)** The idea of installing an expensive eye sore for the sake of theoretically reducing the number of instances when we can avoid the admitted havoc along the roads seems shortsighted. I believe that our efforts should prioritize preservation and relegate delivery of customers to the ski resorts as a distant subsequent goal. **(32.1.2B)** Enhancing access to the resorts is antithetical to this objective as it is also likely to promote their efforts to expand beyond their current footprints. **(32.20C)**

Having lived in Europe for a couple of years at the base of a ski resort, I have gleaned an appreciation for how they attempt to balance development and preservation. I think that in certain overdeveloped regions of the Alps, the local governments have come to realize that one cannot return to what they originally enjoyed once permanent alterations have been implemented. We stand now at a critical juncture for LCC's future. Let us learn from the mistakes that others have made in the name of "progress" and select a path from which we can all benefit without forever altering one of nature's most precious gifts to the residents and visitors of the Salt Lake Valley. **(32.4I)**

Sincerely,
Joaquim Rodriguez
Sandy, UT

COMMENT #: 7876
DATE: 8/29/21 2:09 AM
SOURCE: Email
NAME: Roman Takasaki

COMMENT:

Dear Utah Department of Transportation,

I know that there is a problem with the number of people trying to access LCC. There needs to be a solution but I don't think the proposal for a gondola is it. **(32.2.9E)** Please consider some if these less costly and more eco friendly alternatives. **(32.2.9A)**

Tolling to incentivize use of public transportation **(32.2.4A)**

- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Roman Takasaki
Spanish Fork, UT

COMMENT #: 7877
DATE: 8/29/21 7:44 AM
SOURCE: Email
NAME: Kim Noteboom

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
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Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Kim Noteboom
Salt Lake City, UT

COMMENT #: 7878
DATE: 8/29/21 7:52 AM
SOURCE: Email
NAME: William Nevins

COMMENT:

Dear Utah Department of Transportation (UDOT),

UDOT and to whom it may concern,

As a life time citizen of Salt Lake, and a long time backcountry user of Little Cottonwood Canyon, I urge you to please consider the problematic gondola proposal. There are much more economic, environmentally conscious, and manageable steps that we could realistically take prior to such a big costly installation which threatens the ecosystem that we are trying to enhance. **(32.2.2PP, 32.29R, and 32.13B)** This is a conundrum to say the least. Please start with real life solutions that could be implemented tomorrow! **(32.29R)** Steps that can be revised, added too, improved, etc. not one giant expensive band aid that can't be undone. Why start with the most expensive, invasive, and experimental "fix," when other solutions are being proposed, solutions that have room to grow and improve. **(32.2.9E and 32.29R)**

please consider the talking points outlined by "Save Our Canyons" below. thank you.

Willy Nevins

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? **(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. **(32.13B)** 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,
william nevins
salt lake city, UT

COMMENT #: 7879
DATE: 8/29/21 10:07 AM
SOURCE: Email
NAME: Merili Stokes

COMMENT:

Dear Utah Department of Transportation,

Please leave LCC alone. Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.2.0A, 32.2.0B, and 32.2.0C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.1.7A, 32.1.7B, 32.1.2A, 32.1.2B, 32.4I, 32.2.0A, 32.2.0B, and 32.2.0C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.2.0C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Merili Stokes
Bountiful, UT

COMMENT #: 7880
DATE: 8/29/21 10:41 AM
SOURCE: Email
NAME: Jessica Van Norman

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
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- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
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Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Jessica Van Norman
Cottonwood Heights, UT

COMMENT #: 7881
DATE: 8/29/21 10:50 AM
SOURCE: Email
NAME: Bridget Berg

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Bridget Berg
Cottonwood heights, UT

COMMENT #: 7882
DATE: 8/29/21 10:58 AM
SOURCE: Email
NAME: Vivian Bengtson

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Vivian Bengtson
Cottonwood Heights, UT

COMMENT #: 7883
DATE: 8/29/21 11:01 AM
SOURCE: Email
NAME: Michelle West

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Michelle West
SLC, UT

COMMENT #: 7884
DATE: 8/29/21 11:08 AM
SOURCE: Email
NAME: Susi Hauser

COMMENT:

I was not sure whether or not my comments went through on the website, so here it is.

Comments for EIS for Little Cottonwood Canyon

From: Susi Hauser

Date: August 28, 2021

What I like about the plan.

I prefer the enhanced roadway/bus route. **(32.2.9A or 32.2.9B)** At least with the bus option, the plan can later be part of a more comprehensive transportation plan for the entire Salt Lake area. Ideally, people should be able to catch public transportation valley wide that could also access Little Cottonwood. **(32.2.2I)** With our air and climate change problems, people should not have to drive their cars in order to get to transportation to take them up the canyon. **(32.10A and 32.2.2E)**

I also like that the trailhead parking lots will be enlarged and, especially, that the White Pine Trailhead will have a new exit which will be much safer than the current one. **(32.2.9O)**

What I do not like about the plan.

I really do not like the gondola plan for a number of reasons. **(32.2.9E)** First, it seems like the entire concept is a ski area gimmick. People use the canyons for many reasons and yet this plan benefits only ski areas. And I am guessing that the taxpayer is footing most of this bill and, therefore, should reap the largest benefit. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Secondly, the towers are visually unappealing. Mountains are majestic on their own, visual blight degrades them and these towers are visual blight. **(32.17A)**

Wishlist for the Final Plan

Scientists, the United Nations, informed citizens, many governments all agree that we need to completely switch over to renewable energy within the next 10 years. It is evident that our planet is changing rapidly by the flooding, drought, fires, yearly record breaking temperatures, etc. that we have already experienced. So, it is unfathomable to me how you can propose a bus plan without using electric buses. This simply needs to be changed. **(32.2.6.3F)**

COMMENT #: 7885
DATE: 8/29/21 2:00 PM
SOURCE: Email
NAME: Rebecca Diehl

COMMENT:

Dear Utah Department of Transportation,

I moved to Utah just to ski in Little Cottonwood Canyon in 2001. My first job here was at Snowbird where my husband and I, combined 30 of our years of employment. We bought our first home near 3000 East and Fort Union and raised our now 15 year old son on hikes, explorations in nature, and skiing in the canyon. While it is no secret that the pressure on the Little Cottonwood has exploded in the last 10 years, I cannot see that spending millions of dollars on a gondola is a sustainable or agreeable solution to the many lovers and users of LCC. **(32.2.9E)** Instead, I would like to see a toll for cars driving in the Canyon and funding for more user friendly public transportation- the kind that even families with loads of ski equipment or picnic supplies will be able to use with ease. I understand that it requires both sides to think with logic outside the box, but the gondola solution is illogical and really inappropriate for the area. It works in Chamonix- but comparing our population to theirs is preposterous. **(32.2.4A and 32.2.9A)**

A wholistic approach would also be to focus on some of the real reasons we have so much increased traffic, which I believe is unrestrained growth and the relentless marketing of the treasures in our beautiful state. At some point, we need to turn away from the easy money and invest in protecting the open spaces we have left. The people who live near Little Cottonwood Canyon are arguably the best stewards of the land there, yet, they have slowly been squeezed out in favor of a higher bidder. That is an unsustainable choice. **(32.2.9F and 32.2.9G)**

This leads me to my final remark, which is that I am opposed to anything that encourages more people to visit a Canyon that has a finite threshold for visitation. I am opposed to any ski resort expansions outside of their current footprints. **(32.2.9G, 32.1.2B, 32.20B, and 32.20C)**

Sincerely,
Rebecca Diehl
Park City, UT

COMMENT #: 7886
DATE: 8/29/21 2:38 PM
SOURCE: Email
NAME: Nick Sisk

COMMENT:

Dear Utah Department of Transportation,

Greetings. First, Thank You for the opportunity to comment on this issue. Second, I hope this is a genuine effort on the part of UDOT to gather further input and consensus from stakeholders and not merely following required guidelines when a decision has already been made.

This is clearly a multi - faceted and complex problem and congestion is not the problem, rather, it is the symptom. The problem is overcrowding in the greater Salt Lake area combined with an increase in ski tourism. We are all here for the same reason, there's just not room for all of us. This is not likely to change so on with something we can change.

I am not outrightly for or against any of the proposals. They all have benefits and drawbacks. **(32.29D)**

I, do, though, have the following concerns regarding the Gondola option.

This option seems to be a direct benefit to Alta and Snowbird. Clearly the indirect benefit to citizens is potentially easier access to Alta and Snowbird. As planned there will be no direct benefit to backcountry users. The Gondola does not stop at any of the common winter access points. The winter backcountry user group has increased substantially in recent years and, especially, last year. The White Pine parking lot and others are very often beyond capacity. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Visual impact: this is obvious and well covered. **(32.17A)**

Potential effect on air medical helicopters responding in LCC. The Gondola structure will be an additional hazard when landing and departing in LCC where winds, etc, already create challenges for helicopter operations. **(32.2.6.4C)**

Disruption and destruction of climbing areas / boulders. The climbing user group in SLC is huge and growing and increasingly affluent. **(32.4B)**

How will the Gondola be effected by high winds? Snowbird has to shut the Tram down during periods of high winds. What is the operation plan with respect to high winds? As well, what is the evacuation plan for the gondolas? **(32.2.6.5K)**

We live in crazy times. Have security "risks been addressed with respect to potential hostile passengers? If one tower fails does the whole gondola system fail? **(32.2.6F and 32.2.6.5K)**

In a news article there was, essentially, a sub - highlight noting that the gondola itself would likely be a tourist attraction. Again, we don't need more traffic. **(32.1.2B, 32.2.4A, and 32.7C)**

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**

- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,

Nick Sisk
Salt Lake City, UT

COMMENT #: 7887
DATE: 8/29/21 3:11 PM
SOURCE: Email
NAME: Sarah Hubbard

COMMENT:

Dear Utah Department of Transportation,

Thank you for receiving my comments and for your thoughtful consideration.

I am concerned about any efforts to increase usage capacity of LCC without further impact studies. Specifically, how will more people in LCC impact the watershed? **(32.20B, 32.20A, 32.20C, 32.12A, and 32.12B)** What is the carbon footprint of increasing the number of people who utilize LCC? **(32.10A)** When does the ecosystem of LCC break down due to overuse? **(32.13A, 32.13B, and 32.20C)** These are the questions that are relevant today as we address climate change, population growth in UT, and resource management. I do not see the answers to these questions in the draft EIS proposals **(32.2.2E and 32.20B)**.

As distasteful as our current reality is, we can no longer afford to carry on with "business as usual" plans. The "problem" is not congestion. The problem is increased population and user demand and these plans do not address resource management/sustainability. We can not continue to avoid this fact. **(32.1.2B)** Let's not invest millions of dollars today in a plan that denies the real problem.

That said, I agree that something needs to be done.

I would like to advocate a step by step approach to change (rather than implementing a lot of change at once) that leverages our current infrastructure. **(32.29R)**

I support the plans to increase safety via avalanche mitigation and building parking lots at trailheads. **(32.2.9K and 32.2.9O)**

I support the plan to toll to incentivize use of public transportation and to decrease single occupancy vehicles heading into LCC. **(32.2.4A)**

Currently buses do service LCC. Instead of constructing mobility hubs, what if we increased funding to create/operate express bus routes from locations all across the Wasatch Front. The popularity of particular origin sites could be measured to help refine express bus routes over time. Are there parking lots in existence that are underutilized? I'm thinking of failing malls, as one example **(32.2.2I)**.

Rather than jumping to solutions such as mobility hubs or widening the road in LCC let's start with these changes first.

Overall, I do not support the gondola or cog train options. **(32.2.9E and 32.2.9M)** These options are much less flexible and less adaptable (e.g., it's easier to add an additional bus stop than it is to add an additional gondola stop; it's easier to run fewer buses in 30-50 years if we have less user demand -- something that could happen if climate change decreases snow and ski resort use). **(32.2.6.3D and 32.2.2E)**

The visual impact of the gondola is appalling to me. **(32.17A)** I also, frankly, worry about safety on the gondola. It is much harder to exit a gondola if something goes wrong (e.g., medical incident, mental health incident, terrorist incident, environmental incident). **(32.2.6.5K)**

In summary, I hope you will not push forward with the proposed plans without further consideration of LCC user capacity and increased user impact on LCC. It's not too late. **(32.20B)**.

Sincerely,
Sarah Hubbard
Salt Lake City, UT

COMMENT #: 7888
DATE: 8/29/21 3:36 PM
SOURCE: Email
NAME: Brittanie Hansen

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Brittanie Hansen
West Jordan, UT

COMMENT #: 7889
DATE: 8/29/21 7:39 PM
SOURCE: Email
NAME: Evan Tobin

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

Tolling at heavy traffic times to incentivize use of public transportation **(32.2.4A)**

- Tolling single rider vehicles during peak hours to manage canyon car capacity **(32.2.4A)**
- Tolling revenue should be used towards funding busses **(32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.4A and 32.2.7C)**
- Increased funding to allow busses more frequently and running later. Busses need to run until at least 11pm! **(32.2.6.3N)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front - instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd. **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3C)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

If the ski areas want to fund and build the gondola, that changes things. But as a taxpayer, I refuse to fund the gondola! **(32.2.7A)**

Sincerely,
Evan Tobin
Sandy, UT

COMMENT #: 7890
DATE: 8/29/21 10:00 PM
SOURCE: Email
NAME: Kim Johnson

COMMENT:

Dear Utah Department of Transportation,

The option to put a gondola in to taxi people up to the resorts is a ridiculous use of taxpayer dollars that doesn't solve any of the capacity issues but only creates disproportionate access to LCC and favors the resorts of Snowbird and Alta. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, 32.7C, 32.20B, and 32.20C)** Policies and solutions should be considered to address the limited capacity. **(32.20B)** Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

We need to protect our beautiful but limited resource and outdoor recreational space. **(32.29G)** Further development will strangle LCC and make it even more exclusive to the wealthy. Our mountains and canyons should be accessible to all in a responsible and ethical way that preserves the beauty and wildlife for all to enjoy. **(32.4I and 32.5A)**

Sincerely,
Kim Johnson
Salt Lake City, UT

COMMENT #: 7891
DATE: 8/29/21 11:01 PM
SOURCE: Email
NAME: Tyler Jette

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Tyler Jette
Salt Lake City, UT

COMMENT #: 7892
DATE: 8/30/21 12:18 AM
SOURCE: Email
NAME: Caroline Jansson

COMMENT:

Dear Utah Department of Transportation,

I am fortunate to own a house within the fabulous confines of the mouth of Little Cottonwood Canyon (LCC). We moved here over 10 years ago to take advantage of the beauty and recreational opportunities that this state provides. LCC represents the flagship example of what the Wasatch, in particular, has to offer. Its huge, glacier carved walls and preponderance of snow compared to the other nearby areas are just a couple of the reasons that LCC, for me, is the jewel of our valley. It is a place whose beauty I would like to preserve for generations to come. Unfortunately, a gondola would strongly militate against said objective and forever scar the canyon's natural allure and charm. **(32.2.9E and 32.17A)**

The discussion would be completely different if one were weighing the advantages of disadvantages of what construction of a gondola would offer. Regrettably, the advantages are vanishingly few, if any. Given that the house in which I live is subjected to the increasingly long line of traffic that works its way up the canyon on big snow days, I am acutely aware of the problem that UDOT is attempting to solve. This issue, however, arises on only a handful of days throughout the year and simply represents the natural consequence of LCC's glacial origins...namely the presence of multiple avalanche paths along its course. **(32.1.2B, 32.7B, and 32.7C)** While other solutions such as enhanced public transportation, tolling for cars lacking a full complement of passengers, superior traffic control by authorities, and charging for parking at the ski resorts should all be considered and will likely be much more effective at achieving a sustainable goal for the canyon's preservation and safety of its users, we should also accept that there will be times when the canyon is simply too dangerous to utilize and we need to wait until it is considered safe again. **(32.2.9A, 32.2.4A, and 32.2.2K)** From what I have read, the travel times during the remaining portion of the ski season when avalanche danger is not restrictive are actually longer than alternatives that exist and have been proposed. **(32.7A)** The idea of installing an expensive eye sore for the sake of theoretically reducing the number of instances when we can avoid the admitted havoc along the roads seems shortsighted. I believe that our efforts should prioritize preservation and relegate delivery of customers to the ski resorts as a distant subsequent goal. **(32.29G and 32.1.2B)** Enhancing access to the resorts is antithetical to this objective as it is also likely to promote their efforts to expand beyond their current footprints. **(32.20C)**

Having lived in Europe for a couple of years at the base of a ski resort, I have gleaned an appreciation for how they attempt to balance development and preservation. I think that in certain overdeveloped regions of the Alps, the local governments have come to realize that one cannot return to what they originally enjoyed once permanent alterations have been implemented. We stand now at a critical juncture for LCC's future. Let us learn from the mistakes that others have made in the name of "progress" and select a path from which we can all benefit without forever altering one of nature's most precious gifts to the residents and visitors of the Salt Lake Valley. **(32.4I)**.

Sincerely,
Caroline Jansson
Sandy, UT

COMMENT #: 7893
DATE: 8/30/21 3:51 AM
SOURCE: Email
NAME: Claire Lu

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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)**.

I do not want to see my beloved canyon ruined with an ugly gondola solely for the benefit of corporate ski entities. **(32.1.2B, 32.1.2D, 32.2.7A, 32.2.9E, 32.7B, 32.7C, and 32.17A)** Let's protect the wild and encourage others to take the bus or ride share **(32.2.4A and 32.29G)**.

Why do we have to love our land to death? There is a limit to what we should do to access the outdoors and this gondola is well above the limit (and ridiculous). Although I love sharing the outdoors with everyone, the main problem is that the number of people skiing/boarding has increased exponentially. There is a limit to what we should do to experience the outdoors. **(32.20B and 32.20C)**

Sincerely,
Claire Lu
Salt Lake City, UT

COMMENT #: 7894
DATE: 8/30/21 7:04 AM
SOURCE: Email
NAME: John Gerstenberger

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
John Gerstenberger
Salt Lake City, UT

COMMENT #: 7895
DATE: 8/30/21 7:14 AM
SOURCE: Email
NAME: John Wise

COMMENT:

Dear Utah Department of Transportation (UDOT),

I oppose the construction of a gondola in little cottonwood canyon. It would obstruct the view shed and benefit private corporations over public access. **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

I would prefer expanded bus service using energy and fuel efficient vehicles, protecting the roads from avalanches with snow sheds, and implementing a more equitable solution for access to areas outside the private communities and corporate interests. **(32.2.9A and 32.2.9K)**

Sincerely,
John Wise
Ogden, UT

COMMENT #: 7896
DATE: 8/30/21 8:15 AM
SOURCE: Email
NAME: Davis Lentz

COMMENT:

Dear Utah Department of Transportation,

Tearing up LCC to construct unproven solutions like a gondola or roadway widening is rash first step, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

Tolling to incentivize use of public transportation **(32.2.4A)**

- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

As it stands, both LCC and BCC are nearing capacity both in the winter and summer months. It's unsustainable to add more people with a massive change like the gondola or road widening. **(32.2.9E and 32.2.9C)**

Sincerely,
Davis Lentz
Salt Lake City, UT

COMMENT #: 7897
DATE: 8/30/21 9:13 AM
SOURCE: Email
NAME: Cameron Chasse

COMMENT:

Dear Utah Department of Transportation,

Dear UDOT and the powers that be,

Living up canyon, I certainly appreciate all the work you do keeping the road safe throughout the year. I hope that you can come up with an alternative plan to the gondola, like some of those mentioned in the pre-written comment by the WBA. **(32.2.9E)** The gondola is just too big of a project for this canyon that affects it, and its patrons, in so many ways. I can't imagine standing on top of Mt. Baldy, whether winter or summer, and seeing 20 loft towers dotting the canyon all the way down. It would be a shame.
(32.17A)

Sincerely,
Cameron Chasse
Alta, UT

COMMENT #: 7898
DATE: 8/30/21 9:42 AM
SOURCE: Email
NAME: Shannon McCann

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Shannon McCann
Salt Lake City, UT

COMMENT #: 7899
DATE: 8/30/21 9:45 AM
SOURCE: Email
NAME: Todd Passey

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Todd Passey
Cottonwood Heights, UT

COMMENT #: 7900
DATE: 8/30/21 9:50 AM
SOURCE: Email
NAME: Michael Allen

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
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- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Michael Allen
Salt Lake City, UT

COMMENT #: 7901
DATE: 8/30/21 9:52 AM
SOURCE: Email
NAME: Jennifer Sonntag

COMMENT:

Dear Utah Department of Transportation,

I strongly urge you to abandon plans to drastically alter one of the gems of the Wasatch Range - Little Cottonwood Canyon. The damage caused will not offset the perceived traffic mitigation goals. This is a short term view with long term damaging implications. Ultimately if this gondola is built only a small few would benefit at the great cost to Mother Nature and all those who enjoy the natural beauty of the canyon. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, 32.7C, 32.4A, and 32.17A)** Other options exist that can be implemented right now that don't require such a cost to taxpayers and Mother Nature. Please put effort and funds behind those lesser invasive options first.

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Jennifer Sonntag
Salt Lake City, UT

COMMENT #: 7902
DATE: 8/30/21 10:07 AM
SOURCE: Email
NAME: Maura Duhig

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Maura Duhig
Chicago, IL

COMMENT #: 7903
DATE: 8/30/21 10:12 AM
SOURCE: Email
NAME: Drew Quinn

COMMENT:

Re: Cottonwood Canyon proposals

Please listen to the residents of the Salt Lake area! During the past month I have received numerous emails opposing the gondola and none in support of it. **(32.2.9E)**

The gondola would service only the ski resorts. Any visitors to other areas in the canyon would still be required to drive their own vehicles. It would certainly be unique and supply great tourism photos, but we already have plenty of out of state visitors, as the records for ski days attest. If UDOT and state leaders are determined to put a gondola in, let the ski resorts pay for it rather than the taxpayers. It is the resorts that will benefit. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Thanks,
Drew Quinn

COMMENT #: 7904
DATE: 8/30/21 10:21 AM
SOURCE: Email
NAME: Ellie Andersen

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Growing up in the Wasatch mountains has been a blessing. But seeing it getting torn down as I have grown up is very depressing. As a young adult, 23 years old, knowing my future children wouldn't be able to experience the immense beauty and peace these mountains bring as I did is very scary to me. We cannot build more backcountry, let's keep our canyons clean so they can prosper for generations to come.

Sincerely,
Ellie Andersen
Salt Lake City, UT

COMMENT #: 7905
DATE: 8/30/21 10:34 AM
SOURCE: Email
NAME: Arleen Watkins

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

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- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
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- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Arleen Watkins
Salt Lake City, UT

COMMENT #: 7906
DATE: 8/30/21 10:43 AM
SOURCE: Email
NAME: Paige Twitchell

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Paige Twitchell
Slc, UT

COMMENT #: 7907
DATE: 8/30/21 11:06 AM
SOURCE: Email
NAME: Matthew Hannigan

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Matthew Hannigan
Chicago, IL

COMMENT #: 7908
DATE: 8/30/21 11:57 AM
SOURCE: Email
NAME: Christeen Munford

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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. **(32.13B)** 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,
Christeen Munford
Orem, UT

COMMENT #: 7909
DATE: 8/30/21 12:01 PM
SOURCE: Website
NAME: Guinevere Cummings

COMMENT:

I am in favor of the road widening/snow shed approach with e-buses. Im not sure if that's going to mandatory but should be. If not, a toll road would help push skiers to ride the buses. **(32.2.9B, 32.2.9K, and 32.2.6.3F)** Additionally, I didn't see anything discussing the risk, frequency and contingency plan for a gondola that might be shutdown due to winds, rime or other inclement conditions. This needs to be factored into your reliability calculations. **(32.2.6.5K)**

COMMENT #: 7910
DATE: 8/30/21 12:01 PM
SOURCE: Website
NAME: Jon Hennington

COMMENT:

I am writing to strongly support the Gondola B alternative for Little Cottonwood Canyon. Reliability is critical for a solution to LCC traffic problems to be effective. I'd love to see both the Gondola B and the Enhanced Bus alternatives be implemented in the future, but I believe that Gondola B should be the priority. **(32.2.9D)**

COMMENT #: 7911
DATE: 8/30/21 12:02 PM
SOURCE: Website
NAME: Kevin Cantwell

COMMENT:

As stated, the goal of UDOT is “to identify the preferred alternatives, UDOT considered an alternative’s ability to substantially improve transportation-related safety, reliability, and mobility for all users on S.R. 210 from Fort Union Boulevard through the Town of Alta.”

The key words are FOR ALL USERS and THROUGH THE TOWN OF ALTA. The gondola fails both of those requirements. It only serves TO the town of Alta and for users going to the main resorts. All other users will not benefit. Clearly to gondola does not satisfy the requirements. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

As a result, the gondola is nothing more than private business interests being subsidized by tax payers. **(32.2.9E)**

COMMENT #: 7912
DATE: 8/30/21 12:09 PM
SOURCE: Website
NAME: Kody Fox

COMMENT:

No gondola for LCC. **(32.2.9E)** It's an embarrassment that this is even being considered. It will not solve congestion in any way and will serve to simply line powerful pockets at tax payer expense. **(32.7C, 32.2.4A, and 32.2.7A)**

COMMENT #: 7913
DATE: 8/30/21 12:12 PM
SOURCE: Website
NAME: Christena Buonforte

COMMENT:

Tram up little cottonwood canyon please (32.2.9D)

COMMENT #: 7914
DATE: 8/30/21 12:12 PM
SOURCE: Website
NAME: Kristen Rogers-Iversen

COMMENT:

I oppose the gondola, absolutely. **(32.2.9E)** It makes the canyon accessible to those who can afford the price tag, and is horrendously intrusive on our beautiful canyon. **(32.2.4A, 32.5A, and 32.17A)** I would urge you also to consider an alternative that does not require road widening, and there have been good alternatives proposed. **(32.2.9C)** Please take them seriously. We only have one Little Cottonwood. Views, habitat, climbing areas, and more are impacted by the two "favored" alternatives. Please consider less destructive choices! **(32.17A, 32.17B, 32.13A, 32.13B, 32.4A, 32.4B, 32.2.9A, and 32.2.2PP)**

COMMENT #: 7915
DATE: 8/30/21 12:26 PM
SOURCE: Website
NAME: Chester Jacobs

COMMENT:

I have major concerns about how these transportation options only service the needs of the resorts and not the greater backcountry recreation community (**32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C**)

COMMENT #: 7916
DATE: 8/30/21 12:28 PM
SOURCE: Website
NAME: Steven Gustaveson

COMMENT:

I still believe the best alternative for the environment is the gondola. **(32.2.9D)** Build more lanes or bringing more buses up the canyon would be more dangerous for our watershed and the traffic would increase air pollution. **(32.12B and 32.10A)** Should avalanches take place the buses would be filled with people continuing to pollute the atmosphere with everything coming to a standstill with people perhaps injured or stuck inside the buses until the avalanche could be cleared. **(32.7A)**

COMMENT #: 7917
DATE: 8/30/21 12:30 PM
SOURCE: Website
NAME: Sam Wellskopf

COMMENT:

I'm against the gondola options because it does not realistically solve moving the volume of people that need to be moved and it has a huge visual/landscape impact in the canyon. **(32.2.6.5N and 32.17A)** Please consider enhanced bus with no road widening. **(32.2.9A)** Also, who were the designers on the gondola??? It looks so bad. If it comes down to it and y'all wanna put in a gondola, at least make it look state of the art and clean.

Best,
-Sam

COMMENT #: 7918
DATE: 8/30/21 12:30 PM
SOURCE: Website
NAME: Stephon Gilbert-Ouahib

COMMENT:

Transportation infrastructure that physically and permanently alter the canyon should only be considered after less impactful options have been implemented and shown not to be effective. **(32.29R)** Expanded electric bus service coupled with tolling and other traffic mitigation strategies that includes dispersed recreation transit needs before any permanent changes are made **(32.2.9A, 32.2.6.3F, and 32.2.4A)**.

COMMENT #: 7919
DATE: 8/30/21 12:31 PM
SOURCE: Website
NAME: Steven Clark

COMMENT:

Steven Clark
UDOT Little Cottonwood Canyon EIS comment

As a lifelong resident of Utah, I have experienced a lot of change of the Salt Lake Valley and Wasatch Mountains. Much of this change has been good; through increased diversity, environmental impact awareness, and economic opportunities. That said, the resources in the Salt Lake Valley are becoming unable to handle the increased demands of local and visiting populations, Little Cottonwood Canyon being a focal point of this problem. The two preferred transportation solutions are flawed for the following reasons:

Gondola B option:

- Minimal reduction in personal vehicle traffic along Wasatch Boulevard and surround Cottonwood Heights Neighborhoods **(32.7B, 32.2.6.5E and 32.2.6.2.2A)**
- Not a scalable **(32.2.6.5A)**
- Viewshed impacts **(32.17A)**
- Noise impacts in addition to highway traffic noise **(32.11D)**
- Destruction of climbing resources with no mitigation plan (moving boulders, creating a bouldering park with impacted boulders, etc) **(32.4B)**
- No public transit hub at either Snowbird or Alta **(32.2.6.5G)**
- Does not consider impacts from avalanches within the Town of Alta **(32.2.6.5K)**

Enhanced Bus with Peak Period Shoulder Lane:

- Double traffic lanes during a winter storms will not be maintainable by UDOT plow crews. This will make the peak period shoulder lane non navigable once busses are in the canyon. **(32.2.6.3P)**
- Does not enhance canyon user access to any location below Snowbird. This is especially important during summer months **(32.2.6.3C and 32.1.2C)**
- Destruction of climbing resources with no mitigation plan (moving boulders, creating a bouldering park with impacted boulders, etc.) **(32.4A)**
- No public transit hub at either Snowbird or Alta. **(32.2.6.3N and 32.2.6.3A)**

My Preferred Alternative Solution

I feel the enhanced bus solution with no roadway widening is the best solution. **(32.2.9A)** UDOT and the Utah Transit Authority (UTA) could use the difference in capital of the preferred alternatives to increase the level of service within the canyon with additional snow removal equipment and roadway improvements in problem areas This could include installing high friction surfaces or heating of the roadway in problem areas. UTA could implement four-wheel drive buses and improved driver training to keep qualified drivers in the canyon. **(32.2.6.3E)** This solution could also be implemented in the summer to address trailhead and roadway parking issues. **(32.1.2C and 32.2.6.3C)** In my opinion, this alternative has the best cost/benefit/implementation ratio of the proposed solutions. While the preferred alternatives put forth by the EIS are not perfect in my opinion, I applaud your work to develop a transportation solution for Little Cottonwood Canyon.

Thank You

COMMENT #: 7920
DATE: 8/30/21 12:34 PM
SOURCE: Website
NAME: Elliott Gray

COMMENT:

Gondola is going to permanently ruin the canyon. Please do not build it. (32.2.9E and 32.4I)

COMMENT #: 7921
DATE: 8/30/21 12:37 PM
SOURCE: Website
NAME: Jacqueline Miller

COMMENT:

Regardless of the plan- what are the resorts finically contributing to this project? Many of these plans are directly benefiting them. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Maybe in winter, there is just a reservation system to go into place to get up the canyon that requires ending location. **(32.2.2K)**

I do not think the road should be widened any more. **(32.2.9C)** I think required bus service to resorts should be made mandatory. **(32.2.2B)** No one should take their personal car up the canyon in winter, unless they live or work in the canyon.

As for the gondola, with the only stops being at the resorts and not popular trailheads - this is really for the resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** They should contribute more finically. Additionally why aren't the gondolas smaller, 6 person max? Seems like that would be less visually invasive and enable more drop off points up the canyon for year around access to trailheads. **(32.1.2C, 32.2.6.5C, 32.2.6.5G, and 32.2.6.5N)**

This plan doesn't take account for potentially future snow losses due to climate change- I think that should be baked into the plan. **(32.2.2E)**

COMMENT #: 7922
DATE: 8/30/21 12:41 PM
SOURCE: Website
NAME: Elizabeth Brown

COMMENT:

Unfortunately the Gondola is a concept that I cannot support. **(32.2.9E)** Skiers will ride it...once...for the 'experience' but not again. **(32.2.4A)** Parents will not want to schlep all their kids gear through the parking structure and onto the gondola and back again with tired toddlers an hour each way. **(32.2.4A)** Powder skiers will not wait the 60 minute ride (plus parking) time, and the half-day skiers will also be wary of time and effort. The gondola would be a good mix for a walkable ski town (Whistler or even PC) but not Salt Lake. And the cost to the community in dollars and infrastructure is exorbitant. Perhaps its time to limit skier days...limit the IKON/EPIC pass sales. **(32.2.2K)**.. Don't disneyland Little Cottonwood any more than it already is...

COMMENT #: 7923
DATE: 8/30/21 12:48 PM
SOURCE: Website
NAME: Kasandra Lundquist

COMMENT:

I am against both proposals but I am against the gondola. **(32.2.9C and 32.2.9E)** The gondola will destroy the beauty of LCC, only serves 2 drops off points, offers no incentive for people to change their habit from driving, adversely affects the environment, and supports private business in a short-sided way. **(32.17A, 32.2.4A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Utah needs to go back to the drawing board and find solutions that actually decrease traffic, serve multiple stopping points, limit the environmental impact, multi-season use, and create incentives for people to actually use it. **(32.2.2PP, 32.1.2D, 32.7C, 32.1.2C, and 32.2.4A)**

COMMENT #: 7924
DATE: 8/30/21 12:53 PM
SOURCE: Website
NAME: Paula Carl

COMMENT:

I want to express my disappointment with your preferred options of widening the road or installing a gondola in Little Cottonwood Canyon. **(32.2.9C and 32.2.9E)** I believe that traffic congestion could be better ameliorated through expanded use of year round bus service, tolls on single occupant vehicles, or dedicated bus lanes. **(32.2.9A, 32.1.2C, and 32.2.4A)** Preservation of the ecosystem of the canyon should be of utmost concern, and both road widening and construction of a gondola system would be irreversibly damaging. **(32.29G, 32.12A, and 32.12B)**

COMMENT #: 7925
DATE: 8/30/21 12:53 PM
SOURCE: Website
NAME: Elizabeth King

COMMENT:

"Outrageous!

With so many other solutions to try first, UDOT jumps to \$592 million taxpayer funded gondola or \$355 million road widening to solve our 15 heavy ski days out of the year. **(32.1.4D)** The gondola can only perform one job and that is delivering skiers to private ski resorts. UDOT is prioritizing businesses over Utah citizens. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

In our current drought situation, Utahans cannot afford to contaminate or lose any of their precious water supply. The towers to the gondola require 2 acres of cement to ensure the stability and safety of our overhead ski commuters. UDOT must conduct more studies proving that one of Utah's essential water sources will not be disrupted."**(32.12B)**

"How is UDOT going to encourage skiers to utilize a \$\$\$\$ gondola ride if travel time takes 59 mins and 3 transfers of ski equipment? **(32.2.6.4B)** People who can afford to ski can afford to take their cars. They will find a way to enjoy the canyon journey in the comfort of their personal vehicle vs sharing it with 35 packed strangers. If the purpose of the gondola is to decrease traffic in the canyon, the incentive to ride the gondola is not there."**(32.2.4A and 32.7C)**

"Has UDOT budgeted for the added costs of lawsuit ramifications that will ensue in regards to designated forest land, landowner's rights, and invasion of privacy that will result from the gondola being built?" **(32.2.7J)**

"We are all too familiar with the danger and damage an avalanche can destroy when it decides to slide. Looking at the Gondola Alternative B map, angle stations are placed by Tanner's Flat and just before Snowbird where in the past, common avalanche slides have taken place. What studies have been done to ensure that these towers and the gondola cabins wouldn't be taken out if an unpredictable avalanche slide were to occur at the base of one of those towers?"**(32.2.6.5K)**

"Let's expand what we already have in place. If UDOT were to toll cars with less than 2 people, run energy efficient buses, and make it easy for people to get on and ride wherever they live, then we can do away with both expensive proposals. **(32.2.9A and 32.2.4A)** I oppose both the Gondola Alt B and the Enhanced Bus with Road Widening for LCC."**(32.2.9E and 32.2.9C)**

COMMENT #: 7926
DATE: 8/30/21 12:55 PM
SOURCE: Website
NAME: Diana Brixner

COMMENT:

PLEASE consider the option of not doing either of these. **(32.2.9C and 32.2.9E)** Acknowledge the unique beauty of LLC and that it is not designed to take on the massive amount of people you are proposing. **(32.20B and 32.20C)** PLEASE simply reconsidered the commitment of ALTA and SNOWBIRD to be part of the IKON pass. **(32.2.2K)** We do NOT need all these additional people in LLC, we need to preserve the LLC for those who live here and are willing to pay to vacation here, not fee ride on our canyon and create problems we are apparently willing to pay almost a billion dollars to solve. **(32.1.2B)** Reconsider the route problem, DROP participation in the IKON pass, invest the millions into the resort and the people that live here and pay to come here, and appreciate LLC for what it is, not just another free place to ski.

COMMENT #: 7927
DATE: 8/30/21 12:55 PM
SOURCE: Website
NAME: Kevan King

COMMENT:

I oppose both the Gondola Alt B and the Enhanced Bus with Road Widening for LCC **(32.2.9E and 32.2.9C)** If UDOT were to toll cars with less than 2 people, run energy efficient buses, and make it easy for people to get on and ride wherever they live, then we can do away with both expensive proposals. We need TO slow down and plant trees and bushes. **(32.2.2I, 32.2.9A and 32.2.4A)**

COMMENT #: 7928
DATE: 8/30/21 1:01 PM
SOURCE: Website
NAME: Kenneth Happel

COMMENT:

I love the idea. There were many days I was not able to make it to the mountain due to the road closures. It would help with the old skiing catch 22. That you need snow to ski but when it snows you can not always get to the mountain. **(32.29D)**

COMMENT #: 7929
DATE: 8/30/21 1:03 PM
SOURCE: Website
NAME: Charlie Sturgis

COMMENT:

There are three things that seem wrong with the gondola proposal for LLC.

- 1) It looks like, feels like and stinks like a subsidy for the ski areas. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**
- 2) Given the very successful marketing for Utah's "greatest snow on Earth" this project seems to have a certain shelf life and then what, another project to bring more skiers into an already overwhelmed canyon. **(32.1.2B and 32.20C)**
- 3) It time for the the ski areas to consider chasing the low hanging fruit; summertime business. At the end of the day this could be the saving grace, a balanced year round business.

COMMENT #: 7930
DATE: 8/30/21 1:18 PM
SOURCE: Website
NAME: John Woeste

COMMENT:

Please implement a plan using only buses. **(32.2.2B)** Effective use of more buses, with planning that includes better schedules needs to be attempted. Please do not proceed with either preferred alternative. **(32.2.9E and 32.2.9C)** There is no rush and we need to explore the results of simply using more buses before proceeding. If necessary, the canyon should be closed to vehicular traffic and only buses used, as with Zion Canyon. **(32.2.2B)** The current two alternatives are both far too environmentally damaging. Please do not use our tax dollars for projects that are not necessary when other, less expensive solutions like buses have not been attempted. **(32.2.9A and 32.2.4A)** Government should be conservative with our tax dollars and both alternatives now on the table are fiscally wasteful and environmentally damaging. **(32.2.7A)**

COMMENT #: 7931
DATE: 8/30/21 1:27 PM
SOURCE: Website
NAME: Paige Guidotti

COMMENT:

I wholeheartedly support The Gondola B alternative and am frankly surprised that a bus option is even being considered, given it would add to our already significant CO2 emissions problem. **(32.10A)** Climate change is already a huge problem, we don't need to make it worse. The gondola option is climate friendly and more reliable. Thank you for your efforts to improve transportation in LCC. **(32.2.9D)**

COMMENT #: 7932
DATE: 8/30/21 1:34 PM
SOURCE: Website
NAME: David Hotchkiss

COMMENT:

As a year-round resident of Park City, I would welcome and utilize improved year-round access up Little Cottonwood Canyon. **(32.1.2C)** The only option that removes vehicles from the roadway is a gondola. In addition to being a beautiful and relaxing solution, it would be a tourist attraction in its own right.

Having recently revisited the European alps, I am a strong proponent of the Gondola B proposal which can drastically reduce the use of cars within the canyon. **(32.2.9D)**

COMMENT #: 7933
DATE: 8/30/21 1:36 PM
SOURCE: Website
NAME: Joe Landgraf

COMMENT:

UDOT Little Cottonwood Canyon (LCC), UT210 response;

My opinion is that a tramway is a bad idea and a waste of money. **(32.2.9E)**

If someone wants to kingdom build in order to increase head count and budget then the tramway is a good solution. For the rest of Salt Lake County and other taxpayers it does not represent good value. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Tramway:

What will the utilization rate actually turn out to be? To my thinking it's not favorable. You put in expensive infrastructure with high overhead costs. Someone has to pay for the land and the building. You have to staff it. Then you have to maintain it. When it no longer fits its intended purpose you're stuck with it. **(32.2.4A and 32.2.7C)**

The canyon has very high vehicle counts ,on average, how many days per year? **(32.1.4D)** These would be snow days, followed by sunny Saturdays during ski season. How many operating hours out of 8,760 hours a year does this work out to be. To build and maintain an extensive facility justified by the limited number of hours for peak travel does not win the competition for funding. There are more high performance investments UDOT can make. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Road:

If a tram were to be built what does this do for service traffic supporting the town of Alta and the resorts. Nothing. You still require a viable road. Concrete trucks and heavy equipment building and rebuilding Alta, service trucks bringing up supplies to the resorts, maintenance personnel supporting all of it. Do you think for a second electricians, HVAC or plumbing technicians are going to be able to use the tramway while bringing the tools they require? What would the costs be for a homeowner or business if this were the transportation used. **(32.2.4A and 32.2.6.5D)**

For the majority of people who don't use Little Cottonwood Canyon why should they be subsidizing a large facility at the mouth of LCC. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** As for the save not pave group I feel your pain. Looking out the office window here, where for 40 years there was blue sky, there is now the wall of a townhouse being built. Every morning you wake to the sound of nail guns. That is the reality of growth in Salt Lake and other counties around the state. It represents change and most of us don't like change but that is the hard truth. Should many people elsewhere in the valley lower their standard of living to support yours that is the question. We live in a community. More people should try to act like they're part of it though that rarely happens due to our selfish and self serving nature. **(32.2.6.2.2A)**

Future:

To some of us it is obvious transportation technology will play a big role in keeping our standard of living moving forward. Public transit in 10 years is likely to look different than it does now. My thinking is autonomous vehicles, something smaller and faster than today's buses, will become a key part of the solution and an important transportation option. **(32.2.6H)** Some of these vans will be plying the canyons to cut down the number of single occupant vehicles. These vans are likely be both public and private. For peak days in LCC the self organizing that we do as consumers to deal with expenses and personal budgets will dictate the actual mix of transportation used. There is more benefit for the

community having a cellular approach to transportation than using fixed infrastructure like a tramway or rail for that matter. On most of the hours of the year when canyon transportation would go unused a cellular approach allows these assets to keep working supporting other peak events such as football or basketball games. As these vehicles become obsolete there is no single large expense like a bond needed to cover their replacement. **(32.2.6H)**

The wildcard here is that canyon weather conditions will be challenging for autonomous vehicles. Whatever work is done to UT210 should have specifications that factor in what is needed for automation. Grade control will be one of them and at the moment, August 2021, it appears this is a foreign concept for most contractors UDOT currently works with. When a contractor, who will remain anonymous, cannot even backfill a trench correctly on a large drainage project for I-80 in Parleys Canyon it does not bode well that construction details required for safe autonomous vehicle travel will be completed successfully. Training must become a bigger part of UDOT's mission. Only then will goals like Vision Zero see substantial progress.

COMMENT #: 7934
DATE: 8/30/21 1:36 PM
SOURCE: Website
NAME: Mike Goodfellow

COMMENT:

I have worked in Little Cottonwood Canyon for the last 28 years, and as one of the very few people who can enter when the canyon is closed. I can tell you, neither of these proposals will be successful unless it is mandated by policy that skiers utilize whichever system gets approved. **(32.2.4A)** Having the choice to drive your car up the canyon will always be simpler. It needs to become a standard that if you want to ski at Snowbird or Alta, then you take the gondola or buses up the canyon. **(32.2.2B)** It would be revolutionary, but it will be the only way to prevent a massive waste of taxpayer's money unless these solutions become mandatory. **(32.1.2D and 32.2.2L)** I've dealt with the crowds of people at the bottom of the canyon. I've maintained plow vehicles and road maintenance and facility issues under the harshest of conditions over the years. I'm also a skier who's kids all learned to ski in this canyon. I know the choices I would have selected as a parent of a family, and as a sole powder worshiper. This will not be successful unless mandated. **(32.2.4A)** If mandated, I'm not choosing to go to other resorts. I'm still going to Little Cottonwood Canyon... and I'll do it with a smile on my face, even if mandated. I am not against the gondola option as I think it might actually become one of the reasons people choose to ski in our great canyon. I am definitely opposed to increased bus service without skier mandates as I have yet to have an enjoyable experience in taking buses up the canyon.

COMMENT #: 7935
DATE: 8/30/21 1:39 PM
SOURCE: Email
NAME: Deborah Felt

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Deborah Felt
Salt Lake City, UT

COMMENT #: 7936
DATE: 8/30/21 1:49 PM
SOURCE: Website
NAME: Dennis Mills

COMMENT:

I am in favor of the enhanced bus service including road widening and avalanche sheds. **(32.2.9B and 32.2.9K)** I don't like the visual effect of the gondola, nor do I believe it will be effective to alleviate the overall challenge we face in resolving the LCC issue. **(32.2.9E, 32.17A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 7937
DATE: 8/30/21 1:51 PM
SOURCE: Website
NAME: Adelaide Corey-Disch

COMMENT:

I am concerned for the environmental impact of either proposed alternative, but the bus seems to be the lesser of two evils. **(32.29G and 32.2.9A)**

COMMENT #: 7938
DATE: 8/30/21 2:01 PM
SOURCE: Email
NAME: Cassandra Stokes-Wylie

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Cassandra Stokes-Wylie
Salt Lake City, UT

COMMENT #: 7939
DATE: 8/30/21 2:17 PM
SOURCE: Email
NAME: R Gamble

COMMENT:

Utah Department of Transportation,

Don't start building gondolas or expanding roads. These are not beneficial options. Any options that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)**

There isn't enough merit in either of the two options you've chosen for Little Cottonwood Cyn transportation. More research needs to be done. Carrying capacity of the canyons needs to be agreed upon. **(32.20B)** Also, be sure you are listening to voices from all sides, not just the ski resorts. The two options you are offering seem to have been chosen non-transparently, ignoring much of the work done by several citizens groups. A viable solution must consider the needs of all Utahns, not just resort skiers. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Do not install gondolas. **(32.2.9E)** Gondolas are not likely to be useful in times of high winds or heavy snow, or yes, even during heat waves (during a recent heat wave, streetcar cables melted in Portland). Gondolas are unsightly and interfere with great rock climbing places (to say nothing of avalanche terrain.) Gondolas don't do enough to alleviate traffic congestion: Cars will still be needed by those who have cabins in the canyon, or those who would like to recreate in the backcountry using dispersed trailheads. **(32.2.6.5K, 32.17A, 32.4B, and 32.7C)**

Busses are preferable to cars or gondolas. Bus stops can be located throughout the valley, providing direct transportation to the canyons. **(32.2.2I)** That would help alleviate congestion in the valley as well as in the canyons. But please don't widen the road until other solutions have been explored. If you do widen the road, start bit by bit, so you can watch the impacts carefully. **(32.2.9C and 32.29R)**

Most importantly, before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, think outside the box to address the traffic and congestion problems. **(32.7B and 32.7C)** The first step should be to adequately fund programs and resources that leverage the existing infrastructure that is already in place today in LCC. **(32.2.9A)**

Here are some examples of systems and programs that have been shown to work elsewhere, and could be readily applied in our canyons:

Tolling to incentivize use of public transportation **(32.2.4A)**

- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**

- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**

- Increased funding to support more buses **(32.2.9A and 32.29R)**

- Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**

- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**

- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.29R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.29R)**
- Traffic controls **(32.2.4A and 32.29R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
R Gamble
Salt Lake City, UT

COMMENT #: 7940
DATE: 8/30/21 2:20 PM
SOURCE: Website
NAME: Anonymous Anon

COMMENT:

I vote "no" for the gondola and I wish to remain anonymous in my comment. **(32.2.9E)** I do not think the gondola is the answer to the problem. I do not agree that tax dollars will be going towards basically two ski resorts to line their pockets. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Both of which DO NOT have the infrastructure to accommodate an influx of guests. **(32.2.6.5N)** I don't agree also because how would you access popular hikes like White Pine area when taking the gondola? **(32.2.6.5G)** The answer to that is a waste of time and a long walk down. The project says it's for all to enjoy but I am keen to believe the ones who will benefit most are Snowbird and Alta excluding those who enjoy the view of the canyon and the hikes/areas within the canyon. **(32.4I)** Thank you for your time.

COMMENT #: 7941
DATE: 8/30/21 2:25 PM
SOURCE: Website
NAME: David Chenault

COMMENT:

I am writing to express strong disapproval of either of the preferred alternatives for the LCC traffic jams. **(32.2.9C and 32.2.9E)** Both subsidize for profit corporations and are short sighted. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Expanding parking in the valley and banning private vehicle traffic on the road during certain hours is, along with public busing, a more desirable, cheaper, and more environmentally friendly solution. **(32.2.2B and 32.2.2I)**

COMMENT #: 7942
DATE: 8/30/21 2:25 PM
SOURCE: Email
NAME: Cicada Ternes

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
cicada ternes
salt lake city, UT

COMMENT #: 7943
DATE: 8/30/21 2:29 PM
SOURCE: Website
NAME: Steven Glaser

COMMENT:

Comments on air quality analysis:

10.2.3, Paragraph 1, Last Sentence. The final sentence states that the absence of national ambient air quality standards (NAAQS) for hazardous air pollutants (HAPs) makes the evaluation of their impacts more subjective. This conclusion is incorrect. An NAAQS is designed to protect public health with an adequate margin for safety. This is very similar to the criteria used in developing a reference concentration (RfC) for a HAP (and where the potential for health effects is determined by whether an exposure concentration exceeds the RfC). **(32.10E)**

10.4.1, Paragraph 2. Is AERMOD an appropriate model when temperature inversions are present? If not, supplemental analysis should be performed that accounts for this phenomenon. **(32.10F)**.

10.4.1, Paragraph 4. The worst air quality in the Salt Lake Valley is associated with temperature inversions. How does the air stability in December and February compare to January? Which of these months has more severe and more frequent inversions? If January is not the worst month for this phenomenon, please perform additional modeling using data from whichever month for which the inversions are the worst. **(32.10F)**

10.4.8.1, 4th Paragraph. This paragraph obscures the fact that the uncertainties with evaluating the potential for health effects for mobile source air toxic emissions (MSATs) are not substantially greater than those for criteria pollutants. The text states “The methodologies for forecasting health impacts include emissions modeling, dispersion modeling, exposure modeling, and then a final determination of health impacts, with each step in the process building on the model predictions obtained in the previous step.” However, this statement is also largely true when evaluating criteria pollutants, and is therefore not a reason to not quantify MSAT health risks.

This EIS explicitly performs emissions and dispersion modeling, which is the same whether the focus is a criteria pollutant or an MSAT. The health impacts are based on a comparison to National Ambient Air Quality Standards, which is analogous to comparing MSAT concentrations to reference concentrations (RfCs) that have been developed for the non-carcinogenic MSATs (such as diesel exhaust particulates). It is true that since the standards for criteria pollutants are based on exposure periods of no more than one day, they do not have the uncertainties that MSATs have with exposure modeling. However, the exposure modeling uncertainties, which are associated with the amount of time a person is at a receptor location (e.g., at their home), are far lower than those for the emissions modeling, the dispersion modeling, and the toxicity assessment. If there was perfect information for the exposure modeling, the overall uncertainty with the assessment would be largely unchanged. **(32.10E)**

10.4.8.1, 4th and 5th Paragraphs, 70-year lifetime. With regards to the uncertainties, the EIS especially discusses the difficulties with making reliable estimates of 70-year lifetime MSAT concentrations for the purposes of estimating the cancer risk associated with these chemicals. This statement is not consistent with U.S. Environmental Protection Agency (EPA) guidance. The EPA’s Human Health Evaluation Manual, Supplemental Guidance: Update of Standard Default Exposure Factors (OSWER Directive 9200.1-120, February 6, 2014), has a default residential exposure duration of 26 years. In other words, evaluating the carcinogenic impact would only require evaluating emissions through approximately 2050, the date used for evaluating the air quality impact of criteria pollutants.

The EIS states “These difficulties are magnified for lifetime (that is, 70-year) assessments, particularly because unsupported assumptions would need to be made regarding changes in travel patterns and vehicle technology (both of which affect emissions rates) over that timeframe, since such information is unavailable.” This sentence is more applicable to criteria pollutants, whose risks have only been evaluated for the year 2050. In quantifying the cancer risk for an MSAT, the emissions in the year 2050 constitute only about 4 percent of the total emissions - the same as for the first year of the exposure period when emissions estimates have much greater certainty. In other words, the average emissions of MSATs from 2025 to 2050 - where every year has an equal weight, and the years closest to the present have the least uncertainty - will have less uncertainty than those from criteria pollutants, which have only been evaluated in 2050. **(32.10E)**

10.4.8.1, 6th Paragraph, Risks from Diesel Exhaust. This paragraph is misleading. While the EPA has not established a toxicity value for quantifying cancer risks associated with diesel exhaust, it has established a reference concentration of 0.005 mg/m³ (see the Integrated Risk Information System (IRIS) database (epa.gov/iris)). Furthermore, Section 10.2.3 of the EIS cites EPA’s 2011 National Air Toxics Assessment as identifying nine MSATs that should be included in a NEPA analysis based on their being either a cancer risk driver or a noncancer hazard contributor. Diesel exhaust is cited in the National Air Toxics Assessment as a driver of non-cancer hazards, and it should be considered in that context. **(32.10A, 32.10E, and 32.10F)**

This paragraph also states that “there is no national consensus on air dose-response values assumed to protect the public health and welfare for MSAT compounds.” It is unclear what is meant by national consensus. It is true that toxicity values for MSATs have not gone through a formal rule-making process. However, EPA has established toxicity values for the MSATs, and has published them on the IRIS database. This database is based on a compendium of available toxicological data, containing both United States and international studies, and peer-reviewed and non-peer reviewed research. The toxicity values on the IRIS database have been used in evaluating risks from chemicals in soil, groundwater, and air in a variety of settings. They are completely appropriate for use in the context of an EIS. **(32.10A, 32.10E, and 32.10F)**

10.4.8.1, 7h and 8th Paragraphs. The fact that an acceptable cancer risk level has not been formally established for this context does not obviate the potential benefits of evaluating the risks. Risks below one-in-one million have been considered de minimis in all regulatory contexts involving toxic chemicals that I am aware of. Similarly, when there are potential exposures by the general public, risks of one-in-ten thousand or greater are uniformly considered to be significant risks requiring attention. Given the benefits of the project cited in the EIS of reducing traffic congestion, accident rates, and fatalities plus improved access for emergency response, it would be reasonable to use the one-in-ten-thousand criterion for this project. For non-carcinogenic effects, a hazard quotient in excess of 1 is the standard by which risks are considered to be potentially significant. **(32.10A, 32.10E, and 32.10F)**

10.4.8.1, Last Paragraph. While uncertainties can by no means be eliminated from a risk assessment of MSATs, they are not of a different order of magnitude than those associated with criteria pollutants. The conclusion of this paragraph should be reconsidered in light of the fact that criteria pollutant risks have been modeled, quantified, and presumably been found useful to the development of the EIS. The effect of not evaluating MSAT risks is to zero them out - that is, their risks are not being considered in the decision regardless of how substantial they are. A more appropriate picture of their impact would be obtained if their risks were estimated, with uncertainties similar to those associated with the evaluation of criteria pollutants. **(32.10A, 32.10E, and 32.10F)**

COMMENT #: 7944
DATE: 8/30/21 2:37 PM
SOURCE: Website
NAME: John Adams

COMMENT:

This is a plea to consider this project with a different mindset for the reasons listed below. Please consider implementing the stated 'other elements' of your project first before moving forward with either of the two major infrastructure alternatives you identified in the EIS! **(32.29R)**

- As UDOT states, the UDOT EIS action alternatives only address the peak period travel demand on the 30th busiest travel days that occur in the winter for LCC, and there is no consideration of BCC, which outside of the avalanche hazards, has the same traffic issues as LCC. **(32.1.1A)**

- The avalanche issue in LCC that causes road closures will nearly be resolved with the planned snowsheds, which as a starting point will put LCC on par with BCC regarding the effect of avalanches on canyon traffic. **(32.1.1A)**

- With this consideration as a starting point, busses are the only option where the transportation resources can be ramped up and down as needed, and can also be shared to support the 4 ski resorts across both Big and Little Cottonwood canyons. Overcapacity of busses for LCC can be diverted for BCC and vice versa. This can never be the case for a gondola and this is an undeniable reason to not move forward with the gondola option. **(32.2.9E)** You cannot ignore BCC just by stating that the focus right now is only LCC because working on both canyons at the same time is too much. If you only have the capacity to work on one canyon at a time which is reasonable, regardless of which canyon you start with, the other canyon needs to be in the big picture planning. **(32.1.1A and 32.20D)**

- However, with the focus now on the bus alternative, adding busses should be done with the existing roadways first as the environmental impacts of adding a new lane to LCC are not fully vetted out, and there has been no capacity study done on enabling another 1,000 bodies up the canyon per hour. Additionally, the 'other elements' components listed in the EIS by UDOT to address personal vehicles in the canyon have not yet even been tried. **(32.29R, 32.20B, and 32.20C)**

- Before spending taxpayer money to widen LCC...before adding a new lane and the potential negative impacts to the Wasatch that can never be reversed...before adding thousands of more people into the forest service land with no capacity study; we must first try to accomplish the transportation-related safety, reliability, and mobility goals with UDOT's stated other elements that could achieve these goals without widening the road. **(32.29R)** These other elements are far less expensive, have proven to be effective in other areas, and have yet to be implemented for BCC and/or LCC to test their merit. These project other elements include snow sheds, mobility hubs (larger-capacity park-and-ride lots with transit service); increase busses on the existing roadway; tolling or single occupancy restrictions; personal vehicle restrictions during peak driving hours; addressing trailhead parking and enforcing chains/4x4 driving restrictions before people drive up the canyon. **(32.2.9A, 32.2.4A, 32.2.6.2.1C, 32.2.6.2.4A, and 32.2.2M)**

- All of these can be done far more quickly where the feedback of their success in achieving the goals of safety, reliability, and mobility for the 30 busy days of the year can be seen immediately.

- Only after these efforts are in place and potentially showing failure should the permanence of road widening be considered. **(32.29R)**

- UDTO - PLEASE recognize that this is not a standard highway project where your current and proven process to increase traffic throughput should be followed. **(32.1.2B)** Although SR190 and SR210 are state roads, these are as unique as they get for the state of Utah given that they go into box canyons that have a people capacity limit, a skier capacity limit, and not to mention the precious and shrinking source of drinking water for the Salt Lake Valley. **(32.20B, 32.12A, and 32.12B)** We need to accept that this project should be approached differently by UDOT and that it does not make sense to try to solve for consistent 365 day travel time up the canyon in the same way you have to do for highways and major throughways. In this instance, we beg that you consider the less invasive and cost-saving alternatives to help with the traffic issues that happen only 30 days a year, and give these

alternatives a fighting chance before we risk the potential negative outcomes of adding capacity up the canyon with a new lane for traffic, or an Alta/Snowbird self-serving gondola at the expense of all taxpayers. **(32.2.6.3B, 32.10A, 32.10E, and 32.10F)**

This is a plea to consider this project with a different mindset. When an engineering mindset is applied it tends to narrow rather than widens perspectives. We all accept that not everyone can go to any given Super Bowl football game and no one tries to engineer a way around that. Everyone being at the ski resorts in the fresh powder on a Saturday morning is no different and with this mindset, we must attempt traffics solutions that consider the restriction of personal vehicles versus expansion of roads to add vehicles (in this case busses). We cannot afford to approach this road project through the same lens as a more traditional highway project. Let's give the 'other elements' of the project planning a chance first. The ski resorts are already above capacity on these 30 busy days and these other elements that don't entail permanent infrastructure have the ability to address the traffic issues on these 30 busy travel days. **(32.1.4D)**

COMMENT #: 7945
DATE: 8/30/21 2:43 PM
SOURCE: Website
NAME: Jordan Herman

COMMENT:

I am a Central City neighborhood resident in Salt Lake City and I am writing to submit my comment on UDOT's LCC development proposals. I do not support either proposal, as both gondola and additional lane (s) alternatives would have severe and unacceptable impacts on the canyon and do not solve the transportation issues at hand. **(32.2.9C, 32.2.9E, 32.7B, and 32.7C)** UDOT must find a new alternative based on an expanded electric bus service coupled with tolling and other traffic mitigation strategies that includes dispersed recreation transit needs before any permanent changes are made to Little Cottonwood Canyon that will forever alter the landscape, **(32.2.9A, 32.2.6.3C, 32.2.6.3F, and 32.2.4A)**. Let us explore a non-developmental approach before causing irrevocable damage to a beloved canyon. **(32.2.9A)**

Thank you for considering my comment.

Sincerely,
Jordan

COMMENT #: 7946
DATE: 8/30/21 2:45 PM
SOURCE: Website
NAME: Dewayne Pond

COMMENT:

You are missing the best transportation - a electric rail line **(32.2.9F)**
bus service is just a poor choice
so sad
dewayne pond

COMMENT #: 7947
DATE: 8/30/21 2:51 PM
SOURCE: Website
NAME: Alex Laugeman

COMMENT:

I don't believe we have given the most non-invasive option enough of a look, and any option will require a major public transportation overhaul anyway. We need more "mobility hubs" throughout the valley, not just at the mouths of the Cottonwoods, because those hubs will be gridlocked anyway. **(32.2.2I and 32.2.6.2.1D)** Transporting MORE people up the canyons is not the solution, it is just for the ski resorts' profits. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** This will result in the same amount of people having to come back down the canyons all at 3 or 4pm each day. Also, why is Big Cottonwood not included in any of this? Brighton and Solitude have had just as many parking and crowding issues the past couple of seasons, not to mention the other great trailheads lower canyon, some of which only have 4-6 parking spaces **(32.1.1A)**.

I suggest looking harder at increased bus service and more mobility hubs, for both canyons, and in extreme situations allowing buses only in the canyons when crowding is at its max. **(32.2.2B and 32.2.9A)** That is something we can do NOW, and if it doesn't improve conditions in the canyons, then we look at other options. Thank you.

COMMENT #: 7948
DATE: 8/30/21 2:51 PM
SOURCE: Website
NAME: Richard Pimentel

COMMENT:

Initially I was ambivalent about the two alternative proposals but after gathering more information and reflection, I have decided that the tram is a bad idea. **(32.2.9E)** One reason is the additional time required to get to the resort. I think this will be a deal killer, especially on powder days, and most skiers will continue to use their cars. **(32.2.4A)** Also, if artillery has to be used to bring down avalanches and they shoot over the tram line or if the slide hits a tram tower then the tram has to be stopped, down loaded, towers and line inspected, and trams reloaded. That will shutdown the tram for quite a while. The road would also be closed during control work but it will reopen quite quickly. **(32.2.6.5H)**

The final problem with the tram is that it is only going to stop at Alta and Snowbird. This leaves the hundreds of people that use the White Pine trail head no option but to drive their vehicle up the canyon. This tram basically is a half a billion dollar subsidy for the ski resorts. **(32.2.6.5G)**

More frequent buses, a dedicated bus lane, tolling private cars, and not letting two wheel drive cars up the canyon on storm days can have a very positive affect on traffic flow **(32.2.9B, 32.2.4A, and 32.2.2M)**.

I hope you will abandon the tram idea.

COMMENT #: 7949
DATE: 8/30/21 2:53 PM
SOURCE: Email
NAME: Allen Nevins

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Allen Nevins
SLC, UT

COMMENT #: 7950
DATE: 8/30/21 3:00 PM
SOURCE: Email
NAME: Savana Eaves

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Savana Eaves
Bluffdale, UT

COMMENT #: 7951
DATE: 8/30/21 3:03 PM
SOURCE: Website
NAME: John Harrison

COMMENT:

I find it difficult to believe that no attempt has been made to simply charge a massive toll for private cars going up the canyons (\$25? \$50?) and make bus service free and frequent. **(32.2.4A and 32.2.9A)** Use a fast pass system and let property owners in the canyons buy annual passes at a discount. We don't need to build anything. This is simple supply and demand.

COMMENT #: 7952
DATE: 8/30/21 3:14 PM
SOURCE: Website
NAME: Thomas Thorne

COMMENT:

Dear Utah Department of Transportation,

Good afternoon, my comments will be brief. I am firmly opposed to the tram option, blatant purpose being to cram as many people into the resorts as possible. **(32.2.9E, 32.1.2B, and 32.20C)** We're far past a point where the LCC experience is diminished because of too many users, resorts and backcountry. **(32.20B)** Effectively managing this is better addressed with one or more busing options on the table. **(32.2.9A or 32.2.9B)**

Sincerely,
Thomas Thorne
Salt Lake City, UT

COMMENT #: 7953
DATE: 8/30/21 3:14 PM
SOURCE: Website
NAME: Erin Edwards

COMMENT:

Dear Utah Department of Transportation,

We must exhaust all options before making permanent changes to the canyon. **(32.2.2PP and 32.29R)**
Further LCC and BCC must be considered in tandem for any solution! Buses and tolling! **(32.1.1.A, 32.2.9A, 32.2.4A, and 32.20D)**

Sincerely,
Erin Edwards
Salt Lake City, UT

COMMENT #: 7954
DATE: 8/30/21 3:18 PM
SOURCE: Website
NAME: Edie Mason

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Edie Mason
Salt Lake City, UT

COMMENT #: 7955
DATE: 8/30/21 3:26 PM
SOURCE: Website
NAME: Mark Gessel

COMMENT:

My wife and I have lived at Wasatch Resort in Little Cottonwood Canyon for 40 years. We know personally the traffic issues, for we have lived them. These 2 “fixes” to the 6-10 days that the traffic is “bad”, are outrageous expensive and have many signs of big money deception and corruption. **(32.1.4D, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** 600 million dollars are not needed to solve this problem. Let’s take a step back and use some common sense. Charge for parking at the resorts. \$100 per car if 1 or 2 passengers. \$50 per car if 3 or more in the car. Use this revenue to fund more buses and build more lockers at the resorts. **(32.2.4A, 32.2.2K, and 32.2.9A)** The buses would be free and the lockers too. **(32.2.4A and 32.2.3A)** Other things could also be used like tolling or reservations. **(32.2.4A)** Safety can be addressed by installing snow sheds **(32.2.9K)**. Access to trails and other summer time activities can be serviced by more bus service in the summer months. **(32.1.2C)** A gondola only services the resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** If Snowbird and Alta had to pay for these “improvements” would they really build them. Not likely. Don’t forget to do a capacity study to determine the carrying capacity of the canyon, both summer and winter. **(32.20B)**

COMMENT #: 7956
DATE: 8/30/21 3:33 PM
SOURCE: Email
NAME: Ron Mason

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Ron Mason
Salt Lake City, UT

COMMENT #: 7957
DATE: 8/30/21 3:39 PM
SOURCE: Website
NAME: Josh Schmidt

COMMENT:

I think that the two preferred plans provided by UDOT do not directly answer the problems at hand. **(32.1.2B)** I believe that the two projected plans are more destructive to the environment to Little cottonwood canyon, and sets a dangerous precedent for ski resorts to use gondolas and impact wilderness areas in the future. **(32.20C)** I believe that a transit hub, increased bus schedules, increased parking (via raised level parking structures in the already established park and rides), and a paid toll for access to the canyon would inhibit standing/idling traffic and provide a greater incentive for people to take more accessible transit. **(32.2.6.2.1C, 32.2.2FF, 32.2.4A, 32.2.9A, and 32.2.2I)**

COMMENT #: 7958
DATE: 8/30/21 3:40 PM
SOURCE: Email
NAME: Quinton Sledge

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(32.20B)**
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- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** 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,
Quinton Sledge
Chicago, IL

COMMENT #: 7959
DATE: 8/30/21 3:44 PM
SOURCE: Email
NAME: Natalie Knight

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(32.20B)**
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Sincerely,
Natalie Knight
SLC, UT

COMMENT #: 7960
DATE: 8/30/21 3:50 PM
SOURCE: Website
NAME: Wilder Daniels

COMMENT:

I think it is a bad idea to build a gondola to mitigate this issue. **(32.2.9E)** With the amount of people that want to recreate in LCC on a given day, A gondola is not a viable solution. I would suggest 1. improved the public transportation options a) More buses running more frequently. b) incentive people for using buses c) road widening etc. **(32.2.9B and 32.2.4A)**

COMMENT #: 7961
DATE: 8/30/21 3:58 PM
SOURCE: Website
NAME: Peter Rizzo

COMMENT:

I would support the gondola option. Please be mindful that the drive terminal where the bus to the gondola would emanate from should have multiple access points. **(32.2.9D, 32.2.6.2.1D, and 32.2.6.5E)**

COMMENT #: 7962
DATE: 8/30/21 4:05 PM
SOURCE: Website
NAME: Steve Williams

COMMENT:

I think you should establish a toll to get into Little Cottonwood canyon. **(32.2.4A)** From 12/1- 5/1 the toll should be \$6,000/Yr, from 5/1 - 11/30 the toll should be \$4,000/Yr.. This will eliminate traffic congestion, it will raise funds for the UDOT to maintain the canyon. And save a ton of bucks for the improvements that you are planning. **(32.2.4A and 32.2.2Y)** I don' want Wasatch to become a 4 lane freeway. **(32.2.9L and 32.2.6.2.2A)** Add a lane so that folks who are not going to the resorts can bypass traffic. Extend Highland Drive through to Hidden Valley Country Club, so there is another way to access the southern end of the valley. **(32.2.2CC)** A gondola will not solve the problem in bad weather. Snowbird tram stops running when there are high winds. If the gondola has to stop because of high winds what are you going to do with all the people that are trapped at either the bottom or top of the mountain? **(32.2.6.5K)**

COMMENT #: 7963
DATE: 8/30/21 4:06 PM
SOURCE: Website
NAME: Mitch Henderson

COMMENT:

Littlecottonwood canyon is a sanctuary that we all want to protect for years and generations to come. However, I worry that the construction of the gondola will negatively impact the canyon's solace, energy, climbing, and environment-all for just one interest group. **(32.4I, 32.4B, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

I believe that there are better ways to decongest the traffic on SR210 with mandated bus routes during peak season. **(32.2.2B)** Widening the road may also be challenging, but it is the lesser of two evils. Strategic road widening should be explored. Maybe there are sections of the canyon where it can be easier to widen the road for a shoulder lane. **(32.2.9B)**

I have no experience in city planning; however, I am a frequenter in the canyon and would hate to see the beautiful environment be tainted by a gondola. **(32.2.9E and 32.17A)** There have got to be better alternatives that cater to all user groups-climbers, hikers, backcountry skiers, etc. **(32.2.9A, 32.2.2PP, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 7964
DATE: 8/30/21 4:08 PM
SOURCE: Website
NAME: Isaac Stewart

COMMENT:

Airport-Bus Hub-Hotel-Resort System (ABHR) Concept by Isaac "Mitt" Stewart (Sandy Resident)

- Placing of a large Bus Hub/station at 10600 S and State Street perhaps in the South Town Parking lot as well at other locations (215/Ft Union, 215/Wasatch Blvd) There are 12 hotels near 10000 S- 10600 S and State Street/I15. Out of State Skiers could take a free express UTA bus from the airport (Uber as well) to the Bus Hub at 10600 S and State Street. Hotel shuttle busses (either owned by the hotels or UTA) could shuttle the guests from the Bus Hub to neighboring hotels. Out of state skiers would wake up, get on a shuttle bus (either owned by the hotels or UTA) to the Bus hub and then get on a bus that goes straight to the resorts. At the end of the day the skiers take the bus from the resort back to their hotel, walk across the street to go out to eat and shop at South Town and neighboring restaurants. An evening Hotel-Mall shuttle could be put in place for hotels that aren't in walking distance from South Town Mall so these guests could get to the restaurants from their hotel at the end of the day. **(32.2.2ZZ)**
- This option decreases rental cars on the road not only in the canyons but on all other roadway resulting in less traffic and smog = Environmentally Friendly.
- This option would reduce traffic in the neighborhoods at the base of the ski resorts.
- Out of State Skiers would come to love this Bus Hub option as it would simplify the logistics of their ski vacation. They would save money on not having to rent an expensive rental car (\$200+ dollars day in some instances) during their trip. Their logistics are on "auto-pilot". Another reason to make Utah their preferred ski destination. This is a win for the Ski Resorts = more return/ loyal customers.
- The use of the Bus Hub option by out of state skiers could be encouraged by the ski resorts/IKON pass etc. by providing special discounts/deals for users and or surcharges for non-users. Example Surcharge: Rental Car pays a toll to go up the canyon. **(32.2.4A)** Additionally, out-of-state IKON pass holders pay an extra fee at the ski ticket window if not using the Bus Hub option. The passes have scanning data that could be scanned/tracked by scanners in the busses and communicated to the IKON Company/Ski Resorts. **(32.2.4A and 32.2.2K)**
- The Bus Hub/station at 10600 S "and State St. could be dual purpose and be used by Utah I15 commuters (Express UTA from Utah County to Salt Lake County etc). This would help with public opinion of funding the project. Currently, there is outcry among many that this proposed project is single use and will benefit only a couple private companies. **(32.2.2I, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**
<https://www.sltrib.com/opinion/commentary/2021/07/29/david-p-carter-udots/>
- Similar type Bus Hubs could be placed at 215/Wasatch Blvd and 215/Fort Union. **(32.2.6.2.1C)** There are 4 hotels in 215/Wasatch area along with restaurants. The Old Mill and Mill Rock Business Parks have multi-level parking lots that UDOT could propose to lease on weekends/non-business days. Usage of already in place infrastructure is economically and environmentally more friendly than building brand new/single purpose structures at taxpayer expense. The same goes for the 215/Fort Union area as there are 7 hotels there as well as multi-level parking structures, all or some of which are vacant on weekends. **(32.2.2FF)**

Reasons not to expand the 9400 S and Highland Bus Station

- Increased Traffic to the neighborhood: The goal of the UDOT solution should not only reduce traffic in the canyons but also in the neighborhoods. This option increases the traffic to this neighborhood. **(32.2.6.2.1D and 32.2.6.2.1E)**

- Increased Drug Addicted Pan Handling: There is already a drug addicted panhandling problem at 9400 S and Highland Dr. With a larger bus hub, this problem will increase. I've spoken to Sandy Police and the pan handlers use TRAX and busses. **(32.2.6F)**
 - Economically not sound: The \$20-\$30 million dollars spent to expand this location will only be used during winter. It's going to be a hard sell to get commuters to fill this location during non-winter months. Moreover, it's more logical to have a commuter/bus hub at or near a freeway exit to facilitate traffic in the mornings away from neighborhoods not to them. **(32.2.6.2.1F)**
 - Does not serve Out of State Ski Tourists (30% of Canyon Traffic)/ Will not reduce rental car usage: Expanding the 9400 S and Highland Location will not serve ski tourists as there are no hotels in the area. It's hard to imagine a tourist who pays over \$200 day for a rental car is going to drive their rental car from their hotel and then get on a bus. They are more likely to just drive up the canyon. **(32.2.4A)** Driving your rental car from your hotel across town to a bus station would be very inconvenient and time consuming defeating the purpose of renting a car in the very first place.
- WHAT % OF CANYON TRAFFIC IS OUT-OUT OF STATE SKIERS/RENTAL CARS
- SL Tribune article said that at any given time near 30% of the cars in the parking lot at Alta are rental cars. <https://www.sltrib.com/news/environment/2019/03/31/ikon-epic-ski-passes-may/>
 - My observation during Covid: A good 25% of cars in the ski parking lots were out of state plates. This doesn't account for visitors that were using rental cars with Utah plates. You then could assume that during non-covid years the percentage of out of state canyon users is higher (30+%) **(32.2.2GGG)**
 - It is my understanding that all 3 options (Gondola, Buses, Tramway) at best could only reduce traffic in the Canyon by 30% during peak usage times. **(32.1.2D)**
 - If we could get the majority of the out of state skiers (30% of canyon traffic) utilizing the ABHR System you could potentially solve the canyon traffic problem. Additionally, it might be that you wouldn't have to widen the roadways or make any existing changes. **(32.2.2GGG)**
 - Many local skiers find taking a bus up the canyon as inconvenient and won't do it. **(32.2.4A)** It could be a big mistake and wasted resources if you focus and spend on infrastructure encouraging locals to use the ski bus and they end up not using it. Rather, it would be prudent to first focus resources and infrastructure on facilitating out of state skiers (30% of canyon traffic) to use the bus and not rent a rental car. As mentioned above, if designed correctly, this Bus Hub option could be viewed as super convenient and money saving further cementing Utah as the best/most convenient place to ski. **(32.2.2GGG)**
 - Before any public funds are spent on a proposed project, it is very important for UDOT to find out the true percentage of the canyon traffic that is due to Utahns and what percentage is due to out of state skiers and rental cars. This information could steer and change the final solution. Without knowing this, it's potentially a \$500 Million Crapshoot at the public's expense **(32.2.2GGG)**.

Road Tolls

Many see it not fair to tax Utahns to use their own roads especially when a great amount of the problematic traffic in the canyon (30%) is due to out-of-state visitors. To many, Utahn's quality of life with regards to the outdoors has greatly decreased due to the increased number of out-of-state skiers driving in their canyon. It's unfair to make Utahns pay for a solution to a problem that they did not want or create. **(32.2.2GGG)**

Out of state visitors with rental cars should pay a toll. **(32.2.4A)** This would encourage them to use the ABHR system. You could require that Utah rental cars have a sticker on their plate/or windshield that if driven up the Cottonwood Canyons would incur a toll.

COMMENT #: 7965
DATE: 8/30/21 4:14 PM
SOURCE: Website
NAME: Ron Roberds

COMMENT:

We live on Wasatch Blvd. south of the signal at No. LCC Road. We are retired and have passes to ski several resorts locally and ski a lot. We favor the enhanced bus lane option. **(32.2.9B)** We would like to see Alta and Snowbird sell a limited number of passes (like Powder Mtn.) with sales for each day posted on line so people can see when there is no room for them at the resort. **(32.2.2K)** Parking on the road near the resorts would not be allowed; we saw what happens at Solitude - sometimes almost a mile away. **(32.2.9P)** Dawn Patrollers would be parked before other skiers go up. Snow sheds and large mobility hubs would be good. **(32.2.9K and 32.2.6.2.1C)** Widening Wasatch would not be necessary (protect this scenic route); in fact, build some small roundabouts to encourage large trucks to stay off. Post it and patrol it if necessary. **(32.2.6.2.2A)** Do not toll or have single skier restrictions. **(32.2.4A)** It is hard to get others to join you because of various schedules. Make bus passes reasonably priced. **(32.2.4A)** Whether it is a bus or gondola, it will be big pain for a family to take their young kids, all equipment, and lunches up; last season, some resorts did not provide much space for eating during a storm. With the gondola, there will be a lot more traffic on Wasatch and 9800 S. as people try to get to the parking lot at the base. **(32.2.6.5E)** We could see vehicles blocking Wasatch south of LCC road again - we saw it once last season without enforcement of the No Parking signs.

Actually, we believe that if you do nothing, people will regulate themselves. We leave home between 6:30 AM and 7:00 AM and rarely have a problem. **(32.2.9G)**

COMMENT #: 7966
DATE: 8/30/21 4:15 PM
SOURCE: Website
NAME: Logan Haddox

COMMENT:

I've only lived in Utah for a few years, but LCC has grown to become one of my favorite places in the world. Please consider the vast amount of climbing and climbing history that is being threatened by the proposed changes. **(32.4A and 32.4B)** Save climbing in LCC and find a solution that focuses on conservation first, not just packing more people to the ski resorts. **(32.1.2B)**

COMMENT #: 7967
DATE: 8/30/21 4:16 PM
SOURCE: Email
NAME: Bob Bennett

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Bob Bennett
Salt Lake, UT

COMMENT #: 7968
DATE: 8/30/21 4:28 PM
SOURCE: Website
NAME: Linda Menasco

COMMENT:

I am opposed to godolas. I favor electric buses (32.2.9E, 32.2.9A, and 32.2.6.3F)

COMMENT #: 7969
DATE: 8/30/21 4:32 PM
SOURCE: Website
NAME: Malina Barrett

COMMENT:

Vote NO to the gondola. **(32.2.9E)**

Has anyone spent a minute to consider the safety issues involved with the gondola? An outage could strand many skiers over 200 feet in the air. How are we going to rescue passengers in upset conditions? What if a passenger has a medical emergency on the gondola.....Sorry buddy, it'll be another 30 minutes until we can get you off. **(32.2.6.5K)** These are factors in addition to natural issues including the East wind storms we get that will shut the gondola down and earthquakes, lest we forget there was the 5.7 one last year. And lets not think about how important quality maintenance is, as in Italy, when steps were taken that disabled a safety switch and lives were lost. **(32.2.6.5K)**

COMMENT #: 7970
DATE: 8/30/21 4:32 PM
SOURCE: Website
NAME: Gordy Peifer

COMMENT:

When I very first heard about a gondola up LCC I thought someone was playing a joke on me, that's how bad the idea is. **(32.2.9E)** It's like cutting off the arm because there is a scratch. The limited number of days with heavy traffic due to fresh snow do not warrant this gross permanent structure in our beautiful canyon. **(32.1.2B and 32.1.4D)** Please increase bus service instead. **(32.2.9A)** Thank you

COMMENT #: 7971
DATE: 8/30/21 4:38 PM
SOURCE: Website
NAME: Pedro Granados

COMMENT:

I please hope you reconsider this. The value this place has for the climbing community is huge. (32.4A and 32.4B)

COMMENT #: 7972
DATE: 8/30/21 4:42 PM
SOURCE: Website
NAME: Robert McFarland

COMMENT:

The challenge with transportation in Little Cottonwood Canyon is not limited to the ski season or the ski resorts. **(32.1.2B)** The parking lots at popular hiking trail heads and climbing areas are so crowded that the cars are backed up on the roadside for miles in either direction. **(32.2.6.2.4A)** I would like to ask that UDOT please consider alternative options that benefit the larger SLC community and how outdoor enthusiasts of all types, not just skiers, might benefit from an improvement. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

The challenge we face is not just how to get more people up the canyon, but how to encourage them to choose a more responsible method of doing so. Please consider increasing bus and shuttle service and charging a fee for Canyon access before taking destructive, permanent steps that will forever alter our landscape. **(32.2.9A and 32.2.4A)**

Utah prides itself on our outdoor resources, open spaces, and National Parks. Please prioritize these same spaces here in SLC. Thank you.

COMMENT #: 7973
DATE: 8/30/21 4:57 PM
SOURCE: Email
NAME: Oskar Bates

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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)**.

Visualize industrial collapse. #LANDBACK
NO FURTHER INDUSTRIALIZATION OF STOLEN LAND. FREE THE WATERS.

Sincerely,
Oskar Bates
Salt lake city, UT

COMMENT #: 7974
DATE: 8/30/21 5:05 PM
SOURCE: Website
NAME: Kim Sorrentino

COMMENT:

This is an amazing solution - economical, moves more people, and more environmentally friendly. I highly support the gondola. **(32.2.9D)**

COMMENT #: 7975
DATE: 8/30/21 5:09 PM
SOURCE: Website
NAME: Richard Ford

COMMENT:

We definitely support the Gondola for Little Cottonwood Canyon. Time to stop keep kicking the can down the road. **(32.2.9D)**

COMMENT #: 7976
DATE: 8/30/21 5:09 PM
SOURCE: Website
NAME: John Youngren

COMMENT:

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

COMMENT #: 7977
DATE: 8/30/21 5:11 PM
SOURCE: Website
NAME: Teri Whitney

COMMENT:

Just got a fabulous update from Chris McCandless and Nathan Rafferty and I was extremely impressed with the thought that went into this. **(32.2.9D)** As it's been said, the Canyon as is has failed, widening the road and adding busses is not going to make it better. **(32.2.9C)**

COMMENT #: 7978
DATE: 8/30/21 5:11 PM
SOURCE: Website
NAME: Maxwell Taysom

COMMENT:

This canyon is a staple for Utah climbing and culture. Yeah is known as one of the best states for outdoor activities and that includes climbing. Why take this away from the community? FIND AN ALTERNATIVE (32.4A,32.4B, 32.2.9A, and 32.2.2PP)

COMMENT #: 7979
DATE: 8/30/21 5:11 PM
SOURCE: Email
NAME: Jemma Lotzer

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Jemma Lotzer
Milwaukee, WI

COMMENT #: 7980
DATE: 8/30/21 5:12 PM
SOURCE: Website
NAME: Preston Wood

COMMENT:

I'm for the Gondola, DO NOT do buses and make the road wider. Go with the future which is cleaner and cheaper **(32.2.9D and 32.2.9C)**

COMMENT #: 7981
DATE: 8/30/21 5:14 PM
SOURCE: Website
NAME: Tim Hendrickson

COMMENT:

Lot of talk over the years, time to move forward. Gondola works and is a solution that checks many boxes. Let's Go! **(32.2.9D)**

COMMENT #: 7982
DATE: 8/30/21 5:14 PM
SOURCE: Website
NAME: Lizzie Bosen

COMMENT:

"Please prioritize nature, sustainability, and local Utahns, it affects us all. **(32.29G)** We need to prioritize nature, public transit, carpoolers, and Utah skiers/snowboarders, vs tourists, and single driver cars...there aren't effective incentives for carpooling, and public transit. **(32.2.4A)** Solve the issue, don't create more issues. **(32.1.2B)**

COMMENT #: 7983
DATE: 8/30/21 5:14 PM
SOURCE: Website
NAME: Taylor Vriens

COMMENT:

I support the gondola option. **(32.2.9D)** The bus option, while a good option, seems like it would require much more disturbance to the existing canyon without really solving the problem of avalanche closures or reducing emissions in the canyon. **(32.13A, 32.13G, 32.7A and 32.10A)** This seems like the easiest, cleanest, least physically impactful and sustainable option.

COMMENT #: 7984
DATE: 8/30/21 5:26 PM
SOURCE: Website
NAME: Desmond Barker

COMMENT:

I support the Gondola proposal. **(32.2.9D)** Little Cottonwood Canyon transportation is at failure now. After reviewing ALL the previously proposed solutions, the Gondola is the least environmentally impactful. There is no magic solution, but Gondola is making the best of a tough transportation challenge. I believe the widening of the road, with massive retaining walls, to be much more impactful to LCC. **(32.2.9C)**

COMMENT #: 7985
DATE: 8/30/21 5:33 PM
SOURCE: Website
NAME: Charlie Spring

COMMENT:

Please don't build the gondola. It would be great to have a solution that doesn't impact the beauty of the canyon (**32.2.9E, 32.17A, and 32.2.9A**)

COMMENT #: 7986
DATE: 8/30/21 5:43 PM
SOURCE: Email
NAME: Nathan Florence

COMMENT:

Dear Utah Department of Transportation,

As a longtime resident and frequent year-round user of Little Cottonwood Canyon I object to the gondola system. First of all, it benefits mostly resorts at tax payer expense. **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Nathan Florence
Salt Lake City, UT

COMMENT #: 7987
DATE: 8/30/21 5:49 PM
SOURCE: Website
NAME: Karen Baker

COMMENT:

Although I said I would prefer a gondola, I think Snowbird and Alta should pay for the majority of it. I **(32.2.7A)** think the real solution is to limit the number of skiers allowed in the canyon per day. Simplest solution **(32.2.2K and 32.2.2L)**.

COMMENT #: 7988
DATE: 8/30/21 6:00 PM
SOURCE: Website
NAME: Erin Bowers

COMMENT:

I favor the bus option far above gondola which will negatively impact residents considerably. **(32.2.9A and 32.2.9E)** The things that need to happen are limiting numbers skiing and eliminating the cooperative passes to these ski resorts, which hasn't even been looked at. **(32.2.2K)**

COMMENT #: 7989
DATE: 8/30/21 6:00 PM
SOURCE: Website
NAME: Elise Soukup

COMMENT:

Hello! I'm writing concerning the proposal of using tax money to fund a gondola project in Little Cottonwood Canyon. **(32.2.7A)** I'm a Holladay citizen and am against this project. **(32.2.9E)** My main concern is that it won't solve the traffic problem that it's intended to fix. **(32.2.4A, 32.7B, and 32.7C)** I think that the majority of skiers are going to balk at the hassle of taking a gondola (parking at La Caille OR busing from an overflow site, commuting with their ski gear, a longer commute time up the canyon) as well as the proposed cost of \$30 to take the gondola. **(32.2.4A)** We are a family of eight and the gondola is not a feasible option for my family. I am having a hard time seeing more than a narrow sliver of the population that this would appeal to. **(32.2.4A)** I think that even after spending \$592 million of taxpayer money, the majority of skiers are still going to opt for using their personal car--even with the addition of tolling (which I support!). Using \$592 million dollars of taxpayer money to install a gondola system that will forever change the nature of the canyon seems like an extreme solution to a traffic problem and one that only benefits a narrow population of skiers, the ski resorts and Gondola Works/La Caille. Please vote against this project. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Thanks,

Elise Soukup
Holladay, UT

COMMENT #: 7990
DATE: 8/30/21 6:20 PM
SOURCE: Email
NAME: Andrea Brickey

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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)**.

*** I have lived in slc for 53 years. My dad was on Alta Ski Patrol in the 60's. He volunteered when he wasn't flying for Pan Am Airlines. We loved Alta and hiking to Secret Lake every summer with our best friends. Well... we don't drive up Little Cottonwood now for almost anything due to the high traffic and development.

Please please please do what you can to save and preserve what we have now. **(32.29G)**

No more growth!

No gondola! **(32.2.9E)**

Thank you-
Andrea Brickey

Sincerely,
Andrea Brickey
Salt Lake City, UT

COMMENT #: 7991
DATE: 8/30/21 6:22 PM
SOURCE: Website
NAME: Chris Jankowski

COMMENT:

We are only going to use the gondola and not the bus option. Face reality of the upper income users and not some study of cost alone. A rapid bus route will not reduce traffic, sorry to break it to you.
(32.2.9D, 32.2.4A, and 32.2.9C)

COMMENT #: 7992
DATE: 8/30/21 6:27 PM
SOURCE: Email
NAME: Jonah Phillips

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Jonah Phillips
Salt Lake City, UT

COMMENT #: 7993
DATE: 8/30/21 6:35 PM
SOURCE: Website
NAME: Matt Williams

COMMENT:

We are not the giant Alps. We are not the Great Pyrenees. The Wasatch mountains are a tiny gem that, once altered, will never be the same. There is no more of it to go around. There is very little that remains wild. Any decisions we consider for managing traffic should be viewed through the lens of irreversible change. **(32.29G)**

If the money runs out or not enough people ride, what is left? Do we want giant towers (or their remnants) FOREVER scarring our landscape regardless of the success or failure of the endeavor? **(32.17A)** Unused busses can be reallocated, sold, or parked elsewhere. **(32.2.6.3E)**

As a resident at the mouth of the canyon, I have concern about the impact to our neighborhood, as well as the drastic visible change that will make to our canyon, but that pales in comparison to the fears I have that decisions like this will forever alter the wild spaces that are Little Cottonwood Canyon. **(32.4E, 32.4M, 32.7B, and 32.17A)**

My eight year old son informed me that the Cannibal ride at Lagoon is only 208 feet tall...smaller than many of the height of the proposed towers. Let's save the carnival rides for the proper spaces.

I am firmly against the gondola and implore you to seek out and consider less impactful solutions to this issue. **(32.2.9E and 32.2.2PP)**

Our mountains are worth our care.

COMMENT #: 7994
DATE: 8/30/21 6:37 PM
SOURCE: Website
NAME: Cathryn Cordray

COMMENT:

I believe the bus alternative will serve the community best and provide an accessible option for all income levels. **(32.2.9A and 32.5A)**

COMMENT #: 7995
DATE: 8/30/21 6:40 PM
SOURCE: Website
NAME: Keely Vandenberg

COMMENT:

Gondola is the best option to ensure access to the canyons for all. **(32.2.9D)**

COMMENT #: 7996
DATE: 8/30/21 6:40 PM
SOURCE: Website
NAME: Ashley Osborne

COMMENT:

Please perserve nature. We do not need a wider road! **(32.2.9C)**

COMMENT #: 7997
DATE: 8/30/21 6:42 PM
SOURCE: Email
NAME: Madison Grayson

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Madison Grayson
Salt lake city, UT

COMMENT #: 7998
DATE: 8/30/21 6:44 PM
SOURCE: Email
NAME: Brett Cole

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Brett Cole
Salt Lake City, UT

COMMENT #: 7999
DATE: 8/30/21 6:54 PM
SOURCE: Website
NAME: Michael Budge

COMMENT:

I'm writing my comment in favor of Alternative Gondola B (from LaCaille). **(32.2.9D)** As a lifelong Little Cottonwood skier, this alternative makes the most sense to me. I have visited areas in Europe where transportation in similar mountain venues was handled with lifts and it was a very effective solution there. I would much rather take a gondola than use the ski bus because the bus is still subject to surface road conditions and traffic. **(32.2.6.3P)** I like that the gondola removes car traffic from the canyon, highway, and parking lots. The use of the mobility hubs to get to the gondola base station seem like the most efficient way to handle the issue of powder day peak traffic when the canyon is closed for Avalanche mitigation. I have studied the draft EIS extensively and after my review, I would prefer to see the Gondola installed as a way to solve the transportation issues here.

COMMENT #: 8000
DATE: 8/30/21 7:00 PM
SOURCE: Website
NAME: Anne Elliott

COMMENT:

I visit LCC year round to hike and ski. My choice is enhanced bus service. **(32.2.9A)** To me this means: separate buses for Alta and Snowbird, buses running all day so you can leave or arrive mid-day, enough seats for everyone, and free or low cost. **(32.2.6.3N and 32.2.4A)** I think that during the winter there are only about 30 days that the canyon is overcrowded (weekends, holiday periods, and powder days). **(32.1.4D)** Snowbird's free parking reservation system appears to address this issue. It also would be helpful to have bus service to hiking trailheads all day long in the summer on weekends and holidays. **(32.2.2K and 32.1.2C)**

COMMENT #: 8001
DATE: 8/30/21 7:03 PM
SOURCE: Website
NAME: Eric Jensen

COMMENT:

I'm all for it. Whatever it takes to get the cars out of the canyon I'm for. Plus, just think how relaxing it would be to ride that thing up the canyon? Ahhhhhh! And the views have gotta be awesome right? I say we do it. **(32.29D)**

COMMENT #: 8002
DATE: 8/30/21 7:13 PM
SOURCE: Website
NAME: Michael Fiore

COMMENT:

There seems to be a lot of focus about transportation times and capacity, is there or can we get an estimate of travel times and congestion for the heavy snow days these projects are attempting to address? **(32.2.6.3P)** Many of those against the gondola discuss the visual impact of the towers and cars, are we evaluating the noise, viewshed, and water quality impacts as equal? In my opinion a decrease in the aesthetic quality is not the same as a decrease in the environmental quality and the two should not be considered on the same level. **(32.1.5E)** Also the view of a four lane highway with massive retaining walls at that bottom of the canyon also creates a large impact on the aesthetics. **(32.17A and 32.17B)** I am interested to know how often we expect to have to shut down the gondola for avalanche and snow vs a bus system delay. **(32.7A and 32.2.6.5K)** There have been comments about how every time artillery is fired for avalanche control the gondola would have to be shut down and inspected. Is this true? what would the impact be? what do ski resorts do about this currently? **(32.2.6.5K)** What is the process if a project is selected and more detailed engineering assessment shows a large change in the expected cost do we go back and reevaluate or do we just stick with it? **(32.2.7F)** Overall I am leaning toward the gondola option for the lower environmental impact and more reliability but am glad you all are putting so much work into choosing the right option. **(32.2.9D)**

COMMENT #: 8003
DATE: 8/30/21 7:14 PM
SOURCE: Website
NAME: Margaret Beardsley

COMMENT:

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

COMMENT #: 8004
DATE: 8/30/21 7:30 PM
SOURCE: Website
NAME: Charlie Heinritz

COMMENT:

The problem with traffic in LCC is private autos. (32.1.2B) So the best solution is to ban them in the winter. That it a simple solution. The bus is the best solution. (32.2.2L and 32.2.2B) Especially if there were electric busses. (32.2.6.3F) The gondola is not a reasonable solution. (32.2.9E) It takes too long to get from door to door. The road will still need to be maintained for daily use no matter what decision is made. Banning private vehicles could start without widening the road but the bus service and parking would have to be ramped up first. (32.2.9A and 32.2.9R) I realize there would be some cars allowed but only with a permit. (32.2.2B) But if 70% of the autos were taken off the road it would make a tremendous difference. (32.1.2D) And snow sheds are a must. (32.2.9K) There is only one large piece of land left near the canyons, the gravel pit. When it is gone that's it. Cottonwood heights has big plans to develop it. It is imperative the UDOT buys as much of it as possible. We do not need more condos and retail. I have been in Utah for 43 years. (32.2.6.2.1C)

COMMENT #: 8005
DATE: 8/30/21 7:30 PM
SOURCE: Email
NAME: Joel Paterson

COMMENT:

Dear Utah Department of Transportation,

I believe that there are other options that need to be implemented prior to expending over \$500 million dollars to construct a gondola or to widen Little Cottonwood Canyon Road and adding avalanche sheds. **(32.2.2PP)**

Evaluate the current bus system and adequately fund the system to provide high quality service with a much higher volume of busses. **(32.2.9A and 32.2.6.3N)** this effort cannot just focus on Little Cottonwood Canyon. We need to look at the entire system - providing quality service to all of our canyons is just a part of a larger system. **(32.1.1A and 3.1.1C)**

UTA has never adequately funded the busses providing service to the Cottonwood Canyons. Prioritize bus traffic in the canyons and give users real incentive to ride the bus. **(32.2.4A)** UTA could do a much better job of using express buses that have different destinations. Shuttles could be used to provide access to trailheads and other user areas, such as the climbing and bouldering hotspots in the canyon. **(32.1.2C and 32.2.6.3C)**

Some will argue that the bus system should not be subsidized by reducing or eliminating the fare and that the system should pay for itself. I never hear this same argument for the gondola, or our streets or freeways. **(32.2.4A)** All of these systems are subsidized. Creating a world class bus system to serve our canyons (not just Little Cottonwood Canyon could be accomplished at a much lower level of funding that constructing and maintaining the gondola. Implement a toll to enter the canyon by personal vehicles. **(32.2.7E and 32.2.4A)**

In addition to improvements to the bus system, improvements to the existing roadway can be implemented to better handle the volume of vehicles. Charge a toll. **(32.2.4A)** Implement reversible lanes. **(32.2.2D)** Enforce traction regulations. I routinely see Highway Patrol Officers at the mouth of the canyons but rarely are enforcing the regulations. Charge for parking. **(32.2.2M, 32.2.2K, and 32.2.4A)**

Evaluate the carrying capacity of Little Cottonwood Canyon. **(32.20B)** It seems clear that the canyon has reach or exceeded this capacity based on the lack of parking, overcrowding at trailheads. The capacity analysis needs to go beyond the number of people the canyon can handle, the analysis must "also look at ecological and environmental elements as well. **(32.20B, 32.20A, and 32.20C)** Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit are unacceptable. **(32.1.2B and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, Little Cottonwood Canyon will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. Increased capacity will also inevitably lead to increased ski resort expansion pressures. I am against any future ski resort expansion outside of their current footprints. **(32.20C)**

The gondola proposal does not make sense in so many ways. This gondola would be the longest gondola in the world. The cost is staggering, especially when you look at the number of days per year that it would operate. **(32.2.7C)** The current proposal is to operate the gondola during the winter ski season only. **(32.2.6.5F)** This proposal doesn't solve the transportation problems that plague the canyon year round. **(32.1.2C)** The gondola will certainly cost more to operate than buses and will take 20 to 30 minutes longer to travel through the canyon than cars or buses. **(32.2.7C and 32.2.6.5O)** The

gondola has been promoted by both Alta and Snowbird. Of course! The gondola only serves their interests. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** It would instantly become a marketing tool for both resort but doesn't really serve all users of the canyon. The gondola does not provide access to trailheads or other user areas in the canyon.

The gondola will appear more like a tram because of the massive towers. Most of the towers are between 160' and 230' in height. The map showing location of towers indicates that some of the towers will be vulnerable to avalanche. **(32.2.6.5K)** The towers will be unsightly and severely degrade the visual qualities of the canyon. **(32.17A)** With 20 towers between the base station and Alta, there will be a massive tower about every 4/10th of a mile.

Sincerely,

Joel Paterson

Sincerely,
Joel Paterson
Salt Lake City, UT

COMMENT #: 8006
DATE: 8/30/21 7:37 PM
SOURCE: Website
NAME: Luke Lee

COMMENT:

Please do not destroy the bouldering in little cottonwood for the UDOT construction. **(32.4A and 32.4B)**

COMMENT #: 8007
DATE: 8/30/21 7:42 PM
SOURCE: Website
NAME: Kelly Kenn

COMMENT:

This entire plan is horrifying and grossly negligent for the communities it will impact. Tolling with the preferred alternatives or the price to take the bus or gondola would REDUCE to low-income populations. **(32.2.4A and 32.5A)** Currently the lack of tolling allows EVERYONE to enter the canyon without a fee. Presumably low-income individuals do not own expensive ski passes so winter canyon users are using the non-Alta/Snowbird recreation areas. The transit solutions DO NOT serve them. **(32.5A, 32.2.4A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** However, the likely lower price of the bus (coming soon) and the ability to add multiple bus stops (you can't add more stops to a gondola once it's built) makes the bus alternative better able to serve low-income populations. **(32.2.6.3C)** Low-income populations will have disproportionately high and adverse effects compared to middle/high-income people who will be the least able to enter the canyon. **(32.5A)** I think this has not been evaluated adequately in the Environmental Justice chapter considering by the definition of low-income in FHWA Order 6640.23a. Why are we going to make this population pay to access the canyon in the winter when the preferred alternatives DON'T create the same barrier to entry!? **(32.5A)** It's just unnecessary. If I want to ride a gondola I will head to an amusement park, not a place of natural beauty and wonder.

COMMENT #: 8008
DATE: 8/30/21 7:45 PM
SOURCE: Website
NAME: Melissa Wanserski

COMMENT:

This traffic issue is a ski resort issue. The resorts should be taking responsibility for the traffic. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** They should be mandating or heavily incentivizing bus use or car pooling. I don't think we should be spending all this public money on a private ski resort issue. **(32.1.2B)** I think we should test out increasing bus services heavily m and also charging resort skiers heavily if they have less than 4 people in a car (like \$100). **(32.29R and 32.2.4A)**

COMMENT #: 8009
DATE: 8/30/21 7:53 PM
SOURCE: Website
NAME: Paul Pitts

COMMENT:

I was really leaning toward the Gondola but didn't realize how obtrusive the towers would be taking away from the beauty of the canyon unless they were designed to kind of blend in/match the character of the canyons granite walls, Pines and other natural features unique to Little Cottonwood. **(32.17A)**
The latest big point was finding out it would bypass White Pine and only go to the resorts, maybe it should have more stops along the way to utilize for more that just the ski resort and year round as well. **(32.2.6.5G)**

COMMENT #: 8010
DATE: 8/30/21 7:53 PM
SOURCE: Website
NAME: jennifer cherland

COMMENT:

The gondola is a HORRIBLE waste of money. **(32.2.9E)** Why can we not have a TRIAL period for several electronic buses to be purchased for 2-3 million dollars (instead of HUNDREDS of MILLIONS spent on this gondola option) to have on HIGH POWDER DAYS AND HOLIDAYS a Bus ONLY & employees travel UP THE CANYON FROM 8AM-10:30AM. **(32.2.2B, 32.2.6.3F, and 32.29R)** This would eliminate pollution and congestion during problematic times and be SO MUCH MORE EFFICIENT!! If it doesn't work, not out much, just reallocate E-Buses to regular city bus routes. If this option DOES work, it is WAY CHEAPER to build some designated parking structures where they were intending on building them for the gondola!

COMMENT #: 8011
DATE: 8/30/21 8:06 PM
SOURCE: Email
NAME: Margie Jensen

COMMENT:

Dear Utah Department of Transportation,

I do not support the gondola or avalanche sheds. **(32.2.9E and 32.2.9J)**. I am a resident of Salt Lake and a frequent user of Little Cottonwood Canyon year round. This canyon would be ruined permanently with the proposed gondola and avalanche sheds. **(32.4I)**

There is a very important term - "Carrying Capacity". Little Cottonwood Canyon can only accommodate a specific number of people before skiing and other user experiences are diminished. This DEIS only considers transportation needs and does not consider the idea of carrying capacity - reducing the number of vehicles in the canyon, of resorts limiting the amount of passes available per day or the number of users on the hill. **(32.20B, 32.20C, 32.2.4A, and 32.2.2K)**

I do care and believe bus service needs to be upgraded. **(32.2.9A)** The huge amounts of monies to be spent on the gondola or road widening/avalanche shelters should only be considered after lower cost alternatives such as toll booths and more buses. **(32.2.4A and 32.2.9A)** The Gondola idea only serves the ski resorts and their winter users. **(32.1.2B, 32.1.2D, 32.2.7A, 32.4B, and 32.7C)**

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
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- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)**

Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,

Margie Jensen

Sincerely,
Margie Jensen
Salt Lake City, UT

COMMENT #: 8012
DATE: 8/30/21 8:14 PM
SOURCE: Email
NAME: Micki Harris

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Micki Harris
Salt Lake City, UT

COMMENT #: 8013
DATE: 8/30/21 8:30 PM
SOURCE: Website
NAME: Chelsey Voss

COMMENT:

The gondola and road widening options will forever change Little Cottonwood's iconic landscape. **(32.4I, 32.17A, and 32.17B)** Please consider less destructive alternatives. **(32.2.9A and 32.2.2PP)**

COMMENT #: 8014
DATE: 8/30/21 8:32 PM
SOURCE: Website
NAME: Tucker Voss

COMMENT:

Please do not destroy the natural beauties that make our home the beautiful place that it is. Less destructive alternatives need to be looked at. **(32.17A and 32.17B)** Winter tolls and increased electric is options could be great for traffic mitigation. **(32.2.4A, 32.2.9A, and 32.2.6.3F)**

COMMENT #: 8015
DATE: 8/30/21 8:53 PM
SOURCE: Email
NAME: Alex Saad Saad

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Alex Saad Saad
Bozeman, MT

COMMENT #: 8016
DATE: 8/30/21 9:23 PM
SOURCE: Website
NAME: Jennifer Cantwell

COMMENT:

The first deficiency listed in the Executive summary is "Decreased mobility in winter during the morning (AM) and afternoon (PM) peak travel periods related to visits to ski areas, with the greatest traffic volumes on weekends and holidays and during and after snowstorms. "

The gondola may help this initially, but is not scalable if more capacity is needed. It also does not consider ALL users of S.R. 210. **(32.2.6.5N and 32.1.2D)**

COMMENT #: 8017
DATE: 8/30/21 9:24 PM
SOURCE: Website
NAME: Jennifer Cantwell

COMMENT:

The second deficiency of S.R. 210 listed in the Executive Summary states "Decreased mobility on Wasatch Boulevard resulting from weekday commuter traffic."

The gondola base at La Caille does not solve this deficiency. In fact, it will exacerbate it by putting a destination point close to Little Cottonwood Canyon. I believe this will cause backups in both directions on Wasatch Boulevard during peak periods. **(32.2.6.5E)**

COMMENT #: 8018
DATE: 8/30/21 9:25 PM
SOURCE: Email
NAME: Christina Kazemzadeh

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Christina Kazemzadeh
Portland, OR

COMMENT #: 8019
DATE: 8/30/21 9:26 PM
SOURCE: Website
NAME: Jennifer Cantwell

COMMENT:

The third deficiency of S.R. 210 the Executive Summary lists is "Safety concerns associated with avalanche hazard and traffic delays caused by the current avalanche-mitigation program in Little Cottonwood Canyon. Periodic road closures for avalanche mitigation can cause 2-to-4-hour travel delays or longer, which can cause traffic to back up in the neighborhoods at the entrance of the canyon."

Considering that all alternatives include some kind of snow shed and that the gondola would also need to be shut down when actively doing avalanche control work, the gondola would not be immune from these delays. **(32.7A and 32.2.6.5H)** Given the location of the base station on Wasatch Boulevard, the traffic will still back up into the neighborhoods. **(32.2.6.5E)**

COMMENT #: 8020
DATE: 8/30/21 9:27 PM
SOURCE: Website
NAME: Jennifer Cantwell

COMMENT:

The final deficiency of S.R. 210 in the Executive Summary states "Limited parking at trailheads and ski areas that leads to roadside parking."

I would like to reiterate that the purpose of the EIS is to "provide an integrated transportation system...for all users on S.R. 210." (Quote from the executive summary) The gondola may help alleviate SOME of this, however the gondola does not serve ALL users of S.R. 210. The gondola is specifically for ski resort visitors, and neglects all other trailhead and recreational users of the canyon. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 8021
DATE: 8/30/21 9:27 PM
SOURCE: Website
NAME: Jennifer Cantwell

COMMENT:

The enhanced bus service with roadway widening is the lesser of two evils at this point. The extra lane in both directions feels like an excessive exploitation of the canyon. Has a flex lane in the canyon, similar to what was implemented on 5400 South in the Taylorsville/Kearns area, been considered? **(32.2.2D)**

It would require only one additional lane which could be used for uphill busses in the morning and downhill buses in the evening. In the summer, the additional lane could then be used for bikers and pedestrian uses. **(32.2.2D)**

COMMENT #: 8022
DATE: 8/30/21 9:38 PM
SOURCE: Website
NAME: Lee Bromley

COMMENT:

Building a gondola that only operates in the winter that only stops at ski resorts that is paid by taxpayers is ludicrous and wrong. This should not even be an option. (32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)

COMMENT #: 8023
DATE: 8/30/21 9:41 PM
SOURCE: Website
NAME: Miki Karg

COMMENT:

I am against both current proposals of enhanced bus with road widening and the gondola. **(32.2.9C and 32.2.9E)** Wasatch Boulevard and the roads to Little Cottonwood Canyon are not meant to be major thoroughfares through our Cottonwood Heights RESIDENTIAL area. South of about 90th south, Wasatch Boulevard has a reduced speed of 35 mph , as opposed to the 50 mph limit from BCC to the mouth of LCC, which is as much of a residential area as that past 90th south. The existing boulevard is already very dangerous for cyclists and pedestrians and almost impossible to turn onto from side streets. The proposal of up to six lanes is not acceptable- it would basically turn it into a freeway!!!! **(32.2.6.2.2A)**

A gondola will absolutely ruin the beauty and serenity of LCC and stands to benefit those behind it and Alta and Snowbird. **(32.17A, 32.4I, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** There are recreational opportunities all the way up LCC which will not be served by the gondola. The complexity of getting skiers to the gondola - parking in some lot, perhaps loading their gear and taking a bus to the gondola station, reloading their gear onto the gondola, and then paying and taking a 1 hour ride up the canyon is not an attractive option! Anyone who skis with their children can only imagine what a nightmare this option would be. And it is my understanding the gondola will operate only during ski season (at best Nov. through May). **(32.2.6.4B, 32.2.6.5J and 32.2.6.5F)**

The expense to taxpayers of both options is major. Why not start with simpler options like a very enhanced bus system (buses running very frequently to eliminate wait time and guarantee a space on the bus) that does not require widening the road, a toll for cars going up the canyon, and a parking fee at the resorts to discourage taking private transportation (or at least encourage carpooling to share the cost). **(32.2.9A and 32.2.4A)**

Both of the proposed options would significantly scar our east bench and canyon, and once done could not be undone. Please try more reasonable options first!!!!!!

COMMENT #: 8024
DATE: 8/30/21 10:00 PM
SOURCE: Website
NAME: Andrea Lyon

COMMENT:

I support the gondola because it is the least polluting option. (32.2.9D)

COMMENT #: 8025
DATE: 8/30/21 10:03 PM
SOURCE: Website
NAME: Myron Lyon

COMMENT:

I support the gondola because road traffic on 210 will only get worse, sometimes threatened by slides and avalanches. **(32.2.9D and 32.7A)**

COMMENT #: 8026
DATE: 8/30/21 10:43 PM
SOURCE: Website
NAME: Natalie Wingfield

COMMENT:

Please do not implement any strategy that removes or affects the climbing areas in LCC. (32.4A and 32.4B)

COMMENT #: 8027
DATE: 8/30/21 11:14 PM
SOURCE: Email
NAME: Madelein Johnson

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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. **(32.13B)** 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,
Madelein Johnson
Glendale, AZ

COMMENT #: 8028
DATE: 8/30/21 11:25 PM
SOURCE: Website
NAME: Janaye Lakey

COMMENT:

As an avid rock climber, I am very concerned about the impact that this project could have on climbing in the area. I would hope that this would be taken into consideration, since Utah is home to many outdoor sports that locals and visitors alike enjoy. **(32.4A, 32.4B, and 32.29G)**

COMMENT #: 8029
DATE: 8/31/21 12:42 AM
SOURCE: Website
NAME: Justin Ferguson

COMMENT:

The road extension preferred alternative is far more fair to all canyon users. **(32.2.9B)** The gondola would only serve the ski resorts. If the gondola is chosen the ski resorts should pay for all of it and no tax dollars used because it is no longer a public good that serves all canyon users. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Hikers, mountain bikers, road bikers, runners, picnicking families, and campers deserve better access to the canyon if they are taxed for the improvements. Please choose an alternative that will serve everyone's needs. Thank you. Justin Ferguson

COMMENT #: 8030
DATE: 8/31/21 1:50 AM
SOURCE: Website
NAME: Kyle Daluga

COMMENT:

What about improvements on road 209!

Tolling is absurd! It is a public road and everyone should have access to it! Tolling some people and not others for using the same road is also absurd giving backcountry users a free pass the the same road to save some people money and not others is discriminatory they are contributing to the congestion like anyone else. **(32.2.4A)** But no one should be tolled! Are you tolling the students at uvu you just spent millions of taxpayer dollars to build an absurd bridge just to save them a 1000ft walk to the road. Taxpayers funded that very biased project they should fund this that is a huge revenue generator for the state. Tolling would also deter travel here and desirability for locals living here to Access to skiing we have. It's already an expensive sport that toll would impact the ease to access. **(32.2.4A)**

2). 40%. Of congestion comes from 209 I don't see any added bus lanes there? Why are you only concentrating on 210 you should be fixing and widening both roads. **(32.7E)**

3) U can't ban single occupancy cars only! You have to ban all cars all morning you should not punish people if they can't carpool all cars should be banned or none, what about single occupancy handicapped if you ban that it's a rightful lawsuit waiting to happen. **(32.2.4A)**

Where is the drawings for the lacalle access points? That should be presented better before people make up their minds. **(32.2.6J)**

Has anyone considered a boring tunnel that is the future! **(32.2.2C)** Not gondolas **(32.2.9E)**

COMMENT #: 8031
DATE: 8/31/21 2:06 AM
SOURCE: Website
NAME: Kyle Daluga

COMMENT:

If a tunnel is not an option my vote is for the gondola since it reduces road closure and avalanche issues but I am worried about getting to the gondola with the traffic standstill waiting for the canyons to open? **(32.2.2C and 32.2.9D)** How are you going to create access to gondola if the roads aren't moving **(32.2.6.5E)**

COMMENT #: 8032
DATE: 8/31/21 2:06 AM
SOURCE: Email
NAME: Chuck Scott

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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. **(32.13B)** 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,
Chuck Scott
Salt Lake City, UT

COMMENT #: 8033
DATE: 8/31/21 5:44 AM
SOURCE: Email
NAME: Jeff Parker

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Jeff Parker
Draper, UT

COMMENT #: 8034
DATE: 8/31/21 5:58 AM
SOURCE: Website
NAME: Mary Runolfson

COMMENT:

Once built, there will be no going back to the pristine, natural look of that great canyon. It will forever have the mark of man...large and visible. **(32.17A)**. Electric busses, which can be deployed to meet daily demand, are the best option. **(32.2.9A and 32.2.6.3F)**

COMMENT #: 8035
DATE: 8/31/21 5:58 AM
SOURCE: Website
NAME: Elizabeth Opie

COMMENT:

Please reconsider these options. There are more activities that take place in the canyon which will be permanently destroyed (boulders) especially if you go the gondola route. **(32.4A, 32.4B, and 32.2.9E)** Not only that, do we need to continue to flood the canyon with even more humans, exhaust and stress on the environment? **(32.1.2B, 32.20A, and 32.20C)** The winters are bad enough with everyone lined up to get to a resort, but it's time we stop putting us first and think about how detrimental this will be to the canyon in general. **(32.20B)**

COMMENT #: 8036
DATE: 8/31/21 6:52 AM
SOURCE: Website
NAME: Jamie Gross

COMMENT:

Please no gondola!!! **(32.2.9E)** Invest in better public transportation options and limit private vehicles instead! **(32.2.9A and 32.2.4A)** Please don't waste my taxpayer dollars on a gondola that will not solve the current problems. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 8037
DATE: 8/31/21 6:53 AM
SOURCE: Website
NAME: Zach Ney

COMMENT:

Not a gondola. (32.2.9E) A gondola will ruin too much of the canyon visually and environmentally. (32.17A and 32.13B) I love fishing in little cottonwood and I am worried the gondola will ruin the creek habitat for the trout that live there, even if it's only temporary it takes years for fish to recover (32.19A, 32.12A and 32.13A)

COMMENT #: 8038
DATE: 8/31/21 7:45 AM
SOURCE: Website
NAME: Gloria Leonard

COMMENT:

Little Cottonwood Canyon is for ALL citizens, not just skiers. Although a gondola would be convenient for skiers during the ski season it does not address the other hikers, bikers, picnic-ers, back country skiers, snowshoers, campers, etc. who love and use the canyon and appreciate it's wilderness. **(32.4I, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I would love to see a more equitable bus service that would take me to a trailhead for a hike or accommodate my bike. **(32.2.9A, 32.1.2C, and 32.2.6.3C)** Please don't tear up the canyon constructing a gondola when reasonable solutions exist to accommodate everyone, not just skiers. **(32.2.9E)**

COMMENT #: 8039
DATE: 8/31/21 7:56 AM
SOURCE: Website
NAME: Roman Samul

COMMENT:

I am a Sandy homeowner who lives less than 5 minutes from the mouth of Little Cottonwood Canyon. I've seen comments on KSL and Reddit advocating for a cog rail system, so I looked into it. After researching this, we should settle for nothing less than a cog rail system which connects to the main TRAX line in Sandy. **(32.2.9F and 32.2.2I)** Locals and tourists alike would be able to take a train from anywhere in the valley including from the airport, directly to the ski resorts. As a commenter on KSL stated, this cog rail should go up from the main Sandy TRAX line to Alta, go over the mountain to Brighton, go over the other mountain to Park City, and then come back down through Alta and back to the main Sandy TRAX station. **(32.2.2N)** Is it expensive? Yes. Is it unequivocally the best option? Yes. We as Americans need to start thinking big, again. We didn't worry about cost when we built the interstate highway system, Hoover Dam, or sent astronauts to the moon. Now it seems like we're afraid to do anything big because of the cost. Well, as a commenter on KSL stated, the government absolutely will spend money either way. It's what makes our economy go. If Utah asks for this, in the midst of bidding for an Olympics the federal government will almost certainly pick up the bill. And they won't even spend extra money to do it. They'll just budget it in and cut out some of the pork in the infrastructure bill in order to pay for it. Utah does not get their fair share from the federal government because we never ask for it. It's time we start asking for it. Other nations around the world have these cog rail systems already. Other nations around the world have 200 MPH trains connecting their cities. The USA is the richest country in the history of the world, so why do we act like it's too expensive to have things that other nations consider basic infrastructure? And why do we still act like this is too expensive when the federal government had already said they're going to spend around 3 trillion dollars on infrastructure, even if they have to break it up into separate bills? We should be lobbying the federal government to put in this cog rail from Park City, Alta, and Brighton which connects to the main TRAX line in Sandy. **(32.2.2I)** While we're bidding for an Olympics is the perfect time. And after the Olympics it will make it easier to commute to and from Park City (and the ski resorts in Little and Big Cottonwood Canyons). Think big. Think like Americans used to.

COMMENT #: 8040
DATE: 8/31/21 8:24 AM
SOURCE: Email
NAME: Kimberly Sanders

COMMENT:

Dear Utah Department of Transportation,

Hello,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

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- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Kimberly Sanders
Salt Lake City, UT

COMMENT #: 8041
DATE: 8/31/21 8:31 AM
SOURCE: Email
NAME: Alex Baer

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 11). 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? **(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. **(32.13B)** 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 Baer
Salt Lake City, UT

COMMENT #: 8042
DATE: 8/31/21 8:34 AM
SOURCE: Website
NAME: Jill Silverberg

COMMENT:

Please do not ruin LCC with this monstrosity! We must prioritize the health of the canyon over the income of Snowbird. LCC is a gem and must be protected. The tourists are not worth an accelerated destruction of one of our areas greatest gifts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 8043
DATE: 8/31/21 8:35 AM
SOURCE: Website
NAME: Pamela Van Andel

COMMENT:

I believe the best option is enhanced bus service up little cottonwood canyon. **(32.2.9A)** The bus would have the ability to stop at all the trailheads both winter and summer. **(32.2.6.3C and 32.1.2C)** Access would be improved for canyon users. A gondola would be cumbersome and only serve the resorts leaving out the other canyon users. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Enhanced buss service makes sense.

Thank You

Pamela Van Andel

COMMENT #: 8044
DATE: 8/31/21 8:41 AM
SOURCE: Website
NAME: Ronald Sawdey

COMMENT:

The gondola option is a wonderful gift to Snowbird and Alta. I believe that the term 'corporate welfare' applies here. (32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)

COMMENT #: 8045
DATE: 8/31/21 8:52 AM
SOURCE: Website
NAME: Andy Agardy

COMMENT:

I would like to take a moment to comment on the part of the DEIS that hasn't received that much attention, the Wasatch Blvd expansion piece of the proposal. As a resident of the Kings Hill neighborhood above Wasatch - I am deeply concerned about the safety of vehicle access to and from Kings Hill / Wasatch and Golden Hills Wasatch. Currently - it is sometimes very difficult - and dangerous to utilize these intersections coming and going from this area. The expansion of wasatch in accordance with both proposals has the potential to make this situation worse. I feel the need for a reduced speed zone between the swamp lot / or Bengal and Wasatch to the High T would go a long way towards alleviating these dangerous access issues that currently exist. This would also provide safer pedestrian and bicycle alternatives along the proposed bikeway. Please take these comments to heart when setting a speed limit thru this population sensitive area. **(32.2.6.2.2A)** Thank you

COMMENT #: 8046
DATE: 8/31/21 9:18 AM
SOURCE: Email
NAME: Kristin Thompson

COMMENT:

Dear Utah Department of Transportation,

I do not think that the Gondola option will help to fix the issues that we have in LCC. **(32.7B and 32.7C)** I think that this option is not only expensive and unsightly, but will create more problems. There is no efficiency to get up the canyon with the gondola; getting to the gondola base will be a nightmare (driving, or using the bus to get there), users going to Alta will have to do an additional transfer (less efficient), and it takes away any potential options for trailhead stops for user groups other than resort-users. **(32.2.6.5E, 32.2.6.5R, and 32.2.6.5G)**. Having increased number of busses, as well as bus routes is a much better option because there will be fewer transfers which is easier, faster, and more efficient (load at the bus stop, and be taken right up to the resort - no transfers). **(32.2.9A and 32.2.6.5N)** I think we should have more bus routes that start in locations across the Wasatch front so that users do not all have to come to Wasatch BLVD in order to access the canyons. **(32.2.2I)** The bus option ALSO has the potential to give other user groups (winter and summer backcountry users) more options with potential stops at trailheads, and more options for versatility overall. **(32.2.6.3C and 32.1.2C)**

Other ideas that would be more appropriate are:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**

Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**

- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Increasing the number of people who can go up the canyon does not help the situation. **(32.1.2B, 32.20A, and 32.20C)**

I think the Gondola option pigeon-hole's everyone into a very specific pattern that has no way to change with whatever our future holds.

Sincerely,
Kristin Thompson
Murray, UT

COMMENT #: 8047
DATE: 8/31/21 9:18 AM
SOURCE: Email
NAME: Jon Starr

COMMENT:

Dear Utah Department of Transportation,

I do not think that the Gondola option will help to fix the issues that we have in LCC. **(32.7B and 32.7C)** I think that this option is not only expensive and unsightly, but will create more problems. There is no efficiency to get up the canyon with the gondola; getting to the gondola base will be a nightmare (driving, or using the bus to get there), users going to Alta will have to do an additional transfer (less efficient), and it takes away any potential options for trailhead stops for user groups other than resort-users. **(32.2.6.5E, 32.2.6.5R, and 32.2.6.5G)**. Having increased number of busses, as well as bus routes is a much better option because there will be fewer transfers which is easier, faster, and more efficient (load at the bus stop, and be taken right up to the resort - no transfers). **(32.2.9A and 32.2.6.5N)** I think we should have more bus routes that start in locations across the Wasatch front so that users do not all have to come to Wasatch BLVD in order to access the canyons. **(32.2.2I)** The bus option ALSO has the potential to give other user groups (winter and summer backcountry users) more options with potential stops at trailheads, and more options for versatility overall. **(32.2.6.3C and 32.1.2C)**

Other ideas that would be more appropriate are:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**

Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**

- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Increasing the number of people who can go up the canyon does not help the situation. **(32.1.2B, 32.20A, and 32.20C)**

I think the Gondola option pigeon-hole's everyone into a very specific pattern that has no way to change with whatever our future holds.

Sincerely,
Jon Starr
Salt Lake City, UT

COMMENT #: 8048
DATE: 8/31/21 9:22 AM
SOURCE: Website
NAME: Rebecca Kaltenback

COMMENT:

My concern is focused on the end of the day ride down canyon. Has anyone ever tried to get on the bus at Snowbird at 3pm down canyon? The Alta stops totally fill the bus and there is no room for Snowbird people. I can just imagine the pushing and shoving that is going to occur. People are not so nice when they are trying to get home. **(32.2.6.5R)**

COMMENT #: 8049
DATE: 8/31/21 9:23 AM
SOURCE: Website
NAME: Joshua Fulton

COMMENT:

I support the Enhanced Bus option for the Little Cottonwood expanded transportation project. **(32.2.9A)** Though the bus may incur slightly higher expenses, it's a far more flexible and versatile option than the alternatives. An enhanced bus would provide faster transport up the canyon, but it remains available if other buses fail. It also is much easier to connect a bus with other UDOT transit options, such as future rail extensions, bus rapid-transit lanes, or existing bus routes. **(32.2.9A)**

COMMENT #: 8050
DATE: 8/31/21 9:29 AM
SOURCE: Website
NAME: David Osborn

COMMENT:

Develop a system of small busses that would stop at the ski resorts and trailheads **(32.2.9A and 32.2.6.3C)**

COMMENT #: 8051
DATE: 8/31/21 9:40 AM
SOURCE: Email
NAME: Kelli Anderson

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Kelli Anderson
Sandy, UT

COMMENT #: 8052
DATE: 8/31/21 9:47 AM
SOURCE: Email
NAME: Camryn Bukowski

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Camryn Bukowski
South Salt Lake City, UT

COMMENT #: 8053
DATE: 8/31/21 9:49 AM
SOURCE: Website
NAME: Bradley Allenick

COMMENT:

Anyone who skis Little Cottonwood Canyon, especially on storm days, holidays, and weekends, can immediately see there's a problem with the transportation in and out of the canyon and something needs to change. Multi-hour backups in the morning and evening are a nightmare for all involved, is bad for air quality, and is dangerous in case of emergency. **(32.1.2B and 32.10A)**

The leading solutions offered in the Draft EIS, however, are extremely expensive, permanent (building infrastructure), and impactful on the environment, watershed, and viewshed. **(32.13A, 32.13B, 32.12A, 32.12B, 32.17A, and 32.17B)**

Rather than building an expensive and limited capacity gondola or widening the road, existing options such as bus service should be invested in to increase ridership and decrease transit times. **(32.2.9E, 32.2.9C, and 32.2.9A)** More parking close to I-215 must be offered to decrease congestion on Wasatch Blvd. **(32.2.6.2.1C)** The carrying capacity of LCC must be determined rather than getting as many people as possible into the canyon **(32.20B)**. Tolling and limiting the number of people allowed in the canyon on a given day will help. **(32.2.4A)**

Enforcing chain laws/snow tires/AWD/4x4 restrictions from Nov 1-April 30 will prevent ill-equipped vehicles from entering the canyon. **(32.2.2M)** Anecdotally, it seems there are always slides-offs on SR-210 when the road is clear in the morning, folks with 2WD cars and/or bald tires drive up because no restrictions are in place, it then snows through the day, and those folks slide off the road in the afternoon. Season-long vehicle/tire restrictions and preventing rental cars from entering the canyon during winter months will make a huge different. **(32.2.2M)**

Before making permanent changes to the road or adding a gondola, please consider increasing investment in public transportation (buses and shuttles), incentivizing bus ridership and carpooling, and disincentivize single-occupancy vehicles. A toll gate with an RFID or other type of scanner to allow pre-approved vehicles into the canyon would allow for smooth canyon access for those pre-approved vehicles. **(32.2.9A and 32.2.4A)**

Thank you for reading and considering this comment.

COMMENT #: 8054
DATE: 8/31/21 9:52 AM
SOURCE: Website
NAME: Abby Ward

COMMENT:

This is the stupidest thing I've ever heard. Building a gondola will increase carbon emissions, won't reduce traffic congestion, will look bad, and won't provide any benefit. **(32.2.9E, 32.10A, 32.7B, and 32.7C.)** It'll increase carbon emissions because we'll have the increased pollution from the construction, not to mention the pollution from building and delivering the building materials. **(32.19A)** And it won't be as fast as just driving up, because you'll have to park your car, walk like half a mile with all your ski gear, and wait for the gondola to come back, then wait for the gondola to leave. **(32.2.6.5C)** So no one is going to use the gondola. **(32.2.4A)** It'll also look bad. **(32.17A)** In 2016, I started hiking extensively up Little Cottonwood Canyon because it was so beautiful. But the cables for the gondola and the gondola itself will look terrible. Lastly, it won't provide any benefit. People claim it'll be useful when there are avalanche things being set off, but you won't be able to ride the stupid gondola when they're setting off the avalanche things. **(32.7C and 32.2.6.5H)**. Save yourself millions of dollars, save the planet from increased carbon emissions, and save the canyon from becoming an eyesore. Don't build the gondola."**(32.2.9E)**

COMMENT #: 8055
DATE: 8/31/21 9:56 AM
SOURCE: Website
NAME: Anthony Wright

COMMENT:

I am in favor of the rail system. (32.2.9F) I do however wonder if a monorail could be built. (32.2.2I) It would be more environmentally friendly and would not be as affected by snow. would allow more space on the road for cars and bikes. I also would love to see a toll at the bottom of the canyon. (32.2.4A) If you use it you should pay a small fee to maintain it. fee will also decrease the amount of people who are not trying to carpool.

COMMENT #: 8056
DATE: 8/31/21 10:26 AM
SOURCE: Website
NAME: William Hunt

COMMENT:

In regards to traffic and environmental impact in Little Cottonwood Canyon, let me mention again that a sign or two stating "Use Lower Gear" is needed for downhill drivers in the upper canyon. I drove LCC again last weekend, and there is still the smell of burning brakes in the lower canyon on a regular basis. Many drivers do not understand that they should use a lower gear on a steep grade.

A logical place for one sign stating "USE LOWER GEAR" is on the wood signpost that has the "9% Grade" sign. An additional post is not needed there. It would be very simple to install. **(32.29HH)**

Thank you,
Bill Hunt

COMMENT #: 8057
DATE: 8/31/21 10:26 AM
SOURCE: Website
NAME: Zach Decker

COMMENT:

Gondola will be 1. Safer in storms 2. Safer for minors 3. Safer for emergency crews 4. Overall mess impact to eco system due to bus down time and traffic 5. People won't ride the bus-let's be honest.
(32.2.9D and 32.2.4A)

COMMENT #: 8058
DATE: 8/31/21 10:27 AM
SOURCE: Website
NAME: Serina Lewis

COMMENT:

Okay look, humankind as a whole is absolutely destroying our planet and our future survival as it is for our own convenience. This destroys our canyon, permanently. And for what? 25 days of extra convenience, out of 364 in a year? **(32.1.2B and 32.1.4D)** That's less than 1/14th of the year. We don't need to continue destroying our planet for personal convenience. Don't move ahead with any of the plans or proposals, leave the canyon alone. **(32.2.9G)**

COMMENT #: 8059
DATE: 8/31/21 10:32 AM
SOURCE: Website
NAME: Rosalie OMalley

COMMENT:

No on the gondola (32.2.9E)

COMMENT #: 8060
DATE: 8/31/21 10:32 AM
SOURCE: Email
NAME: Krista Griffiths

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Being a former Utahan and formerly living in the Little Cottonwood Canyon I still have great concern for its conservation. Any expansion for skiing would be detrimental to its environment and watershed. **(32.29G and 32.20C)**

Sincerely,
Krista Griffiths
Long Beach, CA

COMMENT #: 8061
DATE: 8/31/21 10:37 AM
SOURCE: Website
NAME: Jason Hirtzel

COMMENT:

Hello. I urge you and your team to consider ALL the options and implement a change to the bussing system before altering the land, which cannot be undone and is less costly than the two main options. Your decision impacts hundreds of thousands of people and needs the upmost sincerity. **(32.2.9A, 32.2.9R, and 32.29G)** Thanks you.

COMMENT #: 8062
DATE: 8/31/21 10:37 AM
SOURCE: Website
NAME: Brian Collins

COMMENT:

I am opposed to both the gondola and bus options for lcc. **(32.2.9E and 32.2.9C)** Neither of these options take into account that ski resorts are already at capacity. **(32.20A, 32.20B, and 32.20C)** Bringing more people up the canyon will do nothing. I feel that caps should be placed on season tickets holders and day passes sold to account for the available capacity of the road system and parking. Concerned, **(32.2.2K)**
Brian Collins

COMMENT #: 8063
DATE: 8/31/21 10:43 AM
SOURCE: Website
NAME: Chad Mullins

COMMENT:

Enhanced bus service would better meet the needs of canyon users both short and long term. **(32.2.9A)** Although, gondolas may appeal to the ski resorts as a glitzy solution, it does not serve the many other members of the public whose destination is not a ski resort nor does it serve as a year-round benefit to reduce traffic in the canyon. **(32.1.2B, 32.1.2C, 32.1.2D, 32.6.3C, 32.2.7B, 32.4B, and 32.7C)** Many users will not want the time delays and inconvenience of having to use multiple means of public transportation to access the gondola. **(32.2.6.4B and 32.2.6.5J)** There are many incentives that can be imposed to discourage the use of single-occupancy vehicles at the resorts, such as tolls and limited, more expensive parking. **(32.2.4A)** These and other measures (free bus service) should be imposed in addition to enhanced bus service before resorting to major widening of the roadway. **(32.29R)** An all out effort should be made to avoid and limit environmental and aesthetic damage to the canyon. **(32.29G)**

Thank you,
Chad Mullins

COMMENT #: 8064
DATE: 8/31/21 10:43 AM
SOURCE: Website
NAME: Zach Wong

COMMENT:

I live in Salt Lake City and love recreating in the canyons during all seasons. I spend about 3-5 days in the canyons during an average week, whether that be running, climbing, skiing (backcountry and resort), or something else. I believe that the canyons are world-class treasures that ought to be protected. We should think of the long-term impact to the canyons when we consider development solutions. I know that staff working on this project understand the importance of these commitments. **(32.29G)**

I oppose the construction of a gondola and strongly support the option for the enhanced busway. **(32.2.9E)** Based on the predictions in the DEIS, the enhanced busway seems clearly better in every way: quicker to get to the top of the canyon, cheaper, and less visual impact. **(32.2.9B, 32.2.7C, and 32.17B)**

Taking a widened roadway, either by bus or car, will be a much better experience than taking the gondola. I don't want to park somewhere, wait in line, take a bus, wait in line, take a gondola, and repeat that on the way down. It's far more convenient to just get on the bus once **(32.2.6.5J and 32.2.6.5C)**.

Additionally, the roadway will still provide utility in the summer. Who is going to take the gondola in the summer? I don't see much reason to do so. So we're just going to have a gondola operating for 1/3 - 1/2 of the year? **(32.2.6.5F and 32.20A)** That doesn't seem reasonable. The widened roadway seems like it could help ease traffic congestion... not as bad during the summer, but I regularly get stuck behind slower drivers on the way up during the summer. **(32.2.6.3B)**

I also think that the gondola will severely harm the landscape. **(32.17A)** I do not want to look down and see a gondola station. It's natural to have a road at the bottom of a canyon. Less natural to have a gondola. The stations and the lines will significantly detract from the beauty of LCC.

Finally, the gondola reeks of political corruption. It would award a contract and convenience to entrenched financial interests. If the governor is friends with these people, or benefits from their political support as has been reported, it seems very problematic, especially when the gondola does not seem to offer any benefit over the bus. **(32.2.7A and 32.6C)**

I strongly, strongly oppose construction of the gondola because I think it will be less convenient, a scar on the landscape, and it reeks of political corruption. I support a widened roadway + enhanced bus. **(32.2.9B)**

COMMENT #: 8065
DATE: 8/31/21 10:44 AM
SOURCE: Website
NAME: Eric Reische

COMMENT:

I am strongly in favor of the gondola alternative **(32.2.9D)**

COMMENT #: 8066
DATE: 8/31/21 10:50 AM
SOURCE: Website
NAME: Todd Wolpert

COMMENT:

I love the gondola idea. **(32.2.9D)** Although, I do worry about the amount of people in the canyons, just not the transportation up / down. **(32.20B)** Not a huge fan of the bus idea because that does not help with accidents and/or avalanche situations. Restricting vehicles that should not be in the canyons is something I would support as well. **(32.2.2M)**

Good luck with your decision because no matter what you decide on, not everyone is going to be happy.

COMMENT #: 8067
DATE: 8/31/21 10:52 AM
SOURCE: Website
NAME: Robert Baldwin

COMMENT:

I would like to comment in opposition to all proposed option for Little Cottonwood Canyon. **(32.2.9G)** Increasing access and speed will only lead to more crowding at the resorts. **(32.1.2B and 32.20C)** Anyone who visits the resorts knows that a winter weekend involves long lines at the lifts. Adding capacity to the road or adding a tram would increase the load on resorts which are already overcrowded. Without expansion to resort lift service, the proposed solutions only move the crowding further up canyon to a different pinch point. **(32.20C)**

Further to this, the problem of traffic only occurs during the high part of the ski season, from Christmas to Spring Break, and only on weekend. This is a maximum of 12 weeks, or 24 days. We are proposing spending a half a billion tax dollars to support an upper class recreational activity for 6.5% of the year. **(32.1.4D and 32.1.2B)**

If it is a choice of buses vs the tram, buses offer more flexibility for the other 93.5% of the days of the year, without the infrastructure of a lift. However, a more appropriate solution is to recognize that the resorts lift and base areas are at capacity when the road is at capacity, and the traffic and road closures are a natural solution to the crowding of the areas.

Bob

COMMENT #: 8068
DATE: 8/31/21 10:57 AM
SOURCE: Website
NAME: Camille Phillips

COMMENT:

I would like to strongly oppose both proposed solutions to the LCC traffic and propose a third option that I feel would be the best option. **(32.2.9C and 32.2.9E)** Our family of 6 are avid hikers in the cottonwood canyons and skiers. We have had Alta season passes the last two years and before that we have held passes at snowbird and Brighton.

My proposed solution would require the ski resorts to become involved in the solution. I propose a three prong approach. In addition to more frequent buses during peak times (buses are always full from my experience), the ski resorts need to offer incentives for skiers to ride the buses. **(32.2.9A and 32.2.4A)** From my observations and experience, cars are preferred because first and foremost buses are not reliable and not frequent enough. **(32.2.6.5N)** Additionally skiers prefer their cars because it is a spot to take a break from skiing; to take off their boots, have a snack and a place to warm up. The ski resorts do not allow outside food in their eating establishments. Outside food is only allowed outside. In the winter, skiers want to come inside where it is warm for a break and a snack. Individual cars provide this for skiers. This is a BIG deterrent for many local skiers. Additionally more lockers for backpacks/waterbottles need to be added to resorts for guest use. **(32.2.3A)**

I also believe another incentive the ski resorts need to give their skiers is a reward based system for riding public transportation or using the rideshare app that many resorts started to utilize in 2019-2020. **(32.2.4A)** Rewards can include a punch pass for a ski pass, free food or other swag that the skier can choose. UDOT can help subsidize this program. The ride share app needs to be utilized again by the ski resorts. The app already has built in rewards systems and resorts were fully onboard with the program before covid-19. The app can still be safely used with the use of masks. To summarize, my three prong approach is to increase frequency and reliability of buses, ski resorts need to allow outside food inside their establishments and skiers who use buses and the rideshare app need to be rewarded with discounted tickets, food or other swag. **(32.2.4A)**

The options proposed would scare and forever disfigure the natural beauty of our cottonwood canyons. **(32.17A and 32.17B)** The gondola does not address the real reason people do not use the buses. The reason skiers do not ride buses have been listed above. The gondola would be the same as a bus and would only cater to tourist and further limit locals from using our canyons. **(32.2.4A)**

These other options need to be well advertised and upheld by resorts and udot so that skiers will feel comfortable riding buses or carpooling with others.

COMMENT #: 8069
DATE: 8/31/21 11:15 AM
SOURCE: Website
NAME: Michael Zito

COMMENT:

Both options are years long, expensive, and do not solve the winter driving safety concern as it exists today. **(32.1.2B, 32.1.2D, 32.2.7A, 32.4A, and 32.7B)** Building a checkpoint at the entrance to both cottonwood canyons to enforce the traction laws would result in a safer travel along the canyon in the winter, would save 100s of millions of taxpayer's money, and allow us to reassess the safety and traffic concerns after a season or two to see if a permanent change to the entire canyon is necessary. **(32.2.2M)**

COMMENT #: 8070
DATE: 8/31/21 11:17 AM
SOURCE: Website
NAME: Jon Hunter

COMMENT:

The Gondola proposal would be an eyesore in this beautiful canyon. (32.17A) I fully support adding parking at the base of the canyon and increasing the use of buses. (32.2.9A) This option in my opinion is optimal in getting the most people to and from these resorts in the fastest way possible.

COMMENT #: 8071
DATE: 8/31/21 11:20 AM
SOURCE: Website
NAME: Julieana Rusnak

COMMENT:

Enhanced bus service without road changes is the best option. **(32.2.9A)** The second best option would be to widen the road as well. Please do not build a Gondola. **(32.2.9E)** It is expensive, intrusive, and does nothing to help with backcountry skier traffic. **(32.1.2B, 32.1.2D, 32.2.7A, 32.4A, and 32.7B)**

COMMENT #: 8072
DATE: 8/31/21 11:20 AM
SOURCE: Website
NAME: Orville Clarke

COMMENT:

I am appalled at both of the solutions proposed by UDOT regarding the transportation "fixes" in LCC. **(32.2.9C and 32.2.9E)** These are not only ugly solutions which lessen the beauty of this important place, but serve to further the business interests of the resorts at the expense of the community. **(32.17A, 32.17B, 32.1.2B, 32.1.2D, 32.2.7A, 32.4A, and 32.7B)** Both solutions will irreparably harm the world renowned climbing. **(32.4A and 32.4B)** Both solutions are being considered hastily, without attempt for less invasive solutions like tolls and improved bussing. **(32.2.4A, 32.2.9A, and 32.2.9R)** Additionally, both solutions are half a billion dollar subsidies to the ultra rich resorts; the transportation solutions are not geared towards back country skiing, running, cycling, climbing, etc. I am very disappointed in UDOT.

If I was forced to choose an option, I endorse option A, the "road widening". **(32.2.9B)** This option has a lower visual impact which is a highly important fact when considering the important aesthetic beauty of LCC. **(32.17A and 32.17B)** Also the usage of the road will benefit non-resort users more than the gondola. **(32.7C)**

Thank you for your time and consideration. I consider these projects by UDOT nothing less than a rape of one of the most beautiful places on earth.

COMMENT #: 8073
DATE: 8/31/21 11:22 AM
SOURCE: Email
NAME: Michael Mohr

COMMENT:

Dear Utah Department of Transportation (UDOT),

The gondola proposal exacerbates transportation problems especially for canyon residents. Instead of driving 8 miles to Alta on ski days, I will be forced to travel 3 miles down the canyon, find parking, wait for a gondola and endure the ride. Furthermore, the gondola will be a major eyesore for me and my neighbors whether we use it or not. **(32.2.6.5J and 32.17A)**

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? **(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. **(32.13B)** 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,
Michael Mohr
Sandy, UT

COMMENT #: 8074
DATE: 8/31/21 11:26 AM
SOURCE: Website
NAME: Steven Walters

COMMENT:

As a dedicated rock climber of more than 20 years, I have regularly enjoyed Little Cottonwood Canyon for the past 10 years myself, and now LCC has become an important part of both mine and my 12 year old sons life. My concerns with the proposals for this canyon include the facts that UDOT's gondola and additional lane (s) proposals would have an unacceptable impact on the climbing experience as well as year-round dispersed recreation access throughout all of Little Cottonwood Canyon. **(32.4A, 32.4B, 32.4G, and 32.4P)**, Both UDOT proposals threaten iconic climbing throughout Little Cottonwood and at least 64 boulders and 273 boulder problems. **(32.4A and 32.4B)**. UDOT's proposed parking lot "improvements" would severely limit access to the most popular climbing in the canyon by dramatically reducing the already limited parking currently available at the Gate Buttrass, Grit Mill, and at the lower Little Cottonwood Park and Ride. **(32.4N and 32.4P)** UDOT's gondola and additional lane (s) proposals would have an unacceptable impact on the climbing experience as well as year-round dispersed recreation access throughout all of Little Cottonwood Canyon. **(32.4A, 32.4B, and 32.4G)**, UDOT must find a new alternative based on an expanded electric bus service coupled with tolling and other traffic mitigation strategies that includes dispersed recreation transit needs before any permanent changes are made to Little Cottonwood Canyon that will forever alter the landscape, **(32.2.6.3F, 32.2.9A, and 32.2.4A)**.

I ask that my comments are taken into serious consideration and that considerations are taken into account for the other users of the canyon outside of ski use. **(32.2.9N)**

COMMENT #: 8075
DATE: 8/31/21 11:33 AM
SOURCE: Website
NAME: Joseph Newcomb

COMMENT:

I support enhanced bus service with dedicated lanes or cog rail. My support for cog rail is contingent on a connection to Trax. **(32.2.9B and 32.2.2I)**

In the short term, we desperately need adequate tire and equipment checks. That would help our traffic situation a lot. **(32.2.2M)**

COMMENT #: 8076
DATE: 8/31/21 11:35 AM
SOURCE: Website
NAME: Diane Forster-Burke

COMMENT:

Dear UDOT members,

I am strongly opposed to the gondola proposal for LCC as it is a huge boondoggle of spending tax payer money (500 million) to benefit the ski resort owners, and the men who own the property by La Caille. **(32.1.2B, 32.1.2D, 32.2.7A, 32.2.9E, 32.4A, and 32.7B)** This proposal is mostly limited to the ski season for its use as hikers, bikers, and climbers during non-ski season want to access trailheads in between the mouth of LCC and the ski resorts. **(32.1.2C)** The gondolas would be a mess to operate so frequently as needed to transport all skiers.

There was an excellent commentary in the Tribune

<https://www.sltrib.com/opinion/commentary/2021/08/26/brad-t-rutledge-pick/> and the previous week a great commentary from Jack Stauss who proposed that the canyon transportation be handled like Zion National Park; when it is full, no one else goes up. Both men proposed that expanded bus service is the answer. **(32.2.2B and 32.2.9A)**

Diane Forster-Burke

COMMENT #: 8077
DATE: 8/31/21 11:35 AM
SOURCE: Website
NAME: Kain Kutz

COMMENT:

Hello, I am a SLC resident and recreate within either Cottonwood Canyons several times per week during the winter months. Please rescind the two preferred options and come up with other solutions that do not alter or change the beauty and uniqueness of the canyons. **(32.2.9C, 32.2.9E, and 32.2.9A)** It is apparent that the goal of the EIS was to identify the best solution to get as many people up the canyon as possible. **(32.1.2B)** I am concerned that the Gondola will not be used if selected. **(32.2.4A)** I would like to see tolling, carpool incentives, and increased bus services/incentives initiated before a drastic option like the current preferred options are selected. **(32.2.4A and 32.2.9A)** I would also like to see canyon and resort capacity be a major element during the EIS process. **(32.20B)**

COMMENT #: 8078
DATE: 8/31/21 11:37 AM
SOURCE: Website
NAME: Michael Kotok

COMMENT:

We live in the neighborhood that is near the base of the proposed gondola station (Glacio Park), so this project is in our backyard. Beyond the fact that it is ugly and a tourist incentive, I have a few issues that should be addressed **(32.17A)**

1. Can the canyon handle the anticipated increase in human traffic? **(32.20B)**
2. We've been told all along that there would be no parking at the terminus, not even a "kiss-and-go" drop off. Now, spots for 1,500 to 1,800 cars is in the plans. This does not alleviate congestion in the neighborhoods surrounding the mouth of the canyon as you've just moved the issue down-canyon. **(32.2.6.5E)**
3. Both Snowbird and Alta have institutes paid/reserved parking which will help with congestion as it is no longer a derby to get a parking spot up-canyon. **(32.2.2K)**
4. Avy mitigation will close the gondola, congestion will thus worsen on those days where avy mitigation is necessary. **(32.2.6.5K and 32.7A)**
5. All the gondola does is potentially remove ding-dongs from Texas in rented cars with poor tires and no driving skills, all other problems remain. **(32.7B and 32.7C)**

COMMENT #: 8079
DATE: 8/31/21 11:40 AM
SOURCE: Email
NAME: Vita Rice

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Vita Rice
Salt Lake City, UT

COMMENT #: 8080
DATE: 8/31/21 11:41 AM
SOURCE: Website
NAME: Dain Smoland

COMMENT:

I support UDOTs work developing alternatives to address the congestion in Little Cottonwood Canyon. I live in Salt Lake City and visit the canyon frequently, for rock climbing, hiking, and snowboarding (in that order of frequency). As a rock climber, I am concerned that many of my favorite bouldering areas would be negatively impacted by lane-widening or gondola construction, as so many of them are close to the road already. **(32.4A and 32.4B)** I am also concerned that the gondola option would make access to dispersed recreation sites like climbing areas very difficult. **(32.4B)** I therefore am most supportive of the enhanced bus service alternative. **(32.2.9A)** Thanks for your consideration.

COMMENT #: 8081
DATE: 8/31/21 11:45 AM
SOURCE: Website
NAME: Eugene Arnold

COMMENT:

Improvement by diminishing visual natural beauty and further altering landscape is by definition not improvement. Simply limited access of personal vehicles and adjusting frequency of bus service and ease of access to said service is all that is necessary to preserve and protect and thus improve access to the natural resource that is ours as long as we can keep it. **(32.2.9A and 32.2.4A)**

COMMENT #: 8082
DATE: 8/31/21 11:45 AM
SOURCE: Email
NAME: Nicki Nixon

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Nicki Nixon
Salt Lake City, UT

COMMENT #: 8083
DATE: 8/31/21 11:52 AM
SOURCE: Website
NAME: David R. Penelope Smith

COMMENT:

Our comments concerning UDOT's Preferred Alternatives for a transportation system for Little Cottonwood Canyon were expressed in my letter to the editor of the Salt Lake Tribune published (online) on Aug. 25, 2021. As we consider UDOT's Preferred Alternatives, risks due to global warming resulting from climate change should be seriously considered. The current climate variability (drought, forest fires, flooding and poor air quality) may well indicate a new normal. Increased year-round and dispersed use is also occurring in the canyon. UDOT's preferred alternatives should be evaluated in light of these potential changes and the need to insure water quality for a growing metropolitan area. **(32.2.2E, 32.12A, and 32.12B)**

Unfortunately, UDOT's preferred alternatives: "Enhanced Bus Service in Peak Period Shoulder Lane and Gondola Alternative B (La Caille)" both come up woefully short. Neither alternative will run outside the ski season, nor does either feature any stops other than at Alta or Snowbird. **(32.1.2C, 32.2.6.5F, 32.2.6.3C, and 32.2.6.5G)** Both of the alternatives will primarily benefit ski area customers and the areas' profits! **(32.1.2B, 32.1.2D, 32.2.7A, 32.4A, and 32.7B)**

That we need an improved transit system for Little Cottonwood is clear, but the system should be adaptable to changing conditions, be scalable, and should serve all canyon users. **(32.2.9A, 32.1.2B, 32.1.2D, 32.2.7A, 32.4A, and 32.7B)** To do that it must be a year-round system, as a significant portion of canyon use occurs outside the ski season. **(32.1.2C)** Further, it must serve the needs of not only wealthy resort customers but the needs of the many dispersed canyon users. **(32.1.2D)** Of note is that both the Salt Lake Climber's Alliance (SLCA) and Wasatch Backcountry Alliance (WBA) oppose both alternatives, due to their adverse impacts on climbing and failure to serve backcountry skiing/boarding in the canyon. **(32.4A, 32.4B, and 32.4G)**

Incremental improvements that could be rapidly implemented without requiring the half billion dollar investment of either of UDOT's preferred alternatives could include: adequate tire requirements (with enforcement), tolling (with discounts based on vehicle occupancy), express buses during the ski season and year-round bus service with stops at the popular trailheads. **(32.2.2M, 32.2.4A, 32.2.9A, and 32.1.2C)** These changes would benefit more canyon users than the two preferred alternatives would. If taxpayers are going to have to pay for the system, they should benefit from it!

One recalls the experience with the "Bangerter Pumps". These cost the tax payers some \$60 million and were used for only 26 months. They reportedly resulted in a drop in the lake level of only 18 inches, at a cost of over 3 million dollars per inch. Global warming due to potential climate change may well mean that we will not have a ski season in the future: let's not gamble a half billion dollars of public money on a system (s) that will only benefit ski area customers!**(32.2.2E and 32.2.7A)**

COMMENT #: 8084
DATE: 8/31/21 12:02 PM
SOURCE: Website
NAME: Sandra Salvas

COMMENT:

I'd love to see a solution that solves the larger issue of traffic in both cottonwood canyons. **(32.1.1A)** The Gondola and Extended highway only offer a scratch at the issue to ski resort users in LCC. **(32.1.2B, 32.1.2D, 32.2.7A, 32.4A, and 32.7B)** This doesn't solve the larger issue of BCC users at all and doesn't serve other recreation opportunities in LCC. **(32.1.1A and 32.20D)** It's an economic grab for ski areas and private landowners, leaving the forest service high and dry with infrastructure only driving more people to the public land use and not offering resources to help maintain their portion of the canyon. **(32.2.7A)**

COMMENT #: 8085
DATE: 8/31/21 12:04 PM
SOURCE: Website
NAME: Kelli Anderson

COMMENT:

I am in support of busses only. **(32.2.9A)** As for the other proposals, the “benefits” don’t out way the cost. I see more and more people opposed to UDOTs EIS plans then I do those who are for it. Those who are for it seem to have something to gain from it. All proposals, except for the extra buses, are too damaging to our beautiful LCC. **(32.2.9C, 32.2.9E, and 32.2.9F)** People lose property and recreation options. And for what? 10 traffic days a year?! **(32.1.4D)** That’s ridiculous. Add the busses. Give more incentive to ride the buses and back off our canyon **(32.2.4A)**!

COMMENT #: 8086
DATE: 8/31/21 12:08 PM
SOURCE: Website
NAME: Maryann Wang

COMMENT:

I strongly oppose the gondola project because it will clog the canyon and ruin the natural beauty. **(32.2.9E, 32.7C, and 32.17A)** It'll also take longer to get to where you want to go! I love the bus option and hope that's the clear choice. **(32.2.9A)**

COMMENT #: 8087
DATE: 8/31/21 12:09 PM
SOURCE: Website
NAME: Andy Marr

COMMENT:

I believe the real issue is overcrowding at the ski areas due to population growth and the advent of “super passes” such as Ikon and Mountain Collective. These incentives have resulted in dramatic increases in traffic and should be mitigated or managed to keep user numbers at a threshold level. The canyon has limits to occupancy and that is now very apparent as to what those limits look like. **(32.20B)** The gondola would only serve those supporting private business. There are many other users in the canyon that require access especially those people who wish to access public land via trailheads. **(32.1.2B, 32.1.2D, 32.2.7A, 32.4A, and 32.7B)** Any major changes to the modes or transport need to be at least in part paid for by the resorts that benefit from its implementation. My vote is no gondola and implementation of capacity limits for canyon traffic. **(32.2.9E and 32.20B)**

COMMENT #: 8088
DATE: 8/31/21 12:10 PM
SOURCE: Website
NAME: Scott Bratsman

COMMENT:

I am *strongly* in favor of the gondola option for three main reasons: **(32.2.9D)**

1. Utah air is already bad enough year-round, and we especially need to protect our canyon air/environment. Buses would spew out literally tons of hot and potentially dirty exhaust air and noise versus a silent, clean gondola. **(32.10A and 32.11D)**
2. The gondola is much more future-proof, with the potential to move significantly more people if needed. **(32.2.6.5J)**
3. Just as at Disney World and some other (especially international) ski destinations, adding a gondola will improve and modernize our destination year-round and make things much more efficient in the canyon versus adding more vehicles even to a widened road.

Thank you.

COMMENT #: 8089
DATE: 8/31/21 12:13 PM
SOURCE: Website
NAME: Tim Kohl

COMMENT:

This is truly a first world problem. That said I am in favor of a Highbred solution. While the long term goals will surely be best served with a Gondola I believe that a \$50m to \$200m fix to the most pressing road issues should be included. **(32.29R)** There are many users where the gondola is not really convenient and will still need to access by personnel or public transport. This needs to be a complete solution. **(32.1.2B and 32.29D)**

tk

COMMENT #: 8090
DATE: 8/31/21 12:14 PM
SOURCE: Website
NAME: Patrick Barry

COMMENT:

I live in the Atlanta metro area. Thank you for allowing public comment. I feel the gondola will be the best option due to 1) year-round use with little impact from weather, 2) scenic ride, 3) proven technology, 4) small environmental impact and finally 5) travel speed can be adjusted and/or more gondolas used on busy days. **(32.2.9D and 32.2.6.5J)**

COMMENT #: 8091
DATE: 8/31/21 12:15 PM
SOURCE: Website
NAME: Jake Vellinga

COMMENT:

As a Sandy City local, I am deeply saddened that a gondola option is still being considered to alleviate traffic congestion in LCC. **(32.2.9E)** As a massive and overly expensive eyesore in LCC, it will tarnish pristine views and depreciate the scenery of the canyon, not to mention the cost in more ways than just money. **(32.17A and 32.2.7C)** There are better options! Other options such as an extended bus service or peak travel fees should be exhausted before undertaking such a massive, destructive, and irreversible project. **(32.2.9A and 32.2.4A)** Please think about those that live near LCC...would you want even more commercialization and tarnished canyon views in your backyard? Didn't think so. A gondola only moves the problem of peak period congestion down to the mouth of the canyon instead of along the road. **(32.2.6.5E)** Will we build ski lifts over houses to transport people to the base station because there isn't adequate parking available? **(32.4E and 32.2.2I)** Will we build a giant parking garage to house all the cars that otherwise would have been on the canyon road? **(32.2.6.5J)** The gondola option only creates more problems in different places! Please exhaust all other options before the most impactful/costly option is considered!!! **(32.2.2PP)**

COMMENT #: 8092
DATE: 8/31/21 12:16 PM
SOURCE: Website
NAME: Alex Giles

COMMENT:

No gondola! **(32.2.9E)** Use the resources to provide access to the entire community, not just the money hungry resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.4A, and 32.7B)**

COMMENT #: 8093
DATE: 8/31/21 12:17 PM
SOURCE: Website
NAME: Kyle Pepp

COMMENT:

I oppose UDOT's two preferred proposals. **(32.2.9C and 32.2.9E)**

They both support a limited band of canyon recreation and are primarily used during one season. **(32.1.2B, 32.1.2C, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

They excessively benefit Alta and Snowbird's balance sheet, not the public good!

As a climber, skier (in and out of bounds), hiker, biker, and general canyon enthusiast, I support enhancing the bus service (not with an added lane!) and mandating bans and tolls on personal traffic in canyons on high volume days. **(32.2.9A and 32.2.4A)** Bussing can be made mandatory (with some obvious exceptions), and improved by (1) electric power systems, (2) parking lot expansion in the valley, (3) customized interior to store equipment optimally and comfortably, (4) increased frequency, (5) optional stops at popular ski-touring trailheads, and (6) storage lockers/infrastructure at the ski resorts. **(32.2.2B, 32.2.6.3F, 32.2.6.3N, and 32.2.3A)**. We should not build any further infrastructure (apart from avalanche protection tunnels) in the canyon and stop any further disturbance to the canyon's present natural state.

Furthermore, as Salt Lake Climbers Alliance has identified:

- UDOT's gondola and additional lane (s) proposals would have an unacceptable impact on the climbing experience as well as year-round dispersed recreation access throughout all of Little Cottonwood Canyon. **(32.4A, 32.4B, 32.4G, and 32.4P)**.
- UDOT must find a new alternative based on an expanded electric bus service coupled with tolling and other traffic mitigation strategies that includes dispersed recreation transit needs before any permanent changes are made to Little Cottonwood Canyon that will forever alter the landscape, **(32.2.9A, 32.2.6.3F, and 32.2.4A)**,
- Both UDOT proposals threaten iconic climbing throughout Little Cottonwood and at least 64 boulders and 273 boulder problems. **(32.4A and 32.4B)**
- UDOT's proposed parking lot "improvements" would severely limit access to the most popular climbing in the canyon by dramatically reducing the already limited parking currently available at the Gate Buttress, Grit Mill, and at the lower Little Cottonwood Park and Ride. **(32.4N and 32.4P)**.

Thank you for your careful consideration!

Kyle Pepp

COMMENT #: 8094
DATE: 8/31/21 12:30 PM
SOURCE: Website
NAME: Adan Morales

COMMENT:

Hi, I'm Adan Morales, the CEO of Baboon Outdoors.

I read EIS document I understand the two preferred method is the cheapest and most effective in getting people up to the ski resort. However, these two methods (especially the gondola) will cause the most negative impact to the outdoor resources for rock climbers. **(32.4A and 32.4B)**

Little Cottonwood has been a place for climbers to go to for decades and this tourist attraction brought great revenue to SLC. SLC hosted a World Cup for climbing in May 2021 and brought hundreds of tourist to the city and they got to experience SLC's outdoor climbing areas. I encourage you to look for a more sustainable alternative. I know this is request will not be an easy task, but giving up because it's difficult is unacceptable. I'm willing to help out and work with the Salt Lake Climbers Alliance to find an alternative method that will satisfy most, if not all, criteria. **(32.2.2PP, 32.2.9A, and 32.2.4A)**

Please, protect this world renowned historic and irreplaceable climbing area known as Little Cottonwood Canyon. Thank you.

COMMENT #: 8095
DATE: 8/31/21 12:32 PM
SOURCE: Email
NAME: Rebecca Spross

COMMENT:

Dear Utah Department of Transportation (UDOT),

Can we not just put a toll on the canyon to deter people from driving their private cars up, **(32.2.2Y)** in Addition to bulking up the bussing system? **(32.2.9A)** Make the busses free, cars can subsidise the busses. Less construction all around.

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? **(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. **(32.13B)** 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,
Rebecca Spross
Salt Lake City, UT

COMMENT #: 8096
DATE: 8/31/21 12:33 PM
SOURCE: Website
NAME: Peter Dahlberg

COMMENT:

I have looked on-line at the Loop system that has been developed by the Boring Company. This system appears to be the lowest cost alternative for transporting people up to the ski areas. It also appears to be superior in regard to all criteria that were used to evaluate transportation alternatives when compared to the alternatives being considered now. The cost for these tunnels is approximately \$10 million per mile. If one assumes 9 miles up and 9 miles down the cost would be \$180 million. If the Boring Company Loop Alternative has been considered, would you please send me the evaluation? Note that a demonstration project of the Loop system has been built in Las Vegas with a capacity of 4,400 passengers per hour. **(32.2.2C)**

COMMENT #: 8097
DATE: 8/31/21 12:34 PM
SOURCE: Website
NAME: James Dahle

COMMENT:

Dear Utah Department of Transportation,

Far better to widen the road to three lanes the whole way (especially if we build snow sheds at the 2 or 3 main culprits) and have a reversible lane for buses only at peak times than to build a gondola. **(32.2.2D and 32.2.9E)** The gondola only benefits those going to the ski resorts and requires a fixed base. **(32.1.2B, 32.1.2D, 32.2.7A, 32.4A, and 32.7B)** Multiple and additional bus bases can be added anywhere in the valley at any time. It's a much more flexible solution. **(32.2.2I and 32.2.9B)**

When combined with FREQUENT, FREE buses, people will naturally ride the bus once they sit in a traffic line once or twice watching 30 buses go past them and get their powder. **(32.2.9B and 32.2.4A)**

Sincerely,
James Dahle
Sandy, UT

COMMENT #: 8098
DATE: 8/31/21 12:36 PM
SOURCE: Email
NAME: David Haak

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
David Haak
Cottonwood Heights, UT

COMMENT #: 8099
DATE: 8/31/21 12:40 PM
SOURCE: Email
NAME: Mary Neville

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Mary Neville
Slc, UT

COMMENT #: 8100
DATE: 8/31/21 12:42 PM
SOURCE: Website
NAME: Chris Myers

COMMENT:

"First off, I'm VERY excited that we're finally getting snowsheds. We will finally have caught up with a technology that every other avalanche-prone area in the western world has had for 50+ years. **(32.2.9K)**

I have lived in Germany and Switzerland and spent lots of time in ski towns that have gondolas, so I'm quite familiar with them as a skier and member of the public. And the proposed gondola is absolutely the wrong solution for our canyons. **(32.2.9E)** It's a permanent change to a natural treasure. **(32.17A)** It's an aesthetic blight. It's not scalable. **(32.2.6.5A)** Unless it's free, it will do almost nothing to alleviate traffic, because people won't use it. **(32.7C and 32.2.4A)** It simply doesn't have the capacity to deal with the opening and closing crush. **(32.2.6.5J and 32.2.6.5C)** And the lack of non-resort access makes it nothing but a handout to the very well-financed ski resorts at the expense of taxpayers who will receive very little benefit. **(32.1.2B, 32.1.2D, 32.2.7A, 32.4A, and 32.7B)**

The only viable solution that I see is to add lots more buses. Build more base parking. I love taking the bus to the resort, but frankly, I'm unable to find a space at the park-n-ride many days and end up driving. **(32.2.9A and 32.2.6.2.1C)**

Make sure that these buses stop at trailheads along the way. (Local trailhead buses combined with express ones that go straight to the resorts would be fine, I think.)**(32.2.6.3C)**

Tolling is a great idea, but it should only affect those to whom you've provided an alternative. **(32.2.4A and 32.2.2Y)** My backcountry day shouldn't suddenly become expensive because the ski resorts insist on making more and more profit and shoving the cost burden onto taxpayers and non-customers. I shouldn't have to pay a pricey toll if you've given me no other way to access the trailhead. **(32.2.4A)**

That said, I'd be happy to pay a reasonable amount for a season access pass like Millcreek Canyon has.

Last, but certainly not least: Enforce the traction laws! It's absolutely infuriating to follow a fishtailing Honda Civic up the canyon, and it's terrifying to see one coming down at you from the opposite direction. **(32.2.2M)**

It cannot possibly be that expensive to staff a checkpoint at the canyon base and the exits of both resort parking lots in both canyons. If you're already charging a toll, there is zero additional cost to task the toll collectors with confirming traction compliance. **(32.2.4A and 32.2.2M)**

And please enforce the laws in both directions. If the traction law is in effect at the end of the day, those who drove up in non-compliant vehicles should not be allowed to leave the parking lots until conditions allow. It's inconvenient for them, but their presence on the road is a menace to the rest of us.

Thank you.

COMMENT #: 8101
DATE: 8/31/21 12:43 PM
SOURCE: Website
NAME: Samuel Bloom

COMMENT:

My name is Sam Bloom, I am a resident of Salt lake city and I love to spend time in little cottonwood canyon, hiking climbing, mountain biking, and snowboarding, both in and out of resort boundaries. What I love most about little cottonwood is it's rugged, raw, and beautiful landscape. However, it is this same landscape that lends lcc to being aceptionally avalanche prone. As a season pass holder to snowbird for many years, I recognize the difficulties that come with avalanche mitigation, as many days, snowbird is unable to open all of it's terrain, leading to long lift lines while avalanche mitigation is underway. Transporting people up the canyon via the "reliable" gondola when weather conditions are unreliable and unsafe will not benefit resort users or put them in a safe position. **(32.2.6.5K)**

Although this is inconvenient for the resorts and their users, the physical landscape of lcc poses even greater threats that have not been considered in the design of a large, permanent structure through this landscape. **(32.17A)**

As we can see by looking outside any day for the last several months, fire has become a part of life in the western united states. On the news yesterday, I watched as flames engulfed the forests at the Sierra Resort in Tahoe surrounding a ski lift at sierra at Tahoe.

To think that we are exempt from this sort of future is naive as we saw several weeks ago in the parleys canyon fire. What happens to the 592 million dollar tax payer gift to the ski resorts when there is a fire in the canyon? To my knowledge this has not been explored in the current eis. **(32.2.6.5K)**

A downstream consequence of fire is that rocks and debris that were once rooted are more likely to be swept away by flash floods.

Even without a fire, it takes only a few seconds on Google to find story's about rock slides and rock fall in little cottonwood canyon. For example, on August 2 of this year udot noted that shoulders and culverts in little cottonwood were jam packed with debris from the previous nights storm and that damage repairs were severe enough that they would take weeks to be fixed. On August 9th it stormed again. From this damage, it was estimated by Bryan Adams of UDOT that it would cost 1 million dollars to fix as debris was up to 15 feet deep in some places. **(32.2.6.5K)**

What happens when torrential rains sweep large amounts of debris into the gondola towers, or freeze thaw cycles loosen massive granite slabs above? What happens when torrential rains sweep large amounts of debris into the gondola towers, or freeze thaw cycles loosen massive granite slabs above? **(32.2.6.5K)**

These flaws have not been addressed by the current eis. Really, what citizens need is to protect this canyon from development using solutions that start now! Solutions that are scalable and do not require permanent changes to this precious natural resource. These include increased bus service, tolling of cars, enforcement traction laws, and utilizing mobility hubs throughout the valley. **(32.2.9A, 32.2.4A, 32.2.2M, and 32.2.2I)** Trying a phased approach is the only responsible and logical way to address this issue. **(32.29R)** Thinking we can tame nature and its powerful winter storms, summer fires, and year-round rockfall is naive. Thank you for your time.

COMMENT #: 8102
DATE: 8/31/21 12:48 PM
SOURCE: Website
NAME: Dan Krauss

COMMENT:

I think the Gondola is a terrible solution for our traffic problems **(32.2.9E and 32.7C)** . The resorts are already busy enough for lift lines and this won't solve anything until the problem is worse than it already is. **(32.20C)** My vote is to add more buses, incentives to ride said buses, and have those buses offer multiple drop-off points to allow for backcountry access. **(32.2.9A, 32.2.4A, and 32.2.6.3C)** It is a waste of money, an eyesore for the canyon, will destroy too many precious wilderness and recreation areas, and help no one but the profits of the already greedy ski resorts (while taxpayers are fronting the bill) **(32.17A, 32.4B, 32.4I, 32.1.2B, 32.1.2D, 32.2.7A, 32.4A, and 32.7B)** . The gondola is an awful idea and should be removed from the idea board.

COMMENT #: 8103
DATE: 8/31/21 12:49 PM
SOURCE: Website
NAME: John Beaufort

COMMENT:

Previously, I'd submitted a comment contending only the widened road and the gondola. I hadn't thought about other options. I think for the good of the community (Skiers are not the only people of the community) we should not build anything. **(32.2.9G)** We need to develop a better relationship with the current infrastructure we already have. The idea of increasing bus traffic is great, but would add potential traffic. I believe if we limit by permit the number of cars allowed up the canyon during the heavy season, we'd solve a lot of the issues and free up space to increase bus load. **(32.2.2B, 32.2.9A, and 32.2.4A)** This would work with two things: 1.) by ticketing and not allowing entry of cars to ski resorts and 2.) by increasing parking solutions before the canyon. **(32.2.2B and 32.2.6.2.1C)** If we move forward with building anything BEFORE we attempt any of the least impactful (on the environment), we will only shoot ourselves in the foot. People of the community will not easily and willingly give up their freedom to drive wherever they wish, our culture revolves around this. **(32.2.4A)** We need to limit their possibility to do so by limiting physical access to the resorts by car to those staying in lodging and those whom work there. Make it a mandatory part of the solution and we will need no new development.

It is critical to our community, to our constituents, to our ecology, and to our moral to not sacrifice the sanctity of our canyons to tourists. Our community is already in an upheaval because of unaffordable housing, don't take our backyard treasures away from us until it is an absolute necessity.

COMMENT #: 8104
DATE: 8/31/21 12:51 PM
SOURCE: Website
NAME: Alex Hartman

COMMENT:

I think it would be much better to have a rail system or more robust bussing system that is scalable.
(32.2.9F or 32.2.9A) Powder days are huge and a gondola will become obsolete in a few years.
(32.2.9E)

COMMENT #: 8105
DATE: 8/31/21 1:04 PM
SOURCE: Website
NAME: Samuel West

COMMENT:

As a resident of Salt Lake, I enjoy easy access to climbing and skiing, both backcountry and resort. Traffic in the canyons on a powder day can be atrocious. However, the proposed solutions for LCC put forward by UDOT are both unacceptable responses to a relatively rare problem. **(32.1.4D)** Both the gondola and expanded lane count fall short by not considering other popular user groups and would be eyesores and unnecessary for much of the year. **(32.17A, 32.17B, 32.1.4D, 32.1.2B, 32.1.2D, 32.2.7A, 32.4A, and 32.7B)** I propose a greatly expanded electric bus service, with a toll booth at the top of the canyon, just before the two resorts. **(32.2.9A, 32.2.6.3F, and 32.2.4A)** The toll booth would charge those who wish to drive to the resorts an astronomical, cost-prohibitive rate to pass. This money should be used for conservation in the canyons. The extremely high toll would discourage many drivers from entering LCC, while still allowing access to backcountry trailheads and residences. **(32.2.4A)** Access for backcountry skiers must not be overlooked. Secondly, the improved bus service and expanded park-n-rides would provide access for resort skiers. These busses should be constantly picking and dropping folks off with a bus ready to pull in as soon as the one being loaded is full. These should not stop at trailheads; they should go directly to Snowbird and Alta. **(32.2.6.5N)** They should be free with a ski pass. I am sure there are excess busses (ideally electric) sitting idle on the weekend, because more busses are used during the work week. **(32.2.4A)**

Lastly, UDOT's proposed parking lot "improvements" would severely limit access to the most popular climbing in the canyon by dramatically reducing the already limited parking currently available at the Gate Butte, Grit Mill, and at the lower Little Cottonwood Park and Ride. **(32.4P)** This is disturbing. Climbing is a very large, low-impact, ever-growing user group. Judging by the expansion of climbing gyms in Salt Lake and around the country, this popular sport is becoming even more popular. **(32.4A and 32.4B)** Overlooking climbers, who are often stewards of the land we use, is unacceptable and highlights the desire of state and local officials to only cater towards corporations like those running the large ski resorts, and to ignore voting locals engaged in the community. **(32.1.2B, 32.1.2D, 32.2.7A, 32.4A, and 32.7B)**. The gondola and expanded lanes would destroy many valuable, classic climbing areas and restrict access. **(32.4A and 32.4B)** Please try low cost and low impact alternatives first, before changing the landscape of the canyon. If need be, erect avalanche tunnels below common slide paths. These paths are low use areas by nature and impacts there only minimally affects climbers and backcountry skiers. **(32.2.9A and 32.2.9K)**. Those of us who resort ski and climb are happy to get 40 ski days in a year, while climbing 100 days a year is not uncommon. Many dedicated climbers far exceed 100 days. Climbers are not a concentrated group- by nature our sport is dispersed. This may make it harder to notice our presence, but we are an active group of tax-paying individuals who should not be ignored.

Sincerely,
Sam

COMMENT #: 8106
DATE: 8/31/21 1:06 PM
SOURCE: Website
NAME: Lynn Hardies

COMMENT:

I strongly oppose the building of a gondola to the ski areas. **(32.2.9E)** Many people who are not skiers utilize the canyons. I do not think that money should be used to benefit only people who ski. **(32.1.2B, 32.1.2D, 32.2.7A, 32.4A, and 32.7B)** I am a season pass holder at one of the resorts but I cannot support a measure that benefits only a few

COMMENT #: 8107
DATE: 8/31/21 1:08 PM
SOURCE: Website
NAME: Chris Wavle

COMMENT:

As an avid recreationalist in both BCC and LCC I do not believe the gondola fixes any of our outstanding issues. **(32.2.9E, 32.7B, and 32.7C)** The bus is much more scalable, cost effective, and efficient for ALL types of user; while the gondola uses public money to service 2 private resorts. **(32.2.6.3D, 32.2.6.3C, 32.1.2B, 32.1.2D, 32.2.7A, 32.4A, and 32.7B)** I hope you all listen to reason and work to enhance the user experience of both canyons and not use public money to line the pockets of a couple private entities. The gondola will be an eyesore for generations to come and I hope and pray that you all listen to the public and move forward with the enhanced bus option. **(32.17A and 32.2.9A)** Thank you.

COMMENT #: 8108
DATE: 8/31/21 1:17 PM
SOURCE: Website
NAME: Kristen Gardner

COMMENT:

The amount of money being pumped into advertisements to sway public opinion by the Gondola Works corp is a disingenuous way for big money interests - namely those of the gondola company and the private ski resorts - to try to manipulate projects funded by public dollars into their favor. **(32.2.6E)** The gondola proposal is the most costly, the least friendly to user groups not frequenting the private resorts, and the option I see as most susceptible to overblown expectations and the inability to meet them. **(32.1.2B, 32.1.2D, 32.2.7A, 32.4A, and 32.7B)** The gondola would take the average family 13 minutes longer to reach the resorts. How does the gondola plan to accommodate peak travel times during the winter? **(32.2.6.5J and 32.2.6.5N)** I imagine gondola stations packed full of waiting people, winds delaying gondola travel, and a permanent metal monstrosity we look at for decades to come when it is a failed project. **(32.2.6.5K, 32.2.6.5C, and 32.17A)** I support tolls and limited personal vehicle travel, mandatory snow tires at ALL times (not just when snow is bad), perhaps even raised parking prices at the private resorts to discourage personal travel and encourage use of a free bus system. Increased use of busses, increased bus parking near the mouth of the canyon for families to leave vehicles. **(32.2.4A, 32.2.2M, 32.2.9A, and 32.2.6.2.1C)**

The gondola proposed, if it passes, supports only corporate interests and not the values of the outdoor community that live and recreate in these canyons daily. **(32.1.2B, 32.1.2D, 32.2.7A, 32.4A, and 32.7B)** LCC is known for so much more than Alta and Snowbird. Don't screw over locals and backcountry users to appease private companies that will continue on financially unscathed even without their lobbied for gondola. Public dollars shouldn't benefit private resorts in this way, period."

COMMENT #: 8109
DATE: 8/31/21 1:20 PM
SOURCE: Website
NAME: Stephanie Weber

COMMENT:

Hello,

I am an avid skier and enjoy recreating in Little Cottonwood Canyon, like many other Salt Lake City locals, Utah residents, and tourists. The proposed plans to funnel traffic through the canyon up to Alta and Snowbird sound beautiful, efficient, and too perfect to come without a cost.

What I feel is being largely ignored is the impact that either of the proposed plans have on the recreation activities that take place outside of winter months. **(32.4A, 32.4B, 32.4G, 32.4I, and 32.4P)** While I am a skier, I am also a climber and a boulderer. I regularly travel to Little Cottonwood Canyon to sport climb, trad climb, and boulder at areas such as the Gate Buttress, White Pine Area, and Pentapitch Area. These regions offer world class climbing, and specifically the Gate Buttress and it surrounding boulders are threatened by the expansion of commuting options in the canyon. **(32.4N)** The UDOT is looking to address a seasonal issue by possibly implementing a gondola which will exist and operate year-round, when the issue being addressed is only present in the winter. To me, the bus option makes more sense as it is more flexible with the seasonal demands of recreation in Little Cottonwood Canyon. **(32.2.9A and 32.1.2C)**

Either option will have negative impacts on the climbing areas close to the road winding up the canyon, but I believe there is a far better solution that consists of combining the bus solution with a capacity limit in the canyon. **(32.2.9A, 32.2.2L, and 32.20B)** Big businesses don't like to hear options that limit their revenue, but what's at stake is the preservation of an iconic landscape. The beauty of Little Cottonwood Canyon is going to diminish continuously until the maximum occupancy issue is addressed and resolved. With the Wasatch's growing popularity, the limit will be reached, and this is something we cannot afford to push past. Little Cottonwood Canyon deserves to be protected, preserved in as natural of a state as possible, and respected by those who recreate within its bounds. The bus solution, in combination with a driving capacity limit that is fiscally regulated, offers the most flexibility to the winter patrons of the canyon, while preserving its appeal to the summer patrons as well. I know many of my fellow Salt Lake City residents are in agreement with a toll-based canyon access system. **(32.2.9A and 32.2.4A)**

I am a skier, climber, and most importantly, a mechanical engineer.

Things will fail. The gondola will need emergency maintenance, rendering thousands helpless and impatient. **(32.2.6.5K)** Busses will need repairing, but won't leave thousands stuck. People and corporations will push the canyon past its limit, and we will see an overcrowding like never before unless measures are implemented to limit the number of people driving on SR-210 and flocking to ski resorts. **(32.20A and 32.20C)** I am a firm believer that the implementation of a regular, efficient, and public bus system will address the crowding of the canyon, but only in conjunction with a capacity limit. Little Cottonwood Canyon has a finite size, and as much as no one likes to hear it, that size will not increase to accommodate the demands we are increasingly placing on the canyon right now.

Thank you for your time,

Stephanie Weber

COMMENT #: 8110
DATE: 8/31/21 1:32 PM
SOURCE: Website
NAME: Wil Wardle

COMMENT:

A Gondola will ruin LCC. (32.2.9E) How can this possible be a feasible option? (32.7B and 32.7C) This can not happen

COMMENT #: 8111
DATE: 8/31/21 1:34 PM
SOURCE: Website
NAME: Alex Mager

COMMENT:

As an avid skier, once resident of the town of Alta, and a multi-sport user of Little Cottonwood Canyon, I feel that the most thoughtful, sustainable, and inclusive way forward is the enhanced bus with road widening alternative. **(32.2.9B)** This isn't a perfect solution, but it is a step in the right direction. A gondola up LCC would change its character in an irreversible way. **(32.2.9E and 32.17A)** I understand that we need to change infrastructure over time based on the needs of the users, but the gondola solution isn't inclusive to all users of the canyon, and will be a permanent scar on a special place that otherwise can be an escape from the technology-driven world we live in. **(32.17A, 32.1.2B, 32.1.2D, 32.2.7A, 32.4A, and 32.7B)** Expanded bussing also has the potential to spur a more reliable public transportation system in the Salt Lake Valley, leading to healthier air conditions during peak inversion. Please, as a caring local, do not implement the gondola alternative. **(32.2.2I and 32.10A)**

COMMENT #: 8112
DATE: 8/31/21 1:38 PM
SOURCE: Website
NAME: Daniel Hudson

COMMENT:

I live in Sandy along Wasatch Blvd. and I use the canyons frequently all year between skiing, running, camping, climbing, biking, and hiking. I have also been a Snowbird skier my entire life. Wasatch Blvd is also my daily commute to work. Any changes here would be directly relevant to my life.

I believe that both of the proposed ideas are too expensive and disruptive. **(32.2.9C and 32.2.9E)** There are simpler, cheaper, less disruptive approaches available if we want to decrease traffic on heavy snow days and spending over half a billion dollars to solve a problem that occurs only a few days a year is fiscally irresponsible.

I SUPPORT:

- Show sheds in strategic spots over the road in LCC. **(32.2.9K)**
- Better, environmentally-friendly, more frequent bus service on the existing road (with show sheds) **(32.2.9A)**.
- The transportation hub at the gravel pit (this would help both LCC and BCC). **(32.2.6.2.1C)**
- More remotely-triggered avalanche devices in LCC such as those that have been installed around Alta in recent years. **(32.2.2TT)**
- Tolling to restrict the total number of users to a sustainable level on heavy-use days. **(32.2.4A)**
- Restrictions on vehicles unprepared for winter travel (I got a sticker last year, but it made no difference). **(32.2.2M)**
- Preserving the visual experience of LCC. **(32.17A and 32.17B)**
- A solution that considers all of the Wasatch Front Canyons (not just LCC). **(32.1.1A and 32.1.1C)**

I OPPOSE:

- Widening the LCC road. **(32.2.9C)**
- Such a massive subsidy for 2 commercial businesses (Alta and Snowbird). **(32.2.7A)**
- Any solution that does not consider the entire Wasatch Front canyon system. **(32.1.1C)**
- Widening Wasatch Blvd. **(32.2.9L)**
- The gondola alternative. I believe this solution only benefits Alta and Snowbird and makes things worse for people who use the canyon for other activities **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.4A, and 32.7B)**

COMMENT #: 8113
DATE: 8/31/21 1:46 PM
SOURCE: Website
NAME: Melanie McDaniels

COMMENT:

Firstly I want to state my opposition to the gondola. **(32.2.9E)** What you have proposed will not only damage habitat and views but it will ultimately not actually solve the problem. **(32.13A, 32.17A, 32.7B, and 32.7C)** No matter what is said about the reliability of a gondola, the fact is that the extreme weather that LCC receives will dictate how fast it runs, whether it runs at all and if it's not running the purpose is defeated from the get go. **(32.2.6.5K)** It's also EXPENSIVE. I do not believe this committee has in good faith exhausted reasonable alternatives: one such alternative being the enhanced bus service, but tolling the road and requiring permits for those who live in the canyon or work in the canyon to drive there. **(32.2.9A and 32.2.4A)** Tolls don't hinder the Uber wealthy and enhanced bus service with more frequent busses will continue to provide needed transport to those who may not want to drive anyway. Requiring tolls and utilizing public transit is the only viable solution to cars up the canyon. With enhanced bus service you CANNOT leave out service that stops at multiple trailheads for backcountry users. **(32.2.6.3C)** If you continue to cater to only those who utilize the ski resorts you will only stand for the corporate shells to make more **(32.1.2B, 32.1.2D, 32.2.7A, 32.4A, and 32.7B)** Money while leaving the common man/woman/person out. Toll the canyon, put up some high density parking structures at the mouth and park and ride lots. **(32.2.6.2.1C)** Offer busses every 10-15 minutes with every 3rd or 4th bus a specific backcountry trail bus and permit the employees and residents of the canyon. **(32.2.6.3N)** Snowbird and Alta want people to stay at the lodging available then they can fork over some \$\$ to provide shuttles for their guests. If the guests want to take public transit they can do that as well. But don't ruin LCC with a pricy gondola.

COMMENT #: 8114
DATE: 8/31/21 1:46 PM
SOURCE: Website
NAME: Chantal Papillon

COMMENT:

Let's improve what we already have in place. If UDOT were to toll cars with less than 2 people, run energy efficient buses, and make it easy for people to get on and ride wherever they live, then we can do away with both expensive proposals. **(32.2.4A, 32.2.9A, and 32.2.2I)** I oppose both the Gondola Alt B and the Enhanced Bus with Road Widening for LCC. **(32.2.9E and 32.2.9C)**

COMMENT #: 8115
DATE: 8/31/21 1:47 PM
SOURCE: Website
NAME: Chantal Papillon

COMMENT:

With so many other solutions to try first, UDOT jumps to \$592 million taxpayer funded gondola or \$355 million road widening to solve our 15 heavy ski days out of the year. **(32.1.4D and 32.2.2PP)** The gondola can only perform one job and that is delivering skiers to private ski resorts. Is UDOT prioritizing businesses over Utah citizens? **(32.1.2B, 32.1.2D, 32.2.7A, 32.4A, and 32.7B)**

COMMENT #: 8116
DATE: 8/31/21 1:48 PM
SOURCE: Website
NAME: Chantal Papillon

COMMENT:

How is UDOT going to encourage skiers to utilize a \$\$\$\$ gondola ride if travel time takes 59 mins and 3 transfers of ski equipment? **(32.2.4A and 32.2.6.5J)** People who can afford to ski can afford to take their cars. They will find a way to enjoy the canyon journey in the comfort of their personal vehicle vs sharing it with 35 packed strangers. If the purpose of the gondola is to decrease traffic in the canyon, the incentive to ride the gondola is not there. **(32.2.4A)**

COMMENT #: 8117
DATE: 8/31/21 1:49 PM
SOURCE: Website
NAME: Christian Godbout

COMMENT:

We are all too familiar with the danger and damage an avalanche can destroy when it decides to slide. Looking at the Gondola Alternative B map, angle stations are placed by Tanner's Flat and just before Snowbird where in the past, common avalanche slides have taken place. What studies have been done to ensure that these towers and the gondola cabins wouldn't be taken out if an unpredictable avalanche slide were to occur at the base of one of those towers? **(32.2.6.5K)**

COMMENT #: 8118
DATE: 8/31/21 1:50 PM
SOURCE: Website
NAME: Sarah Kaufmann

COMMENT:

I am concerned that the gondola option primarily serves the resorts in the canyon and not the public at large. (32.1.2B, 32.1.2D, 32.2.7A, 32.4A, and 32.7B) Increased bus service with a dedicated bus lane and avalanche shelters serves the widest number of users and potentially includes those users not traveling only to resorts (32.2.9B, 32.2.9K, and 32.2.6.3C) . It also does not mar the beauty of our canyon with ugly towers and lines. (32.17A and 32.17B) I support expanded bus service and I strongly do not support a gondola in the canyon!(32.2.9E)

COMMENT #: 8119
DATE: 8/31/21 1:50 PM
SOURCE: Website
NAME: Chantal Papillon

COMMENT:

In our current drought situation, Utahans cannot afford to contaminate or lose any of their precious water supply. The towers to the gondola require 2 acres of cement to ensure the stability and safety of our overhead ski commuters. UDOT must conduct more studies proving that one of Utah's essential water sources will not be disrupted. **(32.12B)**

COMMENT #: 8120
DATE: 8/31/21 1:51 PM
SOURCE: Website
NAME: Chantal Papillon

COMMENT:

Has UDOT budgeted for the added costs of lawsuit ramifications that will ensue in regards to designated forest land, landowner's rights, and invasion of privacy that will result from the gondola being built? **(32.2.7J)**

COMMENT #: 8121
DATE: 8/31/21 1:57 PM
SOURCE: Website
NAME: Nicole Weaver

COMMENT:

What we need in LCC is less people, NOT a team seeking only to serve the interests of two resorts at the top of the canyon. **(32.20B, 32.1.2B, 32.1.2D, 32.2.7A, 32.4A, and 32.7B)** LCC is for everyone, not just ski pass holders. The gondola will hurt climbing, biking, hiking, and all of the many many many other reasons that people access the canyon! **(32.4B, 32.4G, 32.4I, and 32.4P)** NO TO THE GONDOLA **(32.2.9E)**

COMMENT #: 8122
DATE: 8/31/21 2:03 PM
SOURCE: Website
NAME: Ross Miller

COMMENT:

I support neither of the two options. **(32.2.9C and 32.2.9E)** The gondola is a handout to two ski resorts, won't help congestion or traffic year round. **(32.1.2B, 32.1.2D, 32.2.7A, 32.4A, and 32.7B)** And road widening will ruin much of the canyon. **(32.4I)** Please give the Bus a real shot please. **(32.2.9A)**

COMMENT #: 8123
DATE: 8/31/21 2:03 PM
SOURCE: Website
NAME: Hisayo McCloskey

COMMENT:

As a Sandy resident I support an approach to LCC which leaves the canyon undeveloped and wild so I can see the canyon in its full beauty as I hike and not some man made structure. Any further road development or gondola would damage the beauty which so many people come to see. This pristine wilderness we inherited is what I what I want to pass on to future generations. **(32.2.9G, 32.2.9C, and 32.2.9E)**

There are ways to alleviate traffic which have not yet been attempted or maximized. For example, an increase in the minimum occupancy per car requirement, a campaign of some sort to promote a ride app for carpooling, increasing enforcement of the UDOT sticker program, more rigid compliance of the Traction Law including traction inspections as part of vehicle inspections. These could all be implemented for less than \$500 million. **(32.2.4A, 32.2.2Y, and 32.2.2M)**

While I see the need for a local transportation solution I also do not see any comprehensive plan for the Wasatch as a whole. Since it is an entire ecosystem we can innovate something more comprehensive than splintered first aid to each canyon going forward. In other words the issues at hand are much larger than what I am led to believe. I find UDOT is unresponsive to my concerns, comments and strategies which protect my community in the Wasatch, I hope my elected officials are listening. **(32.1.1C and 32.29G)**

Sincerely,

Hisayo McCloskey

COMMENT #: 8124
DATE: 8/31/21 2:05 PM
SOURCE: Website
NAME: Alexian Silberberg

COMMENT:

Do not install the gondola! **(32.2.9E)** The whole point of LCC is to admire and preserve the natural beauty surrounding the area. Placing cement pillars and massive gondolas will not only disrupt wildlife, but destroy the view that people come from all over the world to see. **(32.13A and 32.17A)** I grew up in that canyon coming to Utah every year to go skiing from California. And it would be the worst possible thing to install that. **(32.4I)** Plus the years worth of pollution and materials that'll get thrown into the river and surrounding areas would destroy the fragile ecosystem. **(32.12A and 32.13A)**

COMMENT #: 8125
DATE: 8/31/21 2:05 PM
SOURCE: Website
NAME: Barbara Dunlea

COMMENT:

I appreciate the opportunity to comment. I've been traveling Hwy 210 for 40 years as a skier and hiker, living in the valley. Now I'm a resident of Alta.

The EIS Alternatives

Enhanced Bus with Roadway Widening is the current EIS alternative that UDOT should select.

(32.2.9B) It's the only alternative offering improvement in mobility by decrease in travel time, and also improves accessibility for all users, at all times of year and for all destinations in the canyon **(32.1.2C and 32.2.6.3C)**.

May thru October, the canyon road should be 3 lanes for motor vehicles, with expanded passing lanes. The 4th lane should be a 2-lane dedicated bike path separated with hard barriers. Bike lanes would become an attraction instead of a hazard, and with rapid advances in e-bikes, would become a viable summer transportation option for many more people. **(32.1.2C, 32.2.6.3J, 32.9A, and 32.9B)**

Nov thru May, the dedicated bus lanes should also provide access for airport shuttle services serving visitors, such as Alta Shuttle and Canyon Transportation. **(32.2.6.3B)**

The road improvements should anticipate the coming changes in networked and autonomous vehicle tech. One thing that won't change is the need for pavement - the vehicles of the future will run on asphalt. Another thing that will not change any time soon is the need for avalanche protection on Hwy 210. Road improvements and avalanche protection - which will be needed no matter what forms transportation takes - should take priority over increasing vehicle capacity. As vehicles become more autonomous, they will still need guidance, especially in hazardous terrain and winter weather. Smart-road systems should be built into the roadway to communicate with smart vehicles. **(32.2.9K and 32.2.6H)**

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

-slow - requiring over 20 min travel time than the Enhanced Bus/Roadway Widening alternative, it would detract from rather than serve the project purpose of mobility **(32.7B, and 32.7C)**

-visually obstructive - it would create high visual environmental impacts **(32.17A)**

-narrow in function **(32.29D)**

-severely limited and inflexible in points of ingress and egress **(32.2.6.5G)**

-intrusive and out of scale to the Alta "community" **(32.17A and 32.40)**

-the subject of years of protracted litigation over environmental impacts, property rights and purported rights of eminent domain. **(32.2.7J)**

I love Alta Ski Area and Snowbird Resort, and it's apparent that the aerial tramway would serve their purposes; however, that's not UDOT's mission. UDOT's mission is to serve the citizens and travelers. **(32.1.2B, 32.1.2D, 32.2.7A, 32.4A, and 32.7B)**

Other Solutions - Faster, Cheaper and Better

Although my comments are directed to the current EIS alternatives, please don't lose sight of canyon transportation solutions that would be more effective and much cheaper, and could be made starting now.

Passing lanes and pullouts should be added and improved. Slow vehicles delaying 5 or more cars should be required to pull out. Then traction law should be strengthened and strictly enforced Nov thru Apr, limiting entry to Hwy 210 to vehicles with true snow tires and all wheel drive. Entry from Snowbird should be limited to a single point at Entry 1, so that vehicles coming from Alta have equal roadway access. **(32.29R, 32.2.2M, 32.2.2UU, and 32.2.2XX)**

The problem on Hwy 210 in the canyon is too many vehicles. **(32.2.4A)** The solution is to have more people in each vehicle. The path toward that solution is carpooling and new transit tech. Transit tech will evolve in ways that we do not yet understand. Carpooling, however, can take place now. We should make incentives such as tolling, preferred parking, carpooling networks and apps, and easy pickup and drop off locations. Carpooling improvements are light on infrastructure and offer a great return on investment. **(32.2.4A and 32.2.2KK)**

Thank you for considering my comments.

Barbara Dunlea
Alta resident

COMMENT #: 8126
DATE: 8/31/21 2:07 PM
SOURCE: Website
NAME: Kayla Harris

COMMENT:

I think UDOT should consider Enhanced Bus as the best option for for addressing traffic impacts in Cottonwood Canyon. **(32.2.9A)**

This option offers a shorter commute than driving for the 25 (or so) days a year that traffic is very heavy in the canyon for a reasonable price. **(32.1.4D)**

While I think the Gondolas do have a certain je ne sais quoi luxury, at the end of the day it's a tax-payer-funded subsidy for the two resorts it will serve. **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.4A, and 32.7B)**

COMMENT #: 8127
DATE: 8/31/21 2:09 PM
SOURCE: Website
NAME: Denise Donlon

COMMENT:

No to the gondola (32.2.9E)

COMMENT #: 8128
DATE: 8/31/21 2:10 PM
SOURCE: Website
NAME: Judy McCorvey

COMMENT:

Best interest for everyone to choose least invasive option the electric buses. We can always go back and utilize another option if this proves to be inefficient. Let's take the least invasive path and consider the environment and our beautiful mountains. **(32.2.9A and 32.2.6.3F)**

COMMENT #: 8129
DATE: 8/31/21 2:16 PM
SOURCE: Website
NAME: Lauren Coyle

COMMENT:

I object to the gondola. (32.2.9E) I have frequented Alta with my family now for 4 seasons.

COMMENT #: 8130
DATE: 8/31/21 2:18 PM
SOURCE: Website
NAME: John Dunlea

COMMENT:

I support the enhanced bus service with express lanes. **(32.2.9B)**
The gondola is a “ sexy” solution but really only benefits Alta / Snowbird. **(32.1.2B, 32.1.2D, 32.2.7A, 32.4A, and 32.7B)**
I’m a full time resident at Alta.
I try to avoid tris to the City...”

COMMENT #: 8131
DATE: 8/31/21 2:19 PM
SOURCE: Website
NAME: James Dreyfous

COMMENT:

I believe your two options do not represent the best alternative. **(32.2.9C and 32.2.9E)** I am a regular skier at Alta and an avid flower and bird guy. Too many cars going into Little Cottonwood canyon have only one occupant, the driver. No cars with one person unless they have a special permit in their window (for transportation, a parent picking up a child in a ski program, pre-approved and with a few exceptions employees). Charge cars with two people \$20 and cars with three or more travel freely. **(32.2.4A and 32.2.2Y)**. A

This will greatly reduce the number of cars in the canyon and free up limited parking. Also much less costly.

COMMENT #: 8132
DATE: 8/31/21 2:22 PM
SOURCE: Website
NAME: John Sims

COMMENT:

The gondola is a great idea to reduce traffic and modernize our infrastructure. The resorts are a major part of outdoor recreation in the salt lake valley and locals deserve a solution that will make these winter activities more accessible. **(32.2.9D)** Busses will only add to the traffic. **(32.7B and 32.7C)** Please don't let the environmentalists ruin this.

COMMENT #: 8133
DATE: 8/31/21 2:25 PM
SOURCE: Website
NAME: Gary Nichols

COMMENT:

Neither of the preferred alternatives keep the number of people down. **(32.1.2B)** Only allow going up the canyon on a bus except for those who live or work up there or those who get a special permit. **(32.2.2B)** Doing this doesn't mess up the canyon with a gondola or extra wide roads and will thus save a lot of money and can be started much sooner. **(32.2.9C and 32.2.9E)**

COMMENT #: 8134
DATE: 8/31/21 2:27 PM
SOURCE: Website
NAME: Melvin Gold

COMMENT:

The bus option is better in my opinion. (32.2.9A) The gondola is a huge eyesore that will only be used 3 months a year. (32.17A, 32.2.9E, and 32.2.6.5F) There is hardly any traffic except in the heavy winter months the rest of the year you can drive up no problem. (32.1.4D and 32.1.2C) The bus system can be eliminated in the summer costing no money other than upfront cost of the road. Are the multimillion dollar snow sheds really our first priority? (32.7A) Only a few days tops per year is the road that delayed, not worth it in my opinion. (32.1.2B) If you charge a toll or annual pass to drive up you will save space that way and make better parking along bus routes and incentivize taking the bus the problem will be solved. (32.2.4A)

COMMENT #: 8135
DATE: 8/31/21 2:28 PM
SOURCE: Website
NAME: Andrea Nelson

COMMENT:

I am opposed to the proposed gondola system in Little Cottonwood Canyon. **(32.2.9E)** A bus system is a more efficient, flexible, and viable option. **(32.2.9A)** The gondola would only service two major businesses in the canyon, without providing any access to alternative trailheads. **(32.1.2B, 32.1.2D, 32.2.7A, 32.4A, and 32.7B)** People will still be clogging the roads to access those places. **(32.1.2D)** A bus system (potentially electric or hybrid buses) can bring people from all over the valley, have multiple stops along the highway, and can more more people per hour than a gondola. **(32.2.2I and 32.2.6.3C)**

COMMENT #: 8136
DATE: 8/31/21 2:33 PM
SOURCE: Website
NAME: James Berner

COMMENT:

CARBON NEUTRAL: The 3S gondola system is carbon neutral. And would eliminate thousands of tons of carbon emissions a year in the canyon through reduced vehicle travel. **(32.10A)**

NO CHANGES TO WIDTH OF ROADWAY: Under the gondola proposal, no road widening in the canyon would be needed. Under the expanded bus service proposal, S.R. 210 would be widened to 4 lanes (2 lanes in each direction) from the mouth of the canyon to the Alta Bypass Road. **(32.2.6.3C)**

LAND CONSERVATION: Snowbird has committed to putting the approximately 1,100 acres originally earmarked for the Mountain Accord land exchange in a permanent land conservation easement. This includes most of Mt. Superior. **(32.29F)**

IN CASE OF EMERGENCY: The gondola provides an additional and safe escape route in the event of road closures due to avalanches. **(32.2.6.5H)**

EFFECTIVENESS DURING STORMS/ROAD CLOSURES: The Doppelmayr 3S system gondola is designed to run in 60 mph sustained winds and 80-90 mph gusts. With the exception of periods of active avalanche control, the gondola can run in nearly every weather condition. The enhanced bus service would not operate during road closures, avalanche control and would be slowed due to snowy or icy conditions. **(32.2.9D, 32.2.6.5H, 32.2.6.5K, and 32.2.6.3P)**

COMMENT #: 8137
DATE: 8/31/21 2:38 PM
SOURCE: Website
NAME: Gary Mangum

COMMENT:

I'm in favor of the gondola as a solution to the winter traffic congestion experienced in Little Cottonwood Canyon. I believe this approach provides the lowest impact to the environment and the most cost effective method of moving people up the Canyon. This approach eliminates the need to widen Wasatch Blvd and the canyon and eliminates the problems associated with avalanches and other delays, particularly on snow days, which is when the heaviest traffic is experienced. **(32.2.9D, 32.2.6.2.2A, and 32.2.6.5H)**

COMMENT #: 8138
DATE: 8/31/21 2:42 PM
SOURCE: Website
NAME: Brent Bourgeois

COMMENT:

To whom it may concern,

Reading through the Draft EIS for Little Cottonwood Canyon (LCC), I do not believe either solution will help to address the traffic concerns in this canyon, without trying other less expensive alternatives first. **(32.7B, and 32.7C)** However, between the two proposed alternatives I believe the Enhanced Bus Service in Peak-Period Shoulder Lane is the best alternative and the Gondola Alternative B (base station from La Caille), should not even be considered. **(32.2.9B and 32.2.9E)**

I do not believe the Gondola Alternative B will do what is needed to provide an integrated transportation system that improves the reliability, mobility and safety for residents, visitors, and commuters who use S.R. 210. This option will only benefit a select number of people, while causing irreversible damage to the Little Cottonwood Canyon environmental landscape. This objective defined by Utah Department of Transportation (UDOT), Utah Transit Authority (UTA) and the U.S. Department of Agriculture Forest Service, is to make improvements for residents, visitors, and commuters. I do not see how the gondola meets any of those objectives, as it brings users to only two locations in the canyon (Alta and Snowbird). In addition, the damage to the environment by creating this will take away from why we are there to begin with. **(32.17A, 32.13A, 32.12A, 32.1.2B, 32.1.2D, 32.2.7A, 32.4A, and 32.7B)**

As a resident of Salt Lake City and a visitor to LCC, I frequent LCC anywhere from 3-5 times per week throughout the year for various activities. This includes backcountry snowboarding, resort snowboarding at Snowbird, hiking, climbing and mountain biking. I go to the canyon to get away from the city and enjoy the quiet and pristine landscape it has to offer. With the gondola being installed, I would lose my ability to experience the wilderness. **(32.4I)** The gondola will fall between two designated wilderness areas (Twin Peaks and Lone Peak). While it is not directly on the property, it takes away from why those two areas were designated in the first place. These two wilderness areas were established through the Wilderness Act. The Wilderness Act was established to protect designated areas so ecosystems can flourish with the least amount of human impact as possible. The gondola would forever change that in this area, as the construction and use of gondola would affect this ecosystem. **(32.13A, 32.17A, and 32.4A)**

In addition, this gondola would not help to meet my purpose or many others for visiting the canyon, other than going to Snowbird or Alta, which I still do not see as helpful. Looking at this proposal, I see this gondola only benefiting the resorts of Alta and Snowbird, with the intention of getting as many people to their resort as possible. Getting people to these two resorts was not the goal created by UDOT, UTA and the U.S. Department of Agriculture Forest Service. **(32.1.2B, 32.1.2D, 32.2.7A, 32.4A, and 32.7B)**. My recommendation is for tolling and increased bus service in the canyons. **(32.2.4A and 32.2.9A)** This alternative is lower cost and has less of an environmental impact. Giving people an incentive for riding the bus will result in less traffic up the canyon and can be used year-round. I would like to see UDOT make small, reversible changes first, before implementing an irreversible change, which only benefits profits for two companies.

Thank you,
Brent Bourgeois

Salt Lake City, UT

COMMENT #: 8139
DATE: 8/31/21 2:44 PM
SOURCE: Website
NAME: Marilyn Taylor

COMMENT:

I support the bus option over gondola by far..a bus allows much more flexibility, and the more crowded it gets you may have to run shuttles (buses) only up the canyon, except employees who need cars. **(32.2.2B and 32.2.9E)** Also the idea of a dedicated bike lane in the summer, when the buses are not running is a fantastic idea. **(32.2.9B)** A shuttle system similar to Zion will eventually be needed, and the resorts are going to have to limit the amount of skiers like Deer Valley does..if only doing shuttles, you would not need expand the road for a full lane..maybe half??..could allow some dedicated shuttles to stop at certain places so people can snowshoe and xcountry ski **(32.2.2B and 32.2.6.3C)**

COMMENT #: 8140
DATE: 8/31/21 2:53 PM
SOURCE: Website
NAME: Shauna Bona

COMMENT:

I am a long-time resident of Salt Lake County resident, having lived in both Salt Lake City and Sandy. I would like to express my "no thank you" opinion on both widening the canyon roads and installing a gondola. **(32.2.9C and 32.2.9E)** I believe we need to limit traffic up the canyon by using regularly running, electric buses that pull people in from multiple points in the valley, including the hotels for tourists. **(32.2.2I and 32.2.6.3F)** I prefer that we do not scar the canyon with either a gondola or wider roads, and I prefer not to create an incentive for hundreds of cars to be parked at the base of the canyon. **(32.17A and 32.17B)** Let's slow down and preserve this natural treasure in a state as close as possible to the way it is now **(32.2.9G)**. Thank you.

COMMENT #: 8141
DATE: 8/31/21 3:00 PM
SOURCE: Website
NAME: Michelle larsen

COMMENT:

Please No gondola!!!!(32.2.9E) We've all written a million comments-are you listening??

COMMENT #: 8142
DATE: 8/31/21 3:03 PM
SOURCE: Website
NAME: Stephen Sorweid

COMMENT:

Unfortunately, this whole thing is short-sighted by looking at LCC only in a vacuum. BCC also has huge issues and it makes no sense why we are not examining these problems together to come up with a comprehensive solution. **(32.1.1A and 32.20D)** Sadly, as a parent with two small children, either of these solutions will exclude us from being able to access our favorite resorts. **(32.2.4A)** Clearly nobody in charge has small children and understands the extreme difficulty in preparing and teaching a child to ski. I only have so many hands and it will be impossible for me to deal with two small children on a bus or gondola with all their gear, snacks, apparel, etc. So my only comments are....stop discriminating against families and come up with a plan to make it accessible for small children (like we do with handicapped). **(32.2.4A and 32.2.6M)** Also, as an avid cyclist who routinely travels Wasatch Blvd to reach the canyon, now is the time to improve safety on Wasatch Blvd for cyclists and pedestrians. **(32.2.6.2.2A)** There have been way too many incidents (including deaths) due to distracted driving. Since the road will clearly need to be widened under either option, please add a dedicated and PROTECTED bike lane. Now is the time to plan and save lives. There are thousands of cyclists every week that use this route and right now each trip could be our last. It doesn't need to be this way....If the dedicated bus lane is chosen then have that lane be dedicated to cyclists in the summer months. This would make the city stand out as a biking destination.

COMMENT #: 8143
DATE: 8/31/21 3:14 PM
SOURCE: Website
NAME: Micki Harris

COMMENT:

With so many other solutions to try first, UDOT jumps to \$592 million taxpayer funded gondola or \$355 million road widening to solve our 15 heavy ski days out of the year. **(32.1.4D)** The gondola can only perform one job and that is delivering skiers to private ski resorts. UDOT is prioritizing businesses over Utah citizens. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

In our current drought situation, Utahans cannot afford to contaminate or lose any of their precious water supply. The towers to the gondola require 2 acres of cement to ensure the stability and safety of our overhead ski commuters. UDOT must conduct more studies proving that one of Utah's essential water sources will not be disrupted."**(32.12B)**

"How is UDOT going to encourage skiers to utilize a \$\$\$\$ gondola ride if travel time takes 59 mins and 3 transfers of ski equipment? People who can afford to ski can afford to take their cars. They will find a way to enjoy the canyon journey in the comfort of their personal vehicle vs sharing it with 35 packed strangers. If the purpose of the gondola is to decrease traffic in the canyon, the incentive to ride the gondola is not there."**(32.2.4A and 32.7C)**

"Has UDOT budgeted for the added costs of lawsuit ramifications that will ensue in regards to designated forest land, landowner's rights, and invasion of privacy that will result from the gondola being built?"**(32.2.7J (**

"We are all too familiar with the danger and damage an avalanche can destroy when it decides to slide. Looking at the Gondola Alternative B map, angle stations are placed by Tanner's Flat and just before Snowbird where in the past, common avalanche slides have taken place. What studies have been done to ensure that these towers and the gondola cabins wouldn't be taken out if an unpredictable avalanche slide were to occur at the base of one of those towers? " **(32.2.6.5K)**

"Let's expand what we already have in place. If UDOT were to toll cars with less than 2 people, run energy efficient buses, and make it easy for people to get on and ride wherever they live, then we can do away with both expensive proposals. **(32.2.9A and 32.2.4A)** I oppose both the Gondola Alt B and the Enhanced Bus with Road Widening for LCC."**(32.2.9E and 32.2.9C).**

COMMENT #: 8144
DATE: 8/31/21 3:16 PM
SOURCE: Website
NAME: Taylor Woodbury

COMMENT:

I do not support the gondola installation in little cottonwood canyon. **(32.2.9E)** A Bus system is a perfectly acceptable and much cheaper alternative which would allow minimal disturbance to the surroundings and a better overall experience for ALL in the canyon, not just the big wigs at the ski resort. **(32.2.9A, 32.2.6.3C, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**) I frequent the canyon on average about once per week, and would gladly use a bus.

COMMENT #: 8145
DATE: 8/31/21 3:19 PM
SOURCE: Website
NAME: Lauren Rodgers

COMMENT:

Both proposed solutions will pump more people in the canyon which we should avoid at all cost. **(32.1.2B, 32.20A, and 32.20C)**. The solution is to add a toll to both canyons, as well as limit the total number of cars that can go up the canyons each day (workers, locals, & season passholders should take priority). **(32.2.4A and 32.2.2Y)** Adding avalanche protection to the roads would also drastically help on bad weather days. **(32.2.9K and 32.7A)** PLEASE, for the sake of our future and the mountain's future, do not move forward with either proposed option. **(32.2.9C and 32.2.9E)** PLEASE take time to solve the REAL problem here. The real issue is the number of people, NOT the traffic. If you solve the traffic problem it will only create more problems up the canyon (long lift lines, not enough infrastructure to support so many people, safety issues, etc.). **(32.20C)** Please don't ruin the LCC/BCC skiing experience by shoving more people up to ski resorts that cannot handle the capacity. **(32.20B)**

COMMENT #: 8146
DATE: 8/31/21 3:25 PM
SOURCE: Website
NAME: Charlie C

COMMENT:

Hello, while I didn't think it was appropriate for someone to speak up who has just barely got to know the canyons and Utah itself (2-year resident) I figured I wouldn't let history pass me by. I do not believe ALL the options have NOT been explored. **(32.2.2PP)** While SLC has the most European feel of almost any western city in USA, I don't believe a European solution will suit LCC (ala gondi) **(32.2.9E)** . If we were to take a page out of the Alps book, let's just dig a damn tunnel ! Never was a more pleasant drive then traveling from Innsbruck to Arlberg and not just moving with the mountains but through them! **(32.2.2C)** I understand this isn't realistic (especially tax payer funded) but what about D.U.M.B.s ?! Anyway ... try harder ! Easy for an environmental impact study backseat driver top say but investigate the actual usage 500 million \$ would do for expanded bus service with makeshift "tunnels" over avalanche paths ? **(32.2.9A and 32.2.9K)** I understand this isn't easy and perhaps someone reading this right now has dedicated their lives to installing a gondola up LCC so it seems silly for someone not fully invested to comment but why aren't we investigating both canyons ? **(32.1.1A)** Why is the ONLY support I see from one group of people for anything expanded up the canyon besides buses?!? Lawd almighty just BAN damn sedans from driving up the cayon or TOLL the living heck out of them. **(32.2.2L and 32.2.4A)** Whatever it is we need to do ... we need to strongly rethink any physically permanent changes to LCC. Thank you for taking the time to read this. I recently bought a house in SL valley and I plan to see this project out for the rest of my life. Please be careful.

COMMENT #: 8147
DATE: 8/31/21 3:30 PM
SOURCE: Website
NAME: Will McKay

COMMENT:

I do not support the Gondola option. **(32.2.9E)** I think the bus system is better, but not perfect. **(32.2.9A)**

I think the most efficient way to regulate traffic in the canyon is by requiring a canyon driving pass for the weekends or placing tolling similar to how Zion National Park operates. **(32.2.4A and 32.2.2B)**

The Gondola is expensive, harmful to surrounding environment and really only benefitting the ski resorts and not the local community. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 8148
DATE: 8/31/21 3:33 PM
SOURCE: Website
NAME: Haley Brenkmann

COMMENT:

Please consider another option for the future of the environment and generations after us. **(32.29D)**

COMMENT #: 8149
DATE: 8/31/21 3:43 PM
SOURCE: Website
NAME: Liza Springmeyer

COMMENT:

I support the enhanced bus alternative with NO road widening in Little Cottonwood Canyon. **(32.2.9A)**

COMMENT #: 8150
DATE: 8/31/21 3:44 PM
SOURCE: Website
NAME: Pat Guinn

COMMENT:

"As a Utah native, lifelong skier, and 25+ year season pass holder in Little Cottonwood Canyon I am opposed to the construction of a gondola in Little Cottonwood Canyon. **(32.2.9E)** Not only is it more expensive than the bus/widening of the road alternative it also does less to alleviate the traffic in the canyon. **(32.7B and 32.7C)** The gondola takes longer than the bus to transport people up the canyon and the towers will be a permanent eyesore. **(32.17A)** Although widening the road will also have an environmental impact, the bus solution is more nimble and will allow us to add/subtract busses as needed since the majority of the traffic up LCC is in the winter. **(32.2.6.3D)** The gondola will largely only be used half of the year and will primarily benefit two private resorts. We need to be thinking of everyone who uses the canyon, including backcountry skiers and climbers who are looking to access areas lower in the canyon that won't have gondola access. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** While I would love to see a train that would service the entirety of the canyon, of the two presented options the expanded bus service/widening of the road is the only equitable option. **(32.2.9B)** I do not want private resorts to be the primary beneficiaries of my tax dollars, especially when the construction of the gondola will permanently scar my favorite place in the Wasatch and one of the most beautiful landscapes in Utah. **(32.17A)**

COMMENT #: 8151
DATE: 8/31/21 3:46 PM
SOURCE: Website
NAME: Lauren Buxton

COMMENT:

"No gondola! The gondola is an awful option. **(32.2.9E)** The bus option isn't great either. **(32.2.9C)** If Snowbird and Alta want a gondola, they can fund it themselves. **(32.2.7A)** The uphill capacity at the resorts needs to be increased before the uphill capacity of the canyon increases **(32.20C)**. As a backcountry skier, the gondola is way more time consuming and inconvenient. As a resort skier, I will still have to put up with difficult parking and lines to get on the gondola and back. **(32.2.6.5C)** If there is a power outage, high wind event or any mechanical issue the gondola will be shut down. **(32.2.6.5K)** A train is a more reasonable and practical option. Europe and Asia all do trains very well. **(32.2.9F)** Follow their examples. However taxpayer money to benefit a few corporations is just ridiculous.

COMMENT #: 8152
DATE: 8/31/21 3:58 PM
SOURCE: Website
NAME: Josh Hafele

COMMENT:

As an avid user of our public lands in Little Cottonwood, I think the gondola is a near-sighted money grab that only stands to financially benefit Snowbird and Alta. **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Furthermore, it will only bring the bottleneck of traffic outside of the canyon. **(32.2.6.5E)** Please do NOT move forward with tax payers fronting the bill for a useless eyesore. **(32.17A)**

COMMENT #: 8153
DATE: 8/31/21 4:02 PM
SOURCE: Email
NAME: Brok Dixon

COMMENT:

Dear Utah Department of Transportation,

This has been my home and backyard growing up. Please do not feed the rich with a gondola **(32.2.9E and 32.2.7A)**.

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Brok Dixon
Sandy, UT

COMMENT #: 8154
DATE: 8/31/21 4:03 PM
SOURCE: Website
NAME: Josh Orwig

COMMENT:

Hi UDOT,

The way I see it the best option is to charge a toll and keep the road as is. **(32.2.2Y)** Widening a road or doing a major construction project in the canyon is a poor use of tax dollars and harms a sensitive environment that our community uses as a water source. **(32.1.2B and 32.12B)** If the area is too sensitive to allow dogs into the canyon how can we justify a large scale construction effort? **(32.1.2B)** Further charging a toll that works on a sliding scale based on demand is a revenue positive project versus construction that is a costly solution. **(32.2.4A and 32.2.2Y)** Even further using tax payer dollars for a construction project that benefits two private businesses is corporate welfare. This does not align with Utah's conservative values. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Currently trail maintenance is not funded by tax dollars so why should large scale construction projects to bring people up the canyon to ski at privately help corporations that are already receiving tax incentives. I'm amazed the opportunity to have a self funded/revenue generating project versus spending millions in tax payer dollars has been in debate for so long. As a voter, tax payer, political donor I strongly encourage you to do what's fiscally responsible and environmentally sustainable. **(32.29G)**

Regards,
Josh Orwig

COMMENT #: 8155
DATE: 8/31/21 4:11 PM
SOURCE: Website
NAME: Sam Bryan

COMMENT:

Salt Lake does NOT want a Gondola! **(32.2.9E)** It only serves the resorts and would be a ridiculous addition to the canyon. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Try non permanent solutions such as tolling, increased shuttling, not allowing private vehicles within certain hours, etc. **(32.2.4A, 32.2.9A, and 32.2.2B)** If those aren't working, then think about expanding busses. **(32.29R)** But NOT a Gondola, EVER.

COMMENT #: 8156
DATE: 8/31/21 4:12 PM
SOURCE: Website
NAME: Ryan Kapes

COMMENT:

I don't think either preferred alternative makes sense. **(32.2.9C and 32.2.9E)** Both are unnecessary. **(32.1.2B)** Just build the gravel pit and la caille parking lots and heavily incentivize and drastically increase bus service. **(32.2.9A and 32.2.4A)** Make driving up the canyon in the winter only available to those who have a 4 wheel drive/ awd and real snow tires and make them pay \$100/year pass. **(32.2.4A and 32.2.2M)** Don't eliminate parking above alta. Backcountry skiers make up a huge part of the users and culture of lcc. **(32.2.9H)** Both preferred alternatives don't work well for them. **(32.2.4A, 32.7B, and 32.7C)**

COMMENT #: 8157
DATE: 8/31/21 4:15 PM
SOURCE: Website
NAME: Barbara Hall

COMMENT:

I am an environmental engineer and 40-year-plus user of Wasatch Blvd, SR 210, Alta, Snowbird, and many recreational access points along LCC and through-out the Wasatch Front. My comment is based on professional opinion relative to planning for population increase and traffic flow as well as personal experience using the study area. I present and support three points: 1) The study area is too limited to meet the need so the Purpose and Need are inadequate to address the current (2021) demand for users in the broader traffic system, **(32.1.1C)** 2) any modifications to transportation up LCC that benefit Alta and/or Snowbird and associated vendors should include coordinated modifications by those beneficiaries recognizing those benefits, **(32.29D)** and 3) the “Alternative Commonalities” are well thought out and important. My conclusion is that the No Action alternative, accompanied by the “Alternative Commonalities” is the current (2021) smartest approach of those evaluated. **(32.29R)**

Before continuing to discuss these three points, it is important to mention that climate change will significantly impact much in our society in the next years. Planning for anticipated road conditions and population in 2050 without recognizing the reality of impacts from climate change before that is irresponsible, especially with respect to weather dependent activities along the Wasatch front. **(32.2.2E)** We need solutions to the crowding up LCC that address the next 5-10 years, because it is unlikely that the problems requiring our energy and funding will be the same after that. **(32.29R)** To keep all of this in perspective, it feels like a team of cooperative planners from Alta, Snowbird, UDOT, and UTA, among many others, will be necessary to develop ideas that document and quantify the real problems and develop reasonable short- and long-term solutions. **(32.2.2PP)**

On the 1st point, the Purpose stated in the DRAFT LCC EIS is inadequate:

“... one primary objective for S.R. 210: to substantially improve roadway safety, reliability, and mobility on S.R. 210 from Fort Union Boulevard through the town of Alta for all users on S.R. 210.

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

The limited study area does not address congestion and queuing which are substantially responsible for the severity of “safety, reliability, and mobility” concerns in LCC itself. **(32.1.2B)** A more representative need statement should reflect a study area that extends beyond SR 210 because the current and future most-impacted areas include SR 190 from I-215 to Fort Union Blvd, SR 210 from Fort Union Blvd to junction with SR 209 (a.k.a. the zipper), SR 209 from Highland DR, South Wasatch Blvd, AND ALL ROADS WITHIN THIS REGIONAL NETWORK OF STREETS. **(32.1.1C)** Part of the current (2021) problem is the traffic congestion from spillage due to queuing through-out this affected area, under a set of definable conditions. **(32.7C)** These conditions occur about 30 days/year. **(32.1.4D)** Yes, there are issues on SR 210 in LCC, but those are accentuated because of vehicular traffic volume on those 30 days and can be reduced by reducing the number of vehicles that travel to and into LCC. **(32.1.2B and 32.2.4A)** Addressing the problem only in LCC will not solve the bigger problem that happens in that impacted area where traffic lines up to wait to merge, and merge, and merge toward LCC. **(32.7B)** A more appropriate approach is to develop a multi-organizational strategy that includes a traffic management system to limit the number of vehicles in the larger study area by moving merge points and parking locations (nodes) further away from the last merge point, the zipper. **(32.2.21 and 32.2.6.2.1C)**

Neither the Enhanced Bus Service in Peak-Period Shoulder Lane nor the Gondola Alternative B (base station from La Caille) alternatives adequately address this larger area of impact. **(32.2.6.5E, 32.7B and 32.2.6.2.1C)** Building parking infrastructure for any up-canyon transportation within the area of impact will not address the problem unless the speed that vehicles are removed from roadways (e.g., by parking, visiting other destinations, or driving up LCC) is greater than the speed that vehicles enter that area. Viable alternatives for addressing the problems described in the Purpose and Need for this Draft EIS and the real needs for the whole area of impact must include reducing the number of vehicles in LCC and moving merging/ parking nodes out into the valley. **(32.2.2I)** For comparison the integrated, average per person travel time should be measured from the edge of the area of impact from any direction, not just along SR 210.

On the 2nd point, neither the Enhanced Bus Service in Peak-Period Shoulder Lane nor the Gondola Alternative B (base station from La Caille) alternatives address the needs of day users of Alta and Snowbird. Day users choose to drive instead of taking currently available buses because there are not adequate facilities at either resort to provide the conveniences necessary to offset the inconvenience of not having their own vehicle. Some amenities that could be provided at the resorts to encourage using mass transportation options include: reservable parking (emphasizing carpooling); **(32.2.2K)** adequate safe storage with access to personal items at the resorts; comfortable locations for resting, eating, changing, warming, and child care. **(32.2.3A and 32.2.4A)** In addition, day users and those staying at the resorts need to be able to travel between Alta and Snowbird and between the different base areas at each resort. **(32.2.2S)**

On the 3rd point, the “Commonalities” included in all alternatives in the EIS reflect helpful problem solving on the part of UDOT and the EIS partners. These ideas should be implemented as soon as possible. The two mobility hubs are on the outskirts of the impacted area and well-designed bus systems incorporating stops at these locations should help reduce the number of cars in LCC but **ONLY IF THIS IS MORE CONVENIENT OR LESS EXPENSIVE THAN DRIVING UP IN A PERSONAL VEHICLE.** **(32.2.4A)** Therefore, tolling, robust parking limitations and reservation systems and enforcement, in the form of ticketing and towing, will also be necessary. **(32.2.4A, 32.2.2K, and 32.2.6.2.5A)** Widening Wasatch Blvd may address current traffic issues and is worth pursuing, but population projections for the Salt Lake valley suggest that this may be only a short-duration improvement. **(32.2.6.2.2A and 32.2.6H)** Snow sheds are a must and should have been constructed years ago as with modifications to trailheads for Summer and Winter users. **(32.2.9K and 32.2.9O)**

In conclusion, an analysis addressing the demand for users of LCC in the broader traffic system should be conducted. **(32.1.1C)** In the meantime, for this EIS, the No Action alternative, accompanied by the “Alternative Commonalities” is the current (2021) smartest approach of those evaluated. “The Commonalities should be implemented as soon as possible, regardless of the status of more aggressive and wide-ranging modifications that are selected. **(32.29R)**”

COMMENT #: 8158
DATE: 8/31/21 4:19 PM
SOURCE: Website
NAME: Dennis Magaro

COMMENT:

I do not support the Gondola or making the road wider **(32.2.9E and 32.2.9C)** Enhanced bus service is necessary. **(32.2.9A)** Possibly up traffic only 7 to 10 down traffic 3 to 6 pm **(32.2.2B or 32.2.2D)**

COMMENT #: 8159
DATE: 8/31/21 4:22 PM
SOURCE: Website
NAME: Alex Friedman

COMMENT:

I am for the gondola! Cleaner, safer, more reliable, less destructive to the canyon floor." (32.2.9D)

COMMENT #: 8160
DATE: 8/31/21 4:27 PM
SOURCE: Website
NAME: Megan Owens

COMMENT:

I think the gondola is a very bad idea. **(32.2.9D)** As a local I would never use it simply because it takes more time to get to the resorts. **(32.2.4A)** I think nothing is going to improve unless there is a strong incentive to use the public ski buses or public transport to the ski resorts. We should figure out a way to make the ski buses free for all and charge a toll for cars that go up the canyon. **(32.2.4A)** Locals can get a low cost yearly pass. Gondola only makes sense in winter in the summer it will not be used as much. **(32.1.2B)** With the bus system we can add or subtract the number of busses based on the season and busiest times. **(32.1.2C and 32.2.6.3C)** I honestly think this should be held to a public vote because I think a vast amount of the local residents here do not want the gondola!! **(32.2.9N)**

COMMENT #: 8161
DATE: 8/31/21 4:28 PM
SOURCE: Website
NAME: Mary Golic

COMMENT:

I definitely support enhanced bus service. **(32.2.9A)** I would suggest using electric buses to cut down substantially on noise and air pollution. **(32.2.6.3F, 32.10A, and 32.11A)** I don't think the bus will be able to reduce the congestion as much as I would like. **(32.7B and 32.7C)** For this reason I would also suggest a toll in the canyon. **(32.2.4A)** This would definitely, in my opinion, persuade some people to car pool or take the bus. I think money is the bottom line. Skiing isn't cheap and if there is an additional cost to get up the canyon, I think this could make a big impact on the # of cars going up.

I definitely do NOT support the gondola in any way, shape or form. **(32.2.9E)** It's a horrible idea for many reasons, and I hope that you will find the bus the best alternative!

Good Luck!

M. Golic

COMMENT #: 8162
DATE: 8/31/21 4:30 PM
SOURCE: Website
NAME: Kjersten Peterson

COMMENT:

Dedicated bus lane, no gondola (32.2.9B and 32.2.9E)

COMMENT #: 8163
DATE: 8/31/21 4:31 PM
SOURCE: Website
NAME: Brian Grober

COMMENT:

As a resident of park city, I support the gondola and look forward to riding it up to snowbird/alta
(32.2.9D)

COMMENT #: 8164
DATE: 8/31/21 4:36 PM
SOURCE: Website
NAME: Susan Rampton

COMMENT:

please save our little cottonwood canyon.....once gone, gone forever. **(32.29G)** NO disney gondola with huge parking structures, not enough room in the existing canyon, and everything else that goes with it, high rise condos all along wasatch blvd **(32.2.9E and 32.20H)** We all saw what happened to our park city..which is now just for the wealthy. Skiiers can take buses, and leave their personal transportation to preserve what is left of what made Utah so natural and unique **(32.2.2B)**

COMMENT #: 8165
DATE: 8/31/21 4:38 PM
SOURCE: Email
NAME: Bryce Astill

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Bryce Astill
Salt Lake City, UT

COMMENT #: 8166
DATE: 8/31/21 4:42 PM
SOURCE: Website
NAME: Michael Zane

COMMENT:

I strongly support the Gondola option. I think it's the only option that solves more problems than it creates, as well as would be the most reliable. I wouldn't want to ride a bus. But would ride a Gondola.
(32.2.9D)

COMMENT #: 8167
DATE: 8/31/21 4:42 PM
SOURCE: Email
NAME: Adam Johnson

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Adam Johnson
Park City, UT

COMMENT #: 8168
DATE: 8/31/21 4:43 PM
SOURCE: Email
NAME: Megan Johnson

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
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- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Megan Johnson
Park City, UT

COMMENT #: 8169
DATE: 8/31/21 4:44 PM
SOURCE: Email
NAME: Jake Hardy

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
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- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
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- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
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- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Jake Hardy
Sandy, UT

COMMENT #: 8170
DATE: 8/31/21 4:45 PM
SOURCE: Email
NAME: Abbey Ostrander

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
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- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
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Sincerely,
Abbey Ostrander
Sandy, UT

COMMENT #: 8171
DATE: 8/31/21 4:50 PM
SOURCE: Website
NAME: Todd S

COMMENT:

I am against the gondola. **(32.2.9E)**

- 1) It does not have the capacity to replace the road. You will still have traffic. **(32.2.6.5N and 32.7C)**
- 2) 200 foot towers will be ugly. **(32.17A)**
- 3) 200 foot towers will make it very difficult to do an emergency rescue. **(32.2.6.5K and 32.2.6.4C)**
- 4) I suspect you won't be able to run it when the road is closed because you will need to road to assist in an emergency evacuation of the gondola. **(32.2.6.5H)**
- 5) You will need to cut down all the trees below it so you can do an emergency rescue. This will be ugly and ruin the pretty hikes. **(32.2.6.5B)**
- 6) This will be huge boondoggle that will make some people very rich. **(32.6A)**
- 7) If you are trying to solve pollution there are better was to spend \$500 million. This only helps about 30 days a year. **(32.2.2PP and 32.1.4D)**
- 8) Spend the money better. You could probably buy a fleet of 4WD electric cars and loan them to people going up LCC and do a more effective job at reducing pollution and reducing traffic because of the 4WD. **(32.2.2M)**
- 9) Spend the money on snowsheds. This will make the road safer and reduce traffic/pollution. **(32.2.9K)**
- 10) Enforce snowtire and 4WD/AWD rules all winter. Traffic on powder days is largely due to the idiot with the poorly equipped car. Big tickets for cars that are poorly equipped. **(32.2.2M)**
- 11) Alta and Snowbird are already too crowded. Increase the acreage of them before you add more people. I am NOT saying get bigger/faster lifts. The runs are already too crowded. We don't want to be another Vermont. **(32.20C and 32.29M)**

COMMENT #: 8172
DATE: 8/31/21 4:51 PM
SOURCE: Website
NAME: Brian Bass

COMMENT:

To Whom it May Concern,

Little Cottonwood Canyon (LCC) is a national treasure and a natural gem that we are very blessed to have access to here in Northern Utah. I believe it would be an absolute shame and a mistake to spend more than half a billion dollars to construct a gondola that would forever obstruct and mar the natural beauty of this canyon. **(32.2.9E and 32.17A)** The canyon is not a renewable resource, and rather than solely think about how we can jam as many people through it as possible, we should step back and ensure that we are preserving the canyon first, even if this means reduced throughput. **(32.1.2B and 32.29G)**

Before spending enormous amounts of taxpayer money to tear up LCC and construct unproven solutions like a gondola or roadway widening, I believe there are other much lower impact solutions that should be explored. **(32.2.9C, 32.2.9E, and 32.2.2PP)** I believe these solutions would all cost significantly less than new construction. Some of these proven systems and programs could include:

- Tolls for personal vehicles
- Tolling could be used to manage capacity and incentivize the use of public transportation. The funds raised from the tolls could probably be used to fund more bus runs as well, helping to offset the cost of more public transportation. **(32.2.4A)**
- Mandatory busing for ski resort patrons
 - This is an approach that has been used successfully in many national parks, including Zion National Park here in Utah, for decades. The ski resorts could sell a number of parking permits online equal to the number of parking spots they have on their property. Then, any skiers without a parking permit would be required to take the bus to the resort. This would significantly cut down on canyon congestion and would allow buses using the currently available lanes to get riders to the resorts in less time than the gondola anyway. **(32.2.2B and 32.2.2K)**
 - This could also be extended to all trailheads in the canyon. Recreational users without a parking permit would be required to take a bus to their trailhead. **(32.2.6.3C)** The fees from these parking spots, like tolls, could also be used to help fund the buses that would need to run more often.

The above proposals have been used successfully at many locations across the country. Both serve a wider population than a gondola would, at an exponentially lower cost. **(32.2.7C)** However, even mild measures could be taken that would help some with congestion, while preserving the natural beauty and health of our watershed within our canyons. **(32.12A and 32.12B)** Some of these measures include:

- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A)**
- Increased funding to create/operate bus routes from locations all across the Wasatch Front - instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd. **(32.2.2I)**
- Shuttle vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Managed and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I

am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. (32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C) Increased capacity will also inevitably lead to increased ski resort expansion pressures. (32.20C) I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Brian Bass

COMMENT #: 8173
DATE: 8/31/21 4:54 PM
SOURCE: Website
NAME: Keane Horner

COMMENT:

The gondola is the only solution that actually innovates and preserves the canyon. The gondola is the only way forward, everything else is more of the status quo. **(32.2.9D)**

COMMENT #: 8174
DATE: 8/31/21 4:55 PM
SOURCE: Email
NAME: Natalie Montanez

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Natalie Montanez
Salt Lake City, UT

COMMENT #: 8175
DATE: 8/31/21 4:57 PM
SOURCE: Website
NAME: Alec Schnitzler

COMMENT:

I vote Gondola! (32.2.9D)

COMMENT #: 8176
DATE: 8/31/21 5:00 PM
SOURCE: Website
NAME: Mason Boos

COMMENT:

Please don't rush this decision. If anything start small with snow sheds covering all the major avalanche paths. **(32.29R and 32.2.9K)** Force snowbird and Alta to also build some parking garages in already existing lots. **(32.2.2F)** If they want more people, the gotta have a place to park all of them, simple as that. **(32.1.2B)** It still makes no sense to me way the taxpayer is paying for this. **(32.2.7A)** Make the resorts pay for it and then let's see what they think is a good idea because the gondola will most definitely not fix anything. **(32.7B and 32.7C)** Please don't rush the decision to change one of the best canyons in the United States.

COMMENT #: 8177
DATE: 8/31/21 5:02 PM
SOURCE: Website
NAME: Tanner Nisbet

COMMENT:

Please dont put a gonadal or tram in they suck (32.2.9E)

COMMENT #: 8178
DATE: 8/31/21 5:02 PM
SOURCE: Website
NAME: Nicholas Lyle

COMMENT:

I don't think that a gondola is going to address the underlying problem of canyon congestion. **(32.2.9E, 32.7B and 32.7C)** I think that the carrying capacity of the canyon won't be increased and you are just going to degrade the skiing experience in LCC with longer lift lines. **(32.20C)** I also don't think it's right to use tax payer money that mostly benefits a private organization **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 8179
DATE: 8/31/21 5:05 PM
SOURCE: Email
NAME: Steve Slate

COMMENT:

Dear Utah Department of Transportation,

It's ridiculous that this is even an option. I worked at Breckenridge ski resort in CO for three years as a lift operations manager. In those three years I witnessed the disfunction of a gondola system first hand. People refuse to share gondola space and slow down the speed of the line, the gondola system has trouble with wind more than regular chair systems, and they are much slower than ground transport. **(32.2.6.5C, 32.2.6.5K, and 32.2.6.5O)** This goes without saying that it would be a massive eyesore. **(32.17A)** I've also read in the proposal the ride up would take almost an hour. This whole proposal is just ridiculous. Do the sensible thing and expand the operation of the bus system and create a massive parking lot for people to get picked up by the busses. **(32.2.9A, 32.2.9E, and 32.2.6.2.1C)**

Sincerely,
Steve Slate
Salt Lake City, UT

COMMENT #: 8180
DATE: 8/31/21 5:06 PM
SOURCE: Website
NAME: Morgan Cardon

COMMENT:

As someone who cares a lot about skiing and a lot about the environment, I am in support of this project. Something needs to be done to reduce emissions and provide safe transportation for emergencies. I was stuck in traffic at Alta for 5 hours once due to an avalanche on the road. I think if there was some need to evacuate, or a medical emergency (say a diabetic or anaphylactic at the top) then they would be in big trouble. This project in my opinion is a great alternative to roadway traffic.
(32.1.2B and 32.29D)

COMMENT #: 8181
DATE: 8/31/21 5:06 PM
SOURCE: Email
NAME: John Coombs

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
John Coombs
Magna, UT

COMMENT #: 8182
DATE: 8/31/21 5:07 PM
SOURCE: Website
NAME: Colton Korpi

COMMENT:

This is a terrible idea. Please don't be stupid and ruin the beauty of the canyon by putting in a dumb gondola. (32.2.9E and 32.17A) I get avalanches are a thing that could happen but is it really necessary (32.1.2B)

COMMENT #: 8183
DATE: 8/31/21 5:07 PM
SOURCE: Website
NAME: Josh Barton

COMMENT:

I don't think the Little Cottonwood Gondola should be completed in Little Cottonwood Canyon. **(32.2.9E)** First, the Gondola is said to be funded publicly while mostly benefitting the ski resorts. Why are taxpayer dollars, which are acquired from non-skiers as well as skiers, being used to fund such a project? That seems very strange and is mostly benefitting the resorts who already make a pretty penny from high lift ticket and lodging prices. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Secondly, the gondola is only going to cause more disruption to the beautiful natural environment the canyon possesses. **(32.17A)** Little Cottonwood Canyon is one of the most beautiful canyons in the world and to put large gondola posts all along the canyon is an eye sore and will disrupt the natural beauty and uniqueness of the canyon. **(32.4I)** A much cheaper and simpler fix to the issues in Little Cottonwood Canyon is to require the resorts to require reservations for parking at the resorts **(32.2.2K)** This will automatically limit the number of people who can go up the canyon. UDOT could even regulate the number of cars going up the canyon at its base providing a very efficient way of checking reservations. **(32.2.2K)** Any additional people wanting to recreate up the canyon must ride the UTA buses to go up the canyon. This will automatically decrease canyon traffic, lower emissions, and preserve the natural beauty of the canyon at a much cheaper price.

COMMENT #: 8184
DATE: 8/31/21 5:08 PM
SOURCE: Website
NAME: Mike Newberry

COMMENT:

Institute some form of 'mandatory' car pooling on the days when you KNOW snow is forecasted....have a UDOT individual at the base turning single driver vehicles around just like vehicles not equipped to handle the road on heavy snow days...I admit there are some holes re: staff, etc, but they could be issued a sticker allowing them to drive up...a gondola/train/road widening isn't the answer... they've 'mandated' masks for hell's sake, make this happen...it's an easy option to at least try first... **(32.2.2Y, 32.2.4A, 32.2.2L, 32.2.2K, 32.2.9E, 32.2.9C, and 32.2.9M)**

COMMENT #: 8185
DATE: 8/31/21 5:11 PM
SOURCE: Website
NAME: Josh West

COMMENT:

I support the gondola. (32.2.9D)

COMMENT #: 8186
DATE: 8/31/21 5:12 PM
SOURCE: Website
NAME: Lydia West

COMMENT:

This would be awesome! I'm just a teenager that loves to ski! I don't love driving in the canyon and there a way too many crashes up this canyon! And less idealizing and carbon emissions from the car!! Plus it's a very awesome European style love it!! **(32.2.9D and 32.10A)**

COMMENT #: 8187
DATE: 8/31/21 5:13 PM
SOURCE: Website
NAME: Desiree Jenkinson

COMMENT:

No gondola. **(32.2.9E)** Increase bus service and mitigate personal use traffic through carpools, paid parking and cultural norms. **(32.2.9A, 32.2.4A, and 32.2.2K)**

COMMENT #: 8188
DATE: 8/31/21 5:16 PM
SOURCE: Website
NAME: Nkenna Onwuzuruoha

COMMENT:

I'm not in favor of the gondola or expanding the roads. **(32.2.9E and 32.2.9C)** Let's have the UTA bus run more frequently and have the resorts set up their own shuttles instead. **(32.2.9A)** We can continue to destroy the canyons to convenience skiers with M-F, 9-5s. **(32.29D)**

COMMENT #: 8189
DATE: 8/31/21 5:18 PM
SOURCE: Website
NAME: Justin Gibbs

COMMENT:

Good Day UDOT,

Please know I appreciate and respect the work you are putting into finding the best traffic solution for LCC. Unfortunately, neither of the proposed solutions will satisfy the demand and only harm the canyon's ecosystem and experience. **(32.2.9C, 32.2.9E, 32.13A, and 32.13B)** As someone who enjoys LCC year-round (skiing, hiking, climbing, biking), I find only a few days a year where access to the canyon is inaccessible. **(32.1.4D)** I do not see how a gondola or increased roadway will solve the transportation issue in LCC during those high traffic days. **(32.7A, 32.7B, and 32.7C)** Skiing is a luxury, not a societal need, and should not take precedent over other LCC features. Spending hundreds of millions of taxpayer dollars to support two private entities is reckless and irresponsible. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** My recommendation is to maximize the bus effort and to toll those going up the canyon privately. **(32.2.9A and 32.2.4A)** Please do not permanently alter one of the most beautiful places in the USA to allow a few more people to ski a couple of weekends a year. **(32.17A, 32.17B, and 32.1.4D)**

Questions of Concerns:

Why is it fair to remove access to other canyon parts (i.e. boulders, native habitat, etc.) to benefit skiing? **(32.4A, 32.4B, 32.13A, 32.13B, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Why haven't the busses and their routes been optimized for high-demand skiing? Something similar to Zion NP. **(32.2.2B)**

How will people be encouraged or forced to take the gondola? Cars are immensely convenient when skiing, especially with a family. Taking a family skiing via a gondola seems impractical. **(32.2.4A)**

What use is the gondola during non-peak ski season? **(32.1.2C and 32.2.6.5F)**

Thank you for not taking action to impact our home playground negatively!

COMMENT #: 8190
DATE: 8/31/21 5:18 PM
SOURCE: Email
NAME: Michelangelo Nicholas

COMMENT:

Dear Utah Department of Transportation,

Anything but the gondola. **(32.2.9E)** I love the canyon and hate traffic but I would take a bus as opposed to paying a toll. **(32.2.9A and 32.2.4A)**

Sincerely,
Michelangelo Nicholas
Park City, UT

COMMENT #: 8191
DATE: 8/31/21 5:20 PM
SOURCE: Website
NAME: Joe Hernon

COMMENT:

Overcrowding is the problem, so mass transit is definitely NOT the answer. We are better off leaving things as they are, it limits the number of people that can go up the canyons. **(32.2.9G and 32.20B)**

COMMENT #: 8192
DATE: 8/31/21 5:20 PM
SOURCE: Website
NAME: Veronica Asmus

COMMENT:

Neither of these options takes into account the overcrowding and fitness of the ski areas and trailheads themselves. **(32.1.2B)**

The gondola is not a public utility- it's a way for the ski areas to get tax payers to pay for even MORE people to hammer the mountains. **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

The bus option is still bad- the roads are the issue, so why do we think a ton of busses on the same snowy roads (with or without snow sheds) is the solution? **(32.7B, 32.7C, and 32.2.6.3P)**

Neither of these options suffices until the resorts limit ticket sales and number of people on the mountain. **(32.2.2K)** Do that first and immediately, because we're running out of spaces in the valley to put transportation hubs, whether it's for busses, a gondy, a train, whatever. **(32.2.6.2.1C)** As it is, the ski area terrain can't support the influx of visitors. **(32.20C)** Limiting the number of day tickets sold (including discount passes like Ikon and Mountain Collective passes) is the first move to implement- better yet, it doesn't require construction or infrastructure changes! **(32.2.2K)** Honor the locals and the passholders, respect the terrain and the mountains, and start from there.

COMMENT #: 8193
DATE: 8/31/21 5:24 PM
SOURCE: Email
NAME: Tyson Rider

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.2.0A, 32.2.0B, and 32.2.0C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.1.7A, 32.1.7B, 32.1.2A, 32.1.2B, 32.4I, 32.2.0A, 32.2.0B, and 32.2.0C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.2.0C)** I am against any future ski resort expansion outside of their current footprints. I am against a gondola being constructed to carry skiers from the base of LCC to the ski resorts at the top. **(32.2.9E)** It WILL NOT carry enough people per hour to make up for what increased bus transportation could do instead. **(32.2.6.5N)** It will also affect backcountry skiers who desire to dawn patrol before the gondola would even be running, and in the springtime the gondola would be closed before many would be down from skiing in the evening. **(32.2.6.5O)** Popular rock climbing areas and other recreational activities within the canyon will be affected heavily by the gondola construction and could destroy premiere bouldering areas along the Quarry trail. **(32.4B)**

Please reconsider all other options before pursuing the construction of a gondola. **(32.2.2PP)** Eventually the gondola won't be enough to get skiers up by itself, and will require another costly and unnecessary expansion for transportation within the canyon. **(32.2.6.5N)** This will only benefit Snowbird and Alta and not the public at large. It will also only increase the pressure to build Ski Utah's One Wasatch project to interlink all ski resorts by chairlift. **(32.1.5B)** That will absolutely destroy the backcountry experience for all Utah skiers, and will take away from the ability to feel like you are in nature and away from the city. **(32.4I)**

Sincerely,
Tyson Rider
Sandy, UT

COMMENT #: 8194
DATE: 8/31/21 5:27 PM
SOURCE: Email
NAME: Tally Koren

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
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- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
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- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Tally Koren
Lehi, UT

COMMENT #: 8195
DATE: 8/31/21 5:28 PM
SOURCE: Website
NAME: David Johnson

COMMENT:

Hey folks. I appreciate what we're trying to do here. The population of the valley is growing and it's not going to stop. Pressure on our wilderness is going to continue, outdoor recreation activities will grow. Knowing this, I'm frankly baffled by the serious consideration of a two-stop tram that is going to cost taxpayers a half billion dollars and benefit ... whom? The multi-billion dollar ski resorts? If we're really talking about easing traffic and congestion in Little Cottonwood Canyon, why are we talking about a transportation system that will only benefit few. The resorts are not the only reason people go up that canyon. And a gaudy, never-been-proven gondola system is the last thing we should be considering. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Make no mistake, I'm a carpet bagger. I moved here at the end of the last century to enjoy the outdoors Utah has to offer. These past two seasons, outdoors pressure along the Wasatch Front has been difficult, and a solution is required. But not this. It's a bit absurd, really. We have salient, viable opportunities outside of a gondola: bus routes, reversible lanes, expanded roads. **(32.2.9A, 32.2.2D, and 32.2.2P)**

Please don't make this mistake.

Thank you for your time.

COMMENT #: 8196
DATE: 8/31/21 5:34 PM
SOURCE: Website
NAME: Maxwell Walters

COMMENT:

Please focus on bus alternatives and traffic control solutions. The gondola is not needed at this time. Please try less invasive options first. **(32.2.9A, 32.2.2PP, and 32.2.9E)**

COMMENT #: 8197
DATE: 8/31/21 5:39 PM
SOURCE: Website
NAME: Alison Harrington

COMMENT:

My preference would be the gondola plus an additional bus only lane. **(32.2.2W)** Right now there is no incentive to sit in a bus in traffic. Might as well be in my car. **(32.2.4A)** The gondola would be family friendly I think , more so than a packed bus. Tolls would be good as well. **(32.2.9D and 32.2.4A)**

COMMENT #: 8198
DATE: 8/31/21 5:41 PM
SOURCE: Website
NAME: Garrett Slack

COMMENT:

I think that the gondola is a bad option because it will overcrowded the ski resorts even more and harm the aesthetic and nature of little cottonwood canyon. **(32.2.9E, 32.20C, and 32.17A)** A bus lane and a wider road would be a much better option. **(32.2.9B)**

COMMENT #: 8199
DATE: 8/31/21 5:49 PM
SOURCE: Website
NAME: Eric Cheston

COMMENT:

A gondola built by the tax payers money to benefit two private organizations is robbery from the citizens. **(32.1.2B, 32.1.2D, 32.2.7A, 32.2.9E, 32.7B, and 32.7C)** Not to mention the amount of environmental impact it is going to cause. Not to mention almost 100 years of climbing history that will be jeopardized in the making of this gondola. **(32.4I, 32.13A, and 32.4B)**

COMMENT #: 8200
DATE: 8/31/21 5:51 PM
SOURCE: Website
NAME: Carson Hepworth

COMMENT:

I strongly support the gondola proposal! **(32.2.9D)**

COMMENT #: 8201
DATE: 8/31/21 5:52 PM
SOURCE: Website
NAME: Steve Wright

COMMENT:

Build the gondola! Traffic and parking is a nightmare. (32.2.9D and 32.1.2B)

COMMENT #: 8202
DATE: 8/31/21 5:59 PM
SOURCE: Website
NAME: Mark Battaglia

COMMENT:

Absolutely not! The resorts benefit from the increases traffic then the mega resorts should pay for the solution. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The team is the most expensive and moves the fewest people and is the largest eye sore. **(32.2.7C, 32.2.6.5N and 32.17A)** Explore the train option like what is used in Europe. **(32.2.9F)**

COMMENT #: 8203
DATE: 8/31/21 6:01 PM
SOURCE: Website
NAME: Alexander Pasmann

COMMENT:

Building a gondola from the bottom to the top of Little Cottonwood Canyon will cause permanent environmental and scenic damage. **(32.2.9E, 32.13A, and 32.17A)** Building a gondola and widening the highway road only benefit the ski resorts of Alta and Snowbird; blatantly ignoring the other uses of the canyon. The hiking, camping, rock climbing, mountain biking, etc. communities will not benefit from the proposed drafts but will suffer the consequence of environmental damage, and the 'eye sore' of a gondola. **(32.4A, 32.4B, 32.4I, 32.17A, 32.17B, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I believe in order to decrease carbon emission from the endless ski traffic in Little Cottonwood, the IKON pass should not be available to Alta and Snowbird ski areas. The IKON pass brings thousands of additional tourists to the ski areas who may only ski there a few days out of the winter. **(32.2.2K)** Local skiers understand how to utilize the UTA bus system, and carpool with others in order to minimize traffic. If these drafts truly are to decrease carbon emission, the IKON should be banned from Little Cottonwood Canyon.

Most importantly, I strongly believe the air gondola will have irreversible environmental and scenic damage to the canyon thousands call home, and where countless more love to recreate. **(32.4I, 32.13A and 32.17A)**

COMMENT #: 8204
DATE: 8/31/21 6:01 PM
SOURCE: Email
NAME: Matt Park

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

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- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.2.0A, 32.2.0B, and 32.2.0C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.1.7A, 32.1.7B, 32.1.2A, 32.1.2B, 32.4I, 32.2.0A, 32.2.0B, and 32.2.0C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.2.0C)** I am against any future ski resort expansion outside of their current footprints.

It does not seem prudent for UDOT to pay for and install infrastructure that directly and exclusively benefits private businesses and brings more crowds to LCC. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Rather than looking for solutions to shoehorn more people up the canyon we should be exploring the number of people the canyon can support and either implementing a reservation system or capping numbers of vehicles/people. **(32.2.0B, 32.2.2L, 32.2.2K, and 32.2.4A)** This common sense and more financially responsible plan of using what is already available and building up services before infrastructure seems like a better step than the massive jump to road widening or gondola building. **(32.2.9C and 32.2.9E)**

Sincerely,
Matt Park
Holladay, UT

COMMENT #: 8205
DATE: 8/31/21 6:02 PM
SOURCE: Website
NAME: Dan Grolley

COMMENT:

Please no gondola. **(32.2.9E)** Build a large parking structure close to both canyon mouths, increase bus service, and implement tolling to reduce personal vehicle use. **(32.2.6.2.1C, 32.2.9A, and 32.2.4A)**
Thank you for hearing my comment.

COMMENT #: 8206
DATE: 8/31/21 6:02 PM
SOURCE: Email
NAME: Dylan Harding

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

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Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Dylan Harding
West Valley City, UT

COMMENT #: 8207
DATE: 8/31/21 6:03 PM
SOURCE: Website
NAME: Talmage Sanders

COMMENT:

There is no doubt a problem with traffic in LCC. This traffic problem causes large, sad, negative environmental impacts by contributing to e.g. worse air quality. **(32.10A)** Something must be done. **(32.1.2B)**. However, UDOT's gondola and additional lane (s) proposals would have an unacceptable impact year-round dispersed recreation access throughout all of Little Cottonwood Canyon. **(32.4A, 32.4B, 32.4G, 32.4I, and 32.4P)** It would also damage the amazing beauty of the canyon while taking years of work (that would undoubtedly and drastically slow down the already present traffic problem)! **(32.17A, 32.17B, and 32.4C)**

UDOT must find a new alternative based on an expanded electric bus service coupled with tolling and other traffic mitigation strategies that includes dispersed recreation transit needs before any permanent changes are made to Little Cottonwood Canyon that will forever alter the landscape, **(32.2.6.3F, 32.2.9A, and 32.2.4A)**

The canyon has such amazing beauty, and making permanent physical changes before trying other alternatives is poor logic. **(32.2.2PP and 32.29R)** We must first try clean bus expansion and further incentives for use of public transit with disincentives for single person travel. **(32.2.6.3F, 32.2.9A, and 32.2.4A)**

COMMENT #: 8208
DATE: 8/31/21 6:04 PM
SOURCE: Website
NAME: Tyler Valovic

COMMENT:

Hello! This is my fifth year living in the salt lake valley, and just moved to the base of lcc, just a walk away from la caille. I am an avid endurance athlete and use little cottonwood on a daily basis. I think the addition of a gondola in the canyon would be a extremely detrimental to the residents of sandy, canyon users, and most importantly, the canyon itself. **(32.4E, 32.4I, and 32.4M)** I cannot understand how this is a “solution” to the traffic problem, when there is only a problem a few days a year (I am one of those people in the canyon on all powder days). **(32.1.4D)** I strongly think that only having the gondola go to the resorts is an extreme cash grab for the resorts, and will not solve anything else. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The ride up is too lengthy, there are not enough incentives to use it over driving, and I cannot understand why this wouldn’t stop at any other trailhead- an actual solution would address everyone’s needs, which includes backcountry skiers getting to white pine, tanners, and all of the access in the summer time that construction would destroy forever. **(32.2.4A, 32.2.6.5G, 32.1.2C, and 32.4I)** gondola would most likely strongly increase traffic and tourism, which is exactly what the canyon does NOT need. **(32.7B and 32.7C)** Please please do not build this gondola and destroy this beautiful canyon- no one but the resorts will be benefiting (they make enough money already- sheesh!) **(32.2.9E, 32.17A, and 32.2.7A)** Sincerely- an avid canyon user and sandy resident

COMMENT #: 8209
DATE: 8/31/21 6:05 PM
SOURCE: Email
NAME: Heather Wybrow

COMMENT:

Dear Utah Department of Transportation,

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- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Heather Wybrow
Salt Lake City, UT

COMMENT #: 8210
DATE: 8/31/21 6:07 PM
SOURCE: Website
NAME: Mark Battaglia

COMMENT:

Also extremely suspicious that the quail run property was just purchased by old Sandy City political cronies. Why is that information being disclosed to the public or who is the money behind this focus only on a LCC solution **(32.29D or 32.6C)**

COMMENT #: 8211
DATE: 8/31/21 6:08 PM
SOURCE: Website
NAME: Pattilyn McLaughlin

COMMENT:

Of all the proposed ideas for mitigating traffic in little cottonwood canyon, the gondola is the worst **(32.2.9E)** It's a blatant misuse of public tax dollars to fund the interests of private businesses (in this case, snowbird and alta). **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I support increased bus access including routes from mutiple park and rides throughout the valley. **(32.2.2I)** The public will not use the gondola to the extent needed to lower traffic if private transportation is less time-consuming. **(32.2.4A and 32.7C)** There is no need to saddle the canyon with DECADES of construction when other options exist especially when those other options are more strongly supported by the skiing community **(32.2.7C)** Don't let the interests of private businesses dictate the transportation needs of the canyon. Plenty of skiers and recreationalists use different portions of the canyon that would not be served by the gondola. **(32.2.6.5G)** Please do not let little cottonwood canyon become famous for a failed attempt at the world's longest gondola.

COMMENT #: 8212
DATE: 8/31/21 6:09 PM
SOURCE: Website
NAME: Isabel Hanewicz

COMMENT:

I believe both the plans have issues that should be addressed before moving forward. First, both involve irreversible damage to the environment in LCC that affects other trail users (climbers, hikers, etc.) without impacting the party with the most money and agency to improve traffic in the canyon, the ski resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Before implementing such an environmentally destructive measure, we should try less intrusive measures such as tolling and setting daily limits on canyon occupancy. **(32.2.4A and 32.2.2K)** Furthermore, providing a smart public transit solution for LCC should seek to reduce CURRENT traffic issues and their associated environmental impacts, as well as preparing to mitigate FUTURE impacts. **(32.2.9A)** Failing to provide service in the summer ignores the many users that visit, and take their private vehicles, up the canyon in the summer. **(32.1.2B and 32.1.2C)** Additionally, a lack of public transit alternatives to popular trailheads in any season means that canyon access is restricted to those who have the economic means to own or borrow a car and drive up the canyon. **(32.1.2C, 32.2.6.3C, and 32.5A)** This especially impacts historically disadvantaged minority groups, such as Black people, who have faced economic racism that have hampered their ability to acquire wealth at the same rate as their White counterparts. We should be seeking to improve access to the outdoors for these groups, as oppose to perpetuating environmental racism. **(32.5A)**

Of both options, I believe the bus is the best choice. We already have a bus that runs up the canyon, as well as buses that run throughout Salt Lake, Utah, and Summit Counties. Using a bus will help reinforce to upper-class people with means to drive that buses are efficient and effective forms of public transit, and not purely for the economically disadvantaged. Ideally, a bus encourages people to use a bus, Trax, and other public transit options to get to the mouth of the canyon. **(32.2.2I, 32.2.9A or 32.2.9B)** A gondola only serves to coddle the wealthy patrons of ski resorts, and reinforces anti-bus sentiment. It is less flexible than bus service and is a visual blight to users at all elevations of the canyons **(32.17A)**. A gondola serves as a marketing point for ski resorts rather than a public transit solution. **(32.1.2D and 32.2.7A)** Comparisons to smaller resort towns where gondolas work are invalid, as SLC is a MUCH bigger population than areas like Telluride. Our community is unique - a mid-sized city within 30 minutes of world-class skiing. But it's not a resort town, and we shouldn't ruin our natural resources* by capitulating to the desires of wealthy ski resorts.

*resources stolen from Indigenous people, whose views or thoughts are not represented in this EIS, another flaw **(32.15A)**

COMMENT #: 8213
DATE: 8/31/21 6:09 PM
SOURCE: Website
NAME: Kyle Moran

COMMENT:

I was once for the gondola at first glance. But now i see it as completely ineffective for the price tag it has, and the time it takes to build it. **(32.7B, 32.7C, and 32.2.7C)** If the locals have to drive up that canyon for 10 years while its being built. Thats gonna drive out all of the employees who loved the view i got while driving down to not a great city. **(32.17A)** As well as its being paid for by tax payers to support only 2 private resorts? **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Please dont do build a gondola as well as dont widen the road. That also solves nothing **(32.2.9E, 32.2.9C, 32.7B, and 32.7C)**

COMMENT #: 8214
DATE: 8/31/21 6:10 PM
SOURCE: Website
NAME: Zach Franks

COMMENT:

The Gondola is the only sustainable solution! Adding his routes or a light rail/train doesn't solve the avalanche issues. **(32.2.9D, 32.2.9M, and 32.7A)** I fully support the gondola, as long as there are incentives to buy a variety passes for it. The partnering ski areas should offer discounts for lift tickets or season passes if the gondola is utilized. **(32.2.4A)**

COMMENT #: 8215
DATE: 8/31/21 6:13 PM
SOURCE: Website
NAME: David Stephenson

COMMENT:

I think that we should use busses to solve the problems in LCC. **(32.2.9A)** The gondola seems like it'd be an expense that would be paid for by the public that would primarily benefit private entities. **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Busses would be more flexible and would allow for use during summer months and stops in different locations in the canyon. **(32.1.2C and 32.2.6.3C)** There are obviously other parts of the plan that need to be implemented to make busses work, but busses are a better backbone for the plan than a gondola.

COMMENT #: 8216
DATE: 8/31/21 6:26 PM
SOURCE: Website
NAME: Dylan Cincotta

COMMENT:

I am strongly opposed to the gondola idea and feel that busses are a much better solution. **(32.2.9E and 32.2.9A)** The gondola only serves the ski resorts and will not permit access to any of the trailheads. **(32.2.6.5G, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I see this as a way for ski resorts to actually have an even worse crowding issue by advertising the “longest gondola in the world”. **(32.20C)** Additionally, I strongly feel that the gondola will detract from the aesthetic nature of the canyon. **(32.17A)**

COMMENT #: 8217
DATE: 8/31/21 6:29 PM
SOURCE: Email
NAME: Aaron Gale

COMMENT:

Dear Utah Department of Transportation,

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- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
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- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Aaron Gale
Salt Lake City, UT

COMMENT #: 8218
DATE: 8/31/21 6:31 PM
SOURCE: Website
NAME: Kristo Torgersen

COMMENT:

UDOT, I ask that you reconsider other alternatives to alleviate winter time congestion in Little Cottonwood Canyon that consider all other important stakeholders, such as rock climbers, as both of your current proposals permanently destroy irreplaceable climbing resources. **(32.29G, 32.4A, 32.4B, and 32.4I)** Salt Lake City and the surrounding metro area supports one of the largest climbing populations in the country, and Little Cottonwood Canyon bouldering is an extremely important resource of value to the area. It draws residents and visitors to climb on all but the coldest snowy days. Surely there must be a solution to the winter time ski traffic problem that doesn't come at the expense of those alternate season users and resources. **(32.2.9A)** I am both a skier and climber, enjoying both winter and non-winter activity in the canyon, and to experience an even more crowded winter-time canyon while also destroying the summertime opportunity seems a lose-lose situation to me, and I'm sure to most users. Other, less expensive solutions, that don't over-crowd the canyon, and better serve the people, should be of greater priority than funneling tax dollars to prop up the ski resort businesses. **(32.2.9A, 32.20C, 32.1.2B, 32.1.2D, and 32.2.7A)**

Kristo Torgersen

COMMENT #: 8219
DATE: 8/31/21 6:34 PM
SOURCE: Website
NAME: Raya Wehner

COMMENT:

Salt Lake is home to many climbers who utilize the rock and boulders to get outside explore Thai beautiful area. Same as skiers utilize these mountains to participate in their outdoor activities. Destroying these rocks to will destroy lines that have been here for years and that many climbers travel here to experience. **(32.4A and 32.4B)** Skiers aren't the only people using these mountains for outdoor enjoyment. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 8220
DATE: 8/31/21 6:36 PM
SOURCE: Website
NAME: Aiden Pfaff

COMMENT:

A 3S gondola ropeway in little cottonwood canyon would not only eliminate traffic, but create a safer ride to the top in the snow. The tower foundations of a ropeway are not large, and create little to no disruption to wildlife. Not to mention, the ropeway is powered by an electrical drive to minimize fuel emissions. **(32.2.9D, 32.13A, and 32.10A)**

COMMENT #: 8221
DATE: 8/31/21 6:41 PM
SOURCE: Website
NAME: Nick Mougey

COMMENT:

This is obviously a ploy to fund the ski resorts so they can make more money. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Please for all people who aren't the ski corporations this is a bad move. **(32.2.9E)** The bus option is so much cheaper and is proven to solve the issue more effectively than the gondola. **(32.2.9A, 32.7B, and 32.7C)** This seems like a no brainer please do the right thing and do the cheaper option that will actually help people.

COMMENT #: 8222
DATE: 8/31/21 7:02 PM
SOURCE: Website
NAME: Frank Olsen-Tank

COMMENT:

The two leading proposals busses and gondolas are at best both short sighted and limited in viability. **(32.2.9C and 32.2.9E)** Between the two bad choices busses would work better and could be redeployed during non peak usage. The gondola would be sexier for advertising. Both bad choices only address 1 canyon. The best long term solution is extending Trax from Sandy to Park City in a tunnel, with stops in Sandy, LCC, BCC and PC. **(32.2.2I, 32.2.2N and 32.2.2Q)** Do it as a Public, Private Partnership (PPP) - Design Build Operate & Maintain (DBOM). And of course no matter what cover the roadway in the avalanche prone areas **(32.2.9K)**.

COMMENT #: 8223
DATE: 8/31/21 7:06 PM
SOURCE: Website
NAME: Cedric Shaskey

COMMENT:

I do not support the gondola or road expansion proposals. **(32.2.9E and 32.2.9C)** The cottonwood canyons have a limited capacity which must be respected. **(32.20B and 32.20C)** Expanded park and ride with bus services should be utilized before committing to an irreversible change of the canyon structure and ecosystem. **(32.2.9A or 32.2.2I)** The road expansion and gondola services would destroy many classic climbing, skiing and hiking routes in the area. **(32.4A and 32.4B)**

COMMENT #: 8224
DATE: 8/31/21 7:07 PM
SOURCE: Website
NAME: Elijah Kensler

COMMENT:

I prefer the train or the gondola. I think more people would ride those over a bus (32.2.9D or 32.2.9F)

COMMENT #: 8225
DATE: 8/31/21 7:10 PM
SOURCE: Email
NAME: Greg Fritz

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Greg Fritz
Salt Lake City, UT

COMMENT #: 8226
DATE: 8/31/21 7:15 PM
SOURCE: Website
NAME: Kyle Maynard

COMMENT:

Dear UDOT Little Cottonwood EIS Team

For starters, this is a highly unusual EIS process, where the public is faced with the ambiguity of two “preferred alternatives.” Nowhere in NEPA or in common practice is two preferred alternatives common place. It would be in the EIS process’s best interest to go back and select a single preferred alternative. **(32.2.9Z)**

Continuing in that vein, having two preferred alternatives seems less about the scientific process (because the EIS team at this point should be able to delineate a single alternatives) and more about the illusion of giving the public a choice in a highly controversial situation. When one has participated in whole process from the beginning to now, this honestly looks like the UDOT EIS team is pulling the Gondola alternative up in the “rankings” at every turn. Two examples are: (1) when the gondola alignment from Big Cottonwood was clearly not a good alternatives, UDOT happily entertained a proposal from the recently retired former Central Wasatch Commissioner Chairman - Chris McCandless, who served to benefit from the development of a transit hub at the mouth of LCC; **(32.2.2X)** (2) the current circumstance where the finance factors; environmental factors; and popular opinion factor all lean toward enhanced buses, UDOT has again lifted the gondola up. **(32.2.9Z and 32.2.9N)**

The undertones are not lost. It is not a secret that the Utah Legislature prefers the gondola alternative for tourism - which 100% legally shall not be considered as a factor. **(32.2.9N)** It is clear that the financial entities of the canyons - the ski areas - stand to benefit financial from the additional visitation via a non-stop service to their ski area. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** In all, this gives a stink of impropriety that UDOT should aim to shed by moving back in the process and taken a clear step to pick a single alternative. One way or the other, deal with the fallout.

On to the two preferred alternatives....

The failure in this process is at its root. It makes no sense why the State would spend hundreds of millions of dollars on a transportation system that will fail to remove cars from the road. **(32.1.2B, 32.2.4A, and 32.7C)** The explanation that UDOT is setting an attainable goal with removing 1/3 cars from Hwy 210 is fair but misguided. Removing 1/3 of cars is a great initial goal of either transit system, but both are capable of more and the EIS should and must examine more. UDOT could do a service to all patrons of the canyon by setting the higher goal of limiting cars to the maximum extent, particularly those in the back of the canyon who could utilize the gondola. **(32.2.2L)**

However, the gondola, in this EIS, only attempts to remove 1000 people per hour from the road - leaving 2000 people on the Hwy 210. Looking to future growth and increased interested in outdoor recreation, the gondola will still allow for 1000 riders, but the road will return to its current (pre-EIS) capacity. **(32.2.2L and 32.2.4A)** Ultimately, this is a failure of the gondola alternative. **(32.2.2L)** The gondola entertains the pipedreams of those who thinks Little Cottonwood Canyon is a Zermatt-esq ski area. That is unfortunately not our culture’s relationship with personal vehicles, but also this modal denies the larger public (hikers, bikers, backcountry skiers, climbers, etc.) access public land below the ski areas. **(32.2.4A, 32.4A, 32.4B, and 32.4G)** While This is not UDOT concern, its partner, the Forest Service, should be screaming to high heavens that this violates the public trust. Not only that, but the

gondola alignment will also destroy some of the best bouldering in the Wasatch Front AND it will obliterate the viewshed of one of the most iconic views of the Salt Lake Valley. **(32.4B and 32.17A)**

The Enhanced Bus Alternative is the less sexy alternative...sure, but it comes with both immediate use and future flexibility. Granted, the widening of Hwy 210's shoulder is not ideal and if aligned on the north side of the road also destroy bouldering in LCC. **(32.2.9B and 32.4A)** The designated bus lane should be placed on the south side of Hwy 210 so as to avoid impact to a valuable recreational resource. The impact to the watershed is mitigatable. **(32.2.6.3B)** The additional cost of mitigation would still be less than the total cost of the gondola. The final point for the bus is its ability to serve all users of the canyon. Stops can be used at multiple points below Snowbird, whereas the gondola only benefits the wealthy ski areas. **(32.2.6.3C)**

In closing, I am pleading with UDOT to stop dragging the gondola alternative up by its bootstraps and pick a side. It is clear that the Enhanced Bus alternatives is cheaper, more flexible, and has the ability to benefit all users who are trying to recreate on public land - not just the patrons of Alta and Snowbird who can afford to pay the \$150+ ticket to ski there. Protect our viewshed, our climbing, and ultimately the recreational experience of the canyon by selecting the Enhanced Bus alternative. **(32.29G)**

Thanks,

Kyle Maynard

COMMENT #: 8227
DATE: 8/31/21 7:26 PM
SOURCE: Email
NAME: Alison Richards

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Alison Richards
Taylorsville, UT

COMMENT #: 8228
DATE: 8/31/21 7:29 PM
SOURCE: Email
NAME: Connor Righter

COMMENT:

Dear Utah Department of Transportation,

Please consider the lives of many over the convenience of some. **(32.1.2B, 32.1.2D, and 32.29G)** In the last 4 years alone exponential changes are occurring in LCC due to population influx. We have not yet explored other non-invasive methods to deal with said problems. **(32.2.2PP)** 2 months of the year, 15 days of those months are not worth the integrity of the canyon for Alta and snowbirds gain. **(32.1.4D)**

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

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- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.29R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.29R)**
- Traffic controls **(32.2.4A and 32.29R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Connor Righter
Salt Lake City, UT

COMMENT #: 8229
DATE: 8/31/21 7:30 PM
SOURCE: Website
NAME: Joachim Meyer

COMMENT:

As a resident of Kings Hill Drive, I am concerned to see the drafts that include widening of Wasatch Blvd. None of the concepts include any considerations for accessing the neighborhoods adjacent to the Blvd and how that can be accomplished safely. It is already a very tedious and dangerous turn to get from any of the intersections (Golden Hill or Kings Hill Dr.) onto Wasatch Blvd with the current speed limit. Adding more lanes and/or a multi use lane complicates this effort and makes it seem even more unrealistic. I would urge the planning committee to add residential access from and to Wasatch Blvd. This would increase the safety for residents and people trying to access the canyons. **(32.2.6.2.2A)**

COMMENT #: 8230
DATE: 8/31/21 7:33 PM
SOURCE: Email
NAME: Ashley McDougal

COMMENT:

Dear Utah Department of Transportation,

This is obviously just a money grab for the ski corporations, I myself am an avid skier and snowboarder and I would hate to see this plan be put into place. (32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C) We are already seeing less and less snow every year and less water for the valley. (32.2.2E) This project will without a doubt only further our environmental problem and the worst part is that it isn't necessary. (32.1.2B) No one likes sitting in a long line up the canyon but myself and most others would prefer to wait, take the bus, park further away, ect. then to see the place we love to spend our time torn up and polluted for the sole benefit of the ski resorts. These companies are already making plenty of profits and have had an extremely prominent footprint in our canyon as it is. (32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C). This gondola will not only make skiing less accessible for everyone besides the wealthy but it will also disregard all the other uses that come from LCC. (32.2.9E, 32.5A, 32.1.2D, and 32.7C) That canyon is not just meant for Snowbird and Alta, it is where many people hike, climb, camp and find comfort. (32.4I) Skiing is something that not many people can afford to do but taking the accessibility out of all those other aspects of the canyon is greedy and unneeded.

I think that these ideas below should be at least attempted properly with adequate funding before any decisions moving forward on this project should be made.

- Tolling to incentivize use of public transportation (32.2.4A)
- Tolling to manage canyon capacity (32.2.2Y and 32.2.4A)
- Reduced or free bus ticket prices on busy weekends (32.2.4A)
- Increased funding to support more buses (32.2.9A and 32.2.9R)
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd (32.2.2I)
- Shuttles vans to transport dispersed recreation users to trailheads (32.1.2C and 32.2.6.3C)
- Express bus and shuttle routes that deliver people directly to their destination (32.2.6.3N)
- Optimized ski resort navigation to reduce resort congestion (32.2.9R)
- Traffic controls (32.2.4A and 32.2.9R)
- Double stacking (32.2.2EE)
- Managed- and reversible-lane alternatives (32.2.2D)

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. (32.20A, 32.20B, and 32.20C) I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. (32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C) Increased capacity will also inevitably lead to increased ski resort expansion pressures. (32.20C) I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Ashley McDougal
Salt Lake City, UT

COMMENT #: 8231
DATE: 8/31/21 7:35 PM
SOURCE: Email
NAME: Kevin Brower

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
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- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

As a life time skier of 35 in LCC and 3 children that I will support in skiing I am fully against the construction of the gondola. **(32.2.9E)** It does not solve the problem only creates more. **(32.7B and 32.7C)** Let's try some alternatives prior to such a huge taxpayer burden. **(32.2.2PP and 32.2.9R)**

Sincerely,
Kevin Brower
Draper, UT

COMMENT #: 8232
DATE: 8/31/21 7:36 PM
SOURCE: Website
NAME: Matt Martin

COMMENT:

The idea that a gondola will help on the congestion in LCC is just insane. **(32.7B and 32.7C)** That option doesn't include all the people that visit the canyon to hike, climb, bike or backcountry ski. **(32.1.2D)** The gondola would be paid for with taxpayer money and only benefit two privately owned ski resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The people are clearly not being thought of first. To add the environmental impact that a gondola would have on that canyon is something that can never be recovered from. **(32.2.9E)**

COMMENT #: 8233
DATE: 8/31/21 7:37 PM
SOURCE: Website
NAME: Davis Factor

COMMENT:

This is amazing i live in that neighborhood **(32.29D)**

COMMENT #: 8234
DATE: 8/31/21 7:38 PM
SOURCE: Email
NAME: Tymothy Davidson

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

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- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
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- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Furthermore.....

I greatly appreciate it if you would actually propose a plan that would IMPROVE our public lands and little cottonwood canyon.. not appease the corporations **(32.29G and 32.2.7A)**

Sincerely,
Tymothy Davidson
Park City, UT

COMMENT #: 8235
DATE: 8/31/21 7:51 PM
SOURCE: Website
NAME: Bailey Hall

COMMENT:

UDOT should consider alternatives to the lane widening and/or gondola. **(32.2.9C, 32.2.9E, and 32.2.2PP)** Both proposals will be devastating to little cottonwood bouldering. **(32.4A and 32.4B)** When I first came to Utah, I visited little cottonwood to climb its classic problems. That experience introduced me to the many outdoor adventures that Salt Lake has to offer and to the community that makes the city a better place. **(32.4I)** Please don't destroy the boulders! Find a different solution!!

COMMENT #: 8236
DATE: 8/31/21 7:54 PM
SOURCE: Website
NAME: Adam Rosenberg

COMMENT:

Hello! I'd like to comment that it seems best to do iterative approaches to solving the problem. The red snake has been an issue for a long time but the solution doesn't need to be large and expensive off the bat. Let push for less invasive solutions like tolling, limiting resort parking, limiting car access to resorts, increasing benefits for busing. **(32.29R, 32.2.4A, 32.2.2K, and 32.2.9A)** The gondola doesn't solve the problem. **(32.7B and 32.7C)** Fort union and Wasatch are backed up for miles and they'll continue to be. **(32.7B and 32.2.6.5E)** We need a more comprehensive bus system with more hubs. **(32.2.9A and 32.2.6.2.1C)** Please don't tax the citizens here to subsidize the ski resorts who aren't even pitching in **(32.1.2D and 32.2.7A)**. Even if the gondola is successful it will only push the resorts to expand more into grizzly gulch Wolverine cirque and American fork. **(32.20C)** The gondola is INVASIVE. It will cause trails to be closed and boulders to be deprecated. **(32.4B and 32.4G)** It doesn't help summer access like busses can and it doesn't do anything to help other winter activities. **(32.1.2C and 32.2.6.3C)** The future of the watershed and the area is in your hands. **(32.12A)** Please go slow.

Adam

COMMENT #: 8237
DATE: 8/31/21 8:00 PM
SOURCE: Website
NAME: Julie Epperson

COMMENT:

I want to go on record as opposing the gondola proposal. **(32.2.9E)** I do support increased busing and some widening of the road. **(32.2.9B)** We have a treasure in LCC and we should protect the views and the essence. **(32.17A and 32.17B)**

COMMENT #: 8238
DATE: 8/31/21 8:01 PM
SOURCE: Website
NAME: Jonni Badger

COMMENT:

I strongly oppose both proposals for little cottonwood canyon traffic and use issues. **(32.2.9C and 3.2.9E)** Let's not slap a bandaid on the problem just to be able to say we have a gondola and use it as a marketing tool for people to come to Utah. Utah is a "pretty" great state. Let's keep it that way and enjoy what Utah has to offer. **(32.4I)** Don't change the landscape or views. **(32.17A and 32.17B)** Shutdown the canyons to cars on stormy days and increase the busses going to and from resort. **(32.2.2B)** Thank you.

COMMENT #: 8239
DATE: 8/31/21 8:01 PM
SOURCE: Email
NAME: Jessica Scheetz

COMMENT:

Dear Utah Department of Transportation,

Unfortunately the problem is not that the Cottonwood Canyons being small; it's the pass that these companies joined. The Ikon Pass is what most people in California (5th largest economy in the world) purchase because they receive unlimited days at Mammoth and Squaw, making Utah the perfect vacations. It sounds more like the resorts have an ego and marketing problem they are trying to solve using the state to provide tax money to boost sales. **(32.2.2K)**

Clearly they didn't foresee that adding this would impact the entire city and state so much.

Ultimately whether it's a bus lane or an obnoxious, environment-destroying gondola, there will always be an insurance with the canyons. **(32.29D)**

Metaphorically, no one buys a bigger house to hold less stuff.

They need to figure out the efficient business, proper marketing, and smarter economics for the resorts, not having one state (out of how many states does Ikon cover?) fund their needs. **(32.2.7A)**

Sincerely,
Jessica Scheetz
Park City, UT

COMMENT #: 8240
DATE: 8/31/21 8:08 PM
SOURCE: Email
NAME: Doug Waine

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Doug Waine
Salt Lake City, UT

COMMENT #: 8241
DATE: 8/31/21 8:11 PM
SOURCE: Website
NAME: Meagan McCandless

COMMENT:

I support the gondola, because it solves all the major problems and concerns of the users of the canyon. **(32.2.9D)** The gondola is a safe travel option as opposed to busses as there will be fewer fatalities and crashes in the canyon. **(32.2.6.3P)** It alleviates the congestion in the canyon at a time when our canyons are being over loved. **(32.7C)** As an avid skier the average wait time from the resort to the base of the canyon at the end of the day is about 90 minutes. This gondola proposal will prevent not only that time from being spent, but the emissions from all those idling vehicles as we creep down the canyon after a day of skiing. **(32.10A)** It is by far the most environmentally friendly option for our canyon as impact goes with respect to the vegetation in the area, the surrounding properties and I fully support and look forward to saving and preserving this canyon with the best possible option- the gondola, it works. **(32.13A and 32.13B)**

COMMENT #: 8242
DATE: 8/31/21 8:12 PM
SOURCE: Website
NAME: Nate Lewand

COMMENT:

Governor Cox,

The Gondola Works Utah group is spending a lot of money on advertising trying to convince a lot of people - including you - that the Gondola is the right solution for reducing traffic in Little Cottonwood Canyon. **(32.2.9E)** I am a long-time season pass holder to Snowbird, and have formerly skied whole seasons at Alta, Solitude, and taught skiing at Deer Valley for two years. I am also a former Wall Street equity analyst and I am a senior executive at one of Utah's largest employers. Thank you for allowing me to share my view; I hope I might bring to light some considerations which I believe make the Bus approach the superior one, based upon reason alone: **(32.2.9A)**

- Simply stated, the Gondola plan costs more, as you've noted in your comments to the media on the subject. As a former Wall Street equity analyst, I've analyzed more than 100 businesses and evaluated their business models. Cost is not the only factor, but it is a considerable one. The Gondola costs approximately 20% more than the Bus+ proposal (busses, plus the widening of the road), and therefore one must consider carefully if the extra cost comes with an extra benefit. I strongly question whether it does: the cost of the debt service alone on the additional \$3 million a year more than the bus solution, immediately eliminating the lower annual operating cost benefit of the Gondola. A final note on dollars and cents: we all have watched big projects such as the Gondola run over budget - sometimes by 2x and 3x; with busses, the costs are reasonably certain. Unlike the Federal government, if local and state politicians have to raise taxes to balance project overruns, then there are almost certain political consequences to such an unpopular moves. **(32.2.7C and 32.2.7E)**

- Nine (9) hours and 54% less efficient. What is the value of the citizens' time? How much is the value of nine hours, per person, per year? The Gondola takes 54% more time - 13 minutes longer - each way, when compared to a Bus. A typical skiing family that visits the resorts 20 times per season will spend approximately nine hours more sitting in the Gondola than they would on a Bus. In your comment in the Deseret News, you "stated that you were leaning to the Gondola solution because, in part "Just the ability to move people at such a high rate of speed and get people up and down very quickly - it's much more efficient than the bus system would be." I suspect that when you said that, the Gondola Works folks had not yet alerted you to the additional 13 minutes of travel time each way on the Gondola. In percentage terms, the duration of the Gondola is 54% longer (37 minutes to Alta) than the Bus (24 minutes to Alta). Yikes!

- Avalanche delays are still highly likely to persist. The Gondola Works folks will tell you that the Gondola will work even when there is an avalanche closure. I would question that very heavily. It is commonly said that SR 210 (aka Little Cottonwood Canyon) is the only road in North America where it is legal to shoot heavy artillery over the road; I cannot imagine the Gondola - or busses - running while such mortars are being fired across the path. That means the Gondola will be sitting idle, awaiting the completion of avalanche control work, just like the busses and cars. And for the one or two times every five years that an avalanche blocks the road (and the Gondola would likely still be able to run), please consider the other disadvantages of the Gondola that are continual and recurring, rather than the episodic road closure. **(32.2.6.5H and 32.2.6.5Z)**

- Wind and lightning holds. If you ski Snowbird regularly, you'd be very familiar with wind holds on the Aerial Tram. This even applies to chairlifts. And lightning holds (less common in the winter, but not uncommon during the other seasons). Although Gondola Works delights in highlighting the lack of

stopping the Gondola due to avalanche holds (which I am not at all ready to invest in this narrative), Gondola Works fails to acknowledge the continual wind holds that occur for all aerial tramway systems. **(32.2.6.5K)**

- Would you put all the eggs in one basket? All mechanical systems will be in need of maintenance, and inevitably things break that render the system to fail or stop for a period of time needed to fix them. The Gondola would have - on a busy Saturday, holiday, or powder day - about 650 passengers suspended above ground. For this thought experiment, assume the mechanical failure takes one hour to repair. One thousand and fifty passengers (1,050 - the hourly "capacity of the Gondola) are delayed by an hour in arriving at the resort - and in reality, all the others waiting to get on at the bottom are also delayed by an hour - perhaps another 500 to 1,000? Now you have at least 1,050 cumulative hours spent waiting in the delay, and perhaps as much as 2,000 hours. The Bus solution also carries more than 1,000 passengers per hour. But when a bus fails (UTA could provide the statistics on its mechanical failure rate), only 42 people are delayed by an hour, while the other busses run without problem. Diversification - busses provide diversification against mechanical failure. The lost or "wasted" hours spent awaiting a mechanical fix are 96% less per incident in the Bus solution. **(32.2.6.5K)**

Is the Gondola more sexy than Busses? Sure - of course aerial tramways are beautiful. But in this use case, would you want to pay 15% to 20% more for a solution that actually reduces efficiency compared to the less sexy, but cheaper, faster, and lower risk solution? I might also encourage you to also consider adding heavy tolls to any traffic heading up the canyon on a busy day. Similar to the Utah Jazz' flash seats, motorists who still want to drive can do so based upon a finite number of day (or possibly hourly) licenses, with an auction system that opens at 6:00 a.m.; similar to the way computers match buy and sell orders in the capital markets, or HOV lanes are priced based upon demand, the market price for a car would be determined based upon demand that day or hour (maybe \$50 for a car on President's Day when there is two feet of fresh powder, and maybe only \$2 on a day in May when Alta is closed and almost no one is heading up to Snowbird). The cost of the license would be used to cover the cost of the Bus+ solution, thus making it very affordable for anyone to ride the bus. This solution attempts to add sensitivity for lower-income families and individuals who want to use the canyon's services, but may not be able to afford the hefty price tag of driving a personal vehicle on the heaviest days of the year. Of course, lower-income folks would likely be able to afford traveling in the canyon on non-peak days. **(32.2.4A and 32.5A)**

Thank you for your time in considering this rebuttal to the Gondola Works' large budget that is attempting to sway people to its solution. Hopefully logic wins over marketing dollars spent.

Regards,

-Nate Lewand

Park City, Utah

COMMENT #: 8243
DATE: 8/31/21 8:18 PM
SOURCE: Website
NAME: Christopher Bittner

COMMENT:

The EIS avoids the fundamental question of why general taxpayer funds will be expended for the benefit of two private ski areas. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Only a portion of the costs should be supported by the public. Some of the existing traffic issues could be mitigated by increased enforcement of existing traffic regulations and potential adoption of new ones such as tolling. **(32.2.2M, 32.2.4A, and 32.2.2Y)** A subset of skier population will be unwilling to pay and this in itself will reduce congestion. The tolling can be adjusted to maintain the existing skier-days supported. The ability of more people to get up to the resorts only benefits the resorts and therefore, the resorts should fund any changes. Tolling would also result in users paying to use the trailheads that UDOT currently maintains by plowing. **(32.2.4A)**

COMMENT #: 8244
DATE: 8/31/21 8:23 PM
SOURCE: Website
NAME: Christopher Bittner

COMMENT:

The preferred option of enhanced bus service does not sufficiently consider the impacts of road conditions and accidents. These impacts should be included in the evaluation. UDOT should be aware that during the storms, low traction cannot be avoided. When accidents/slide offs do occur, often both lanes are closed and will likely include the additional lane. These issues will be compounded if avalanche sheds are constructed. **(32.2.6.3P)** A gondola or cog rail avoids these issues.

COMMENT #: 8245
DATE: 8/31/21 8:34 PM
SOURCE: Website
NAME: Katie Gaertner

COMMENT:

I believe the proposed solutions for LCC's transportation do not address the overarching Opportunity to recognize nature, beauty, the outdoors, and ski resorts have limitations. **(32.4I and 32.29G)** Yearly I travel to Rocky Mountain national park - with this I know and understand I will need a timed entry permit and reservation with fee to drive through the park to my usual cabin spot on the other side. Also without planning accordingly I could get into a bind too. There are other significantly less invasive solutions to assist in the traffic obstacles of LCC such as paid entry, reservations, limitations, staggered entry (bus priority), benefits for carpooling, limitations for resorts/perks for off time entry. **(32.2.2K, 32.2.2L, and 32.2.4A)** These less invasive options and others ideas that have been proposed should be considered and vetted before destroying the environment that draws so many to the canyon. **(32.29R)** There has to be a line where too much is too much - I believe LCC is faced with the reality many other parks have encountered where it is possible to be loved too much. We need to consider preserving the (literal) nature of the canyon **(32.29G)**

COMMENT #: 8246
DATE: 8/31/21 8:36 PM
SOURCE: Website
NAME: Marec Serlin

COMMENT:

The boulders in LLC are a global destination for rock climbers. Any transportation option that destroys or removes access to them harms a major source of tourism to SLC in addition to the local climbing community. **(32.4A, 32.4B, and 32.6D)**

COMMENT #: 8247
DATE: 8/31/21 8:41 PM
SOURCE: Email
NAME: Max Tuerpe

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC why not simply not allow people to park at the mouth while waiting for them canyon to open on powder days while the stand still line continues to build up for hours? **(32.2.200)** I grew up at the mouth of LCC and have slid up LCC my whole life and in my observation and experience the lineup ups always happen simply because of the amount of people sitting at the mouth waiting for it to open. **(32.7A and 32.7B)** There's usually always a police officer already there, why not simply turn everyone around that rolls up before the gate opens and not allow the stand still line up to even form?? Seems so simple, and cost effective. **(32.1.2B)**

Thank you for your consideration.

Max

Sincerely,
Max Tuerpe
Salt Lake City, UT

COMMENT #: 8248
DATE: 8/31/21 8:43 PM
SOURCE: Website
NAME: Sandra Marsh

COMMENT:

I am discouraged by the lack of accommodation for people wanting to get into the back country. It seems our only alternative is to drive and pay a toll. **(32.2.4A and 32.4G)** Because we are not "taxing" the the canyon and road to the same degree, and we don't have a convenient alternative to get to our destination, there should, minimally, be a reduced charge." **(32.1.2D, 32.2.4A, 32.4G, and 32.2.9A)**

COMMENT #: 8249
DATE: 8/31/21 8:46 PM
SOURCE: Website
NAME: Jim Grewe

COMMENT:

Gondola is the only sensible solution. **(32.2.9D)** It can be the beginnings I get of carless travel from wasatch front to wasatch back **(32.2.2N)**

COMMENT #: 8250
DATE: 8/31/21 8:47 PM
SOURCE: Email
NAME: Bert Wardle

COMMENT:

As a resident heavily impacted by this project I would like comment that the destruction of our canyon seems to be of no concern to the powers that be. **(32.4I and 32.29G)** The two proposals will destroy it, particularly the Gondola! Which will also increase the existing traffic problem, which isn't even being addressed with these proposals. **(32.2.9E, 32.7B, 32.7C, and 32.2.6.5E)**

Enhancing the existing bus transit system with mobility hubs, tolls, and/or buses only during peak times is the most cost effective and least invasive and destructive course of action. **(32.2.9A and 32.2.4A)**

I haven't even mentioned the impact on thousands of residents of this area should the Gondola or other option go through! That seems to be another point of NO concern to those of you in power. **(32.4E and 32.4M)**

We will remember come voting time. And our children will be well schooled on those who destroyed the canyon they and their parents love and grew up with, who had NO concern for it and the citizens of the area. As well as those who come from near and far to enjoy the gorgeous canyon. **(32.4I)**

PLEASE RETHINK THIS WHOLE THING AND CONSIDER THE LEAST INVASIVE, MOST EFFICIENT AND LEAST COSTLY WAY FORWARD, INSTEAD OF THE RIDICULOUSLY HIGH COST OF THE OPTIONS YOU ARE PROPOSING. PARTICULARLY TO THE CANYON AND THE CITIZENS AND RESIDENTS OF THE AREA. **(32.2.2PP, 32.2.9N and 32.29G)**

Respectfully,

Bert Wardle

COMMENT #: 8251
DATE: 8/31/21 8:49 PM
SOURCE: Website
NAME: Stephanie D.

COMMENT:

What a terrible idea. Ultimately to line the pockets of the ski resorts. (32.29D, 32.1.2B, 32.1.2D, and 32.2.7A)

COMMENT #: 8252
DATE: 8/31/21 8:49 PM
SOURCE: Website
NAME: Mike Pundmann

COMMENT:

Build the gondola. It's the most environmentally friendly solution and will generate tourism on it's on.
(32.2.9D)

COMMENT #: 8253
DATE: 8/31/21 8:53 PM
SOURCE: Website
NAME: Chris Andrews

COMMENT:

Waste of money, destruction of the natural beauty of the canyons, excessively expensive compared with other more sustainable alternatives and only runs during the winter ... **(32.2.7C, 32.17A, 32.17B, and 32.1.2C)**

COMMENT #: 8254
DATE: 8/31/21 8:55 PM
SOURCE: Website
NAME: Chris Brown

COMMENT:

I'm in support of the gondola system. (32.2.9D)

COMMENT #: 8255
DATE: 8/31/21 9:04 PM
SOURCE: Email
NAME: Jane Tanner

COMMENT:

Dear Utah Department of Transportation,

Hi,

I am a Salt Lake City resident who enjoys recreating in the Cottonwood Canyons. I am also very concerned about spending tax-payer dollars to only benefit two private businesses. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Jane Tanner
Salt Lake City, UT

COMMENT #: 8256
DATE: 8/31/21 9:11 PM
SOURCE: Website
NAME: Graham Brant-Zawadzki

COMMENT:

The Gondola Works Utah group is spending a lot of money on advertising trying to convince a lot of people - including you - that the Gondola is the right solution for reducing traffic in Little Cottonwood Canyon. **(32.2.9E)** I am a long-time season pass holder to Snowbird, and have formerly skied whole seasons at Alta, Solitude, and taught skiing at Deer Valley for two years. I am also a former Wall Street equity analyst and I am a senior executive at one of Utah's largest employers. Thank you for allowing me to share my view; I hope I might bring to light some considerations which I believe make the Bus approach the superior one, based upon reason alone: **(32.2.9A)**

- Simply stated, the Gondola plan costs more, as you've noted in your comments to the media on the subject. As a former Wall Street equity analyst, I've analyzed more than 100 businesses and evaluated their business models. Cost is not the only factor, but it is a considerable one. The Gondola costs approximately 20% more than the Bus+ proposal (busses, plus the widening of the road), and therefore one must consider carefully if the extra cost comes with an extra benefit. I strongly question whether it does: the cost of the debt service alone on the additional \$3 million a year more than the bus solution, immediately eliminating the lower annual operating cost benefit of the Gondola. A final note on dollars and cents: we all have watched big projects such as the Gondola run over budget - sometimes by 2x and 3x; with busses, the costs are reasonably certain. Unlike the Federal government, if local and state politicians have to raise taxes to balance project overruns, then there are almost certain political consequences to such an unpopular moves. **(32.2.7C and 32.2.7E)**

- Nine (9) hours and 54% less efficient. What is the value of the citizens' time? How much is the value of nine hours, per person, per year? The Gondola takes 54% more time - 13 minutes longer - each way, when compared to a Bus. A typical skiing family that visits the resorts 20 times per season will spend approximately nine hours more sitting in the Gondola than they would on a Bus. In your comment in the Deseret News, you "stated that you were leaning to the Gondola solution because, in part "Just the ability to move people at such a high rate of speed and get people up and down very quickly - it's much more efficient than the bus system would be." I suspect that when you said that, the Gondola Works folks had not yet alerted you to the additional 13 minutes of travel time each way on the Gondola. In percentage terms, the duration of the Gondola is 54% longer (37 minutes to Alta) than the Bus (24 minutes to Alta). Yikes!

- Avalanche delays are still highly likely to persist. The Gondola Works folks will tell you that the Gondola will work even when there is an avalanche closure. I would question that very heavily. It is commonly said that SR 210 (aka Little Cottonwood Canyon) is the only road in North America where it is legal to shoot heavy artillery over the road; I cannot imagine the Gondola - or busses - running while such mortars are being fired across the path. That means the Gondola will be sitting idle, awaiting the completion of avalanche control work, just like the busses and cars. And for the one or two times every five years that an avalanche blocks the road (and the Gondola would likely still be able to run), please consider the other disadvantages of the Gondola that are continual and recurring, rather than the episodic road closure. **(32.2.6.5H and 32.2.6.5Z)**

- Wind and lightning holds. If you ski Snowbird regularly, you'd be very familiar with wind holds on the Aerial Tram. This even applies to chairlifts. And lightning holds (less common in the winter, but not uncommon during the other seasons). Although Gondola Works delights in highlighting the lack of stopping the Gondola due to avalanche holds (which I am not at all ready to invest in this narrative),

Gondola Works fails to acknowledge the continual wind holds that occur for all aerial tramway systems. **(32.2.6.5K)**

- Would you put all the eggs in one basket? All mechanical systems will be in need of maintenance, and inevitably things break that render the system to fail or stop for a period of time needed to fix them. The Gondola would have - on a busy Saturday, holiday, or powder day - about 650 passengers suspended above ground. For this thought experiment, assume the mechanical failure takes one hour to repair. One thousand and fifty passengers (1,050 - the hourly "capacity of the Gondola) are delayed by an hour in arriving at the resort - and in reality, all the others waiting to get on at the bottom are also delayed by an hour - perhaps another 500 to 1,000? Now you have at least 1,050 cumulative hours spent waiting in the delay, and perhaps as much as 2,000 hours. The Bus solution also carries more than 1,000 passengers per hour. But when a bus fails (UTA could provide the statistics on its mechanical failure rate), only 42 people are delayed by an hour, while the other busses run without problem. Diversification - busses provide diversification against mechanical failure. The lost or "wasted" hours spent awaiting a mechanical fix are 96% less per incident in the Bus solution. **(32.2.6.5K)**

Is the Gondola more sexy than Busses? Sure - of course aerial tramways are beautiful. But in this use case, would you want to pay 15% to 20% more for a solution that actually reduces efficiency compared to the less sexy, but cheaper, faster, and lower risk solution? I might also encourage you to also consider adding heavy tolls to any traffic heading up the canyon on a busy day. Similar to the Utah Jazz' flash seats, motorists who still want to drive can do so based upon a finite number of day (or possibly hourly) licenses, with an auction system that opens at 6:00 a.m.; similar to the way computers match buy and sell orders in the capital markets, or HOV lanes are priced based upon demand, the market price for a car would be determined based upon demand that day or hour (maybe \$50 for a car on President's Day when there is two feet of fresh powder, and maybe only \$2 on a day in May when Alta is closed and almost no one is heading up to Snowbird). The cost of the license would be used to cover the cost of the Bus+ solution, thus making it very affordable for anyone to ride the bus. This solution attempts to add sensitivity for lower-income families and individuals who want to use the canyon's services, but may not be able to afford the hefty price tag of driving a personal vehicle on the heaviest days of the year. Of course, lower-income folks would likely be able to afford traveling in the canyon on non-peak days. **(32.2.4A and 32.5A)**

Thank you for your time in considering this rebuttal to the Gondola Works' large budget that is attempting to sway people to its solution. Hopefully logic wins over marketing dollars spent. (I agree in entirety with the above, originally written by James Abbott)

COMMENT #: 8257
DATE: 8/31/21 9:15 PM
SOURCE: Website
NAME: Laurie Summers

COMMENT:

I am not in favor of a gondola. **(32.2.9E)** I am a back country skier. I need stops and different points in the canyon. **(32.2.6.5G)** I think expanding the bus service would benefit ALL canyon users. **(32.2.9A and 32.2.6.3C)**

COMMENT #: 8258
DATE: 8/31/21 9:18 PM
SOURCE: Website
NAME: Dan Reese

COMMENT:

Please do not put a gondola in LCC. **(32.2.9E)** It will be much more of an eyesore than snow sheds and/or widening the road. **(32.17A, 32.17A, and 32.17C)** Ad a bus only lane and then people will use it! **(32.2.9B)** I live in Sandy, and I don't want to drive to 6200 to park in Cottonwood Heights, get on a bus, to come back to the mouth of the canyon, and THEN get on a gondola. **(32.2.6.2.1C, 32.2.6.4B, and 32.2.6.5J)** This will literally turn my 20 minute commute to Snowbird/Alta into over an hour. People will not use something that takes longer than driving. **(32.2.4A)** I certainly won't. So please don't make me pay for it with my tax \$\$\$\$. Thank you.

COMMENT #: 8259
DATE: 8/31/21 9:22 PM
SOURCE: Website
NAME: Sam Brodey

COMMENT:

Tax payers should not subsidize a form of transportation that only benefits two private companies. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Also, the gondola does not solve the inherent traffic issues along Wasatch blvd. **(32.2.6.5E)** We need rapid bus lanes, tolls, and snow sheds. **(32.2.9B, 32.2.4A, and 32.2.9K)**

COMMENT #: 8260
DATE: 8/31/21 9:24 PM
SOURCE: Website
NAME: Larisa Anderson

COMMENT:

No way in heck does LCC need this ugly metal thing. **(32.2.9E)** Yes the snow days might be bad, but come on, we don't need this. **(32.1.2B)** You guys can come up with a better plan that doesn't ruin the beauty of LCC. **(32.2.2PP)** Also, I can't believe how much tax payer dollars that would cost and take. Insane! Figure out a new plan that doesn't cost so much money and doesn't look so unity and ruin our canyon. **(32.2.2PP and 32.4I)**

COMMENT #: 8261
DATE: 8/31/21 9:24 PM
SOURCE: Email
NAME: Kassi Johnson

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Kassi Johnson
Sandy, UT

COMMENT #: 8262
DATE: 8/31/21 9:28 PM
SOURCE: Website
NAME: Susan McCandless

COMMENT:

Go Gondola! The gondola is the ONLY system that will solve the transportation problems that plague Little Cottonwood Canyon. **(32.2.9D and 32.7C)**
It operates regardless of weather or road conditions-which is critical in health emergencies-and prevents people from being stranded, sometimes for days. **(32.2.6.5H)**
It is the environmental choice! It would not require the massive and obtrusive concrete avalanche bunkers. **(32.2.6.5Z)** Unlike the road expansion proposal, it would NOT carve up the northern slope of the canyon, permanently damaging the views and environment. **(32.17A and 32.17B)** It cuts carbon emissions in the canyons by almost half. **(32.10A)**
The annual operating costs are almost \$4 million less per year than the busses, and it has a significantly longer "life expectancy" than busses. **(32.2.7C and 32.2.7E)**
It is also future thinking. At best, the bus and road widening option is short term, even a bandaid solution. In a few years, we will have to address this issue again. The gondola solves the problem for the future. **(32.7B)**
There are so many reasons to support the gondola. It is the most viable and even cost effective choice.

COMMENT #: 8263
DATE: 8/31/21 9:34 PM
SOURCE: Website
NAME: Craig Sturm

COMMENT:

Gondola, yes! I am a 42 year Snowbird season pass holder. LCC has seen significant growth over the years. Tourism and Utah has flourished. A gondola system would not only make access easier and more comfortable than buses it would also be a huge draw for tourism which fuels our economy.
(32.2.9D)

COMMENT #: 8264
DATE: 8/31/21 9:37 PM
SOURCE: Website
NAME: Ryan Shilton

COMMENT:

All proposed solutions are unacceptable. **(32.2.9G)**. We must protect and preserve the natural wonders that make the Wasatch worth living in. **(32.4I)**. We do not need more roads. We do not need more skiers. Growth for the sake of growth is the ideology of the cancer cell. **(32.1.2B)**

COMMENT #: 8265
DATE: 8/31/21 9:38 PM
SOURCE: Email
NAME: Cait Brien

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
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- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Cait Brien
Lehi, UT

COMMENT #: 8266
DATE: 8/31/21 9:47 PM
SOURCE: Website
NAME: Hallie Yurick

COMMENT:

I live in the [REDACTED] neighborhood and am an Alta employee. The options for me would take a lot longer to get up the hill to work and play. However, I've long wanted to be free of the car. For the last 12 years, I've asked why there aren't resort specific buses, like in BCC where there is a resort specific bus to Solitude, which was historically a lot less busy than Alta. The only answer I've received is, "we tried it and it didn't work." I've wondered about that non-answer. Why not try again to add a few more buses, one an hour or half-hour? My reasoning for not taking the bus currently, besides being inconvenient for a family with 2 young kids, if it takes me 20 minutes to get up on a weekday non-snow day, why would I add double that to stop at the Snowbird stops? **(32.2.6.3N)**

So my first choice, which I understand is not on the table is, could there be some more resort specific buses? **(32.2.6.5N)** Try the least invasive method first. **(32.2.9R)** Employees would use the bus if it was more convenient to our schedules. **(32.2.6.5N)** That's a lot of cars out of the canyon. Buses make more sense for year round travel, when people stop at different places along the road in summer than in winter. **(32.1.2C)** Parking to hike White Pine on a Saturday is already full at 8AM, yikes! I understand that buses mean more parking down the canyon and that the EIS includes widening Wasatch in front of my house and the road, so that's not ideal and that's why I'm partially supportive of buses but don't like the extras like wider roads. **(32.2.6.3C and 32.2.6.2.2A)**

Then the gondola. I partially support it. **(32.2.9D)** I love the idea of taking a gondola up to work and ski, it will be beautiful and iconic. I appreciate how much safer it will make traveling and how emergencies can be handled more efficiently. Personally, I'm not thrilled that it would take me an hour to get to work on a regular Tuesday, rather than 20 minutes. **(32.2.4A)** We recently traveled to Boston and Connecticut where people build in an hour of one way travel to their day, they are used to it so why should I complain? I am going to though. I live 8 miles away. I can see guests loving it, at least the first time they travel. As Zion Canyon has shown us, mass fast transit works. **(32.2.2B)** I just wish it was shorter and had more stopping options. So my real favorite alternative would be a gondola with some resort specific buses- accessible to everyone without making it more of a chore for those of us who live close and who go up everyday, powder day or no.

Thank you for your time, Hallie Yurick

COMMENT #: 8267
DATE: 8/31/21 9:49 PM
SOURCE: Email
NAME: Raquel Ellis

COMMENT:

Dear Utah Department of Transportation,

The restrictions to place cell towers in the canyon have been strict for good reason. Cell towers provide necessary 911 access to citizens and allow for communications and social media, boosting canyon visibility and allure. Why then would we allow 20 towers as high as 230' to dot our beautiful canyon view and only provide winter access to the ski resorts? **(32.1.2B and 32.1.2D)** Where suddenly did the rules change on what infrastructure is and isn't allowed in our beautiful forest? Towers of this height and quantity would be an atrocity. **(32.17A and 32.2.9E)**

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
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- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Raquel Ellis
Sandy, UT

COMMENT #: 8268
DATE: 8/31/21 9:50 PM
SOURCE: Email
NAME: Samuel Carter

COMMENT:

Dear Utah Department of Transportation,

To whom it may concern,

I have lived my entire life in salt lake city. My career, personal passions, and so much more have all blossomed because of my access to pristine canyons as I grew up in Utah. I strongly suggest you reconsider spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
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Don't be on the wrong side of history. Please listen to the citizens of this area instead of corporate interests. Thank you .

Sincerely,
Samuel Carter
Salt Lake City, UT

COMMENT #: 8269
DATE: 8/31/21 9:53 PM
SOURCE: Website
NAME: Emily Cummings

COMMENT:

I am writing to state my support for the gondola option proposed for Little Cottonwood Canyon. **(32.2.9D)** It is a breathtaking place in Utah with enjoyable skiing, and I want to see it preserved for future generations. I hate seeing miles of cars idling and putting out emissions when there is high traffic or closures in the canyon. **(32.7A, 32.7B, and 32.7C)** Seeing how successful gondolas have been in Europe, especially Switzerland, makes me think this is a viable, eco-conscious way to save Little Cottonwood Canyon.

COMMENT #: 8270
DATE: 8/31/21 9:58 PM
SOURCE: Website
NAME: Josie Osborn

COMMENT:

I ask that you strongly consider using a gondola in little cottonwood canyon to resolve transportation issues for the sake of the environment and canyon access regardless of road closures. **(32.2.9D)**

COMMENT #: 8271
DATE: 8/31/21 10:01 PM
SOURCE: Website
NAME: Jacob Hales

COMMENT:

I think a Gondola would be great! Lower emissions, less impact, and a way up/down the canyon when roads are blocked **(32.2.9D and 32.10A)**

COMMENT #: 8272
DATE: 8/31/21 10:02 PM
SOURCE: Website
NAME: Austin Westley

COMMENT:

Do not add any infrastructure to LCC. I know it sounds crazy, but suggest that the ski resorts charge for parking. They get their money, people who want to ski get to ski- and if they pay for a bus pass they don't have to pay to park. Please do not add any infrastructure to the canyon. **(32.2.2K and 32.2.9G)**

COMMENT #: 8273
DATE: 8/31/21 10:06 PM
SOURCE: Email
NAME: Shane Hall

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

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Sincerely,
Shane Hall
Salem, UT

COMMENT #: 8274
DATE: 8/31/21 10:08 PM
SOURCE: Website
NAME: Aaron Ollivier

COMMENT:

Please don't build the gondola. We're not Switzerland because we have way to much population
(32.2.9E)

COMMENT #: 8275
DATE: 8/31/21 10:10 PM
SOURCE: Website
NAME: Daniel Gibbs

COMMENT:

Please do not sully our beautiful canyon with a gondola or larger road. **(32.2.9E and 32.2.9C)**
Improving bus access and carpooling can surely improve congestion on busy days while limiting our environmental impact. **(32.2.9A and 32.2.4A)** Keep Utah BeaUtahful!

COMMENT #: 8276
DATE: 8/31/21 10:14 PM
SOURCE: Website
NAME: Andrew Mohr

COMMENT:

Please allow the gondola for easier more environmentally and safer transportation up the canyon. It can help reduce traffic, safety dangers, and environmentally more sound reducing carbon footprint of cars going up and down the canyon. **(32.2.9D, 32.7C, and 32.10A)**

COMMENT #: 8277
DATE: 8/31/21 10:14 PM
SOURCE: Email
NAME: Travis Bellantino

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

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Sincerely,
Travis Bellantino
West Jordan, UT

COMMENT #: 8278
DATE: 8/31/21 10:16 PM
SOURCE: Website
NAME: Marci Houseman

COMMENT:

I believe that the gondola is the right long term solution for Sandy residents. **(32.2.9D)** I also believe buses will continue to be a part of the solution but widening Little Cottonwood Road is the worst thing we could do for the watershed and the ecosystem in Little Cottonwood Canyon. Widening Little Cottonwood Canyon Road does not solve the congestion problem during bad weather or when an accident occurs. **(32.2.9C and 32.2.6.3P)**

Our residents want the congestion problem solved and though there are many more conversations ahead--of which Sandy City will most definitely be a part--the problem currently before us that is waiting to be solved is the congestion in the canyon. **(32.7B and 32.7C)** I believe the best long term solution for that problem is the gondola.

In my review of the draft EIS, I found a great deal of new information--information that despite my many hours of meetings and conversations with transit experts was informative and solidified my opinion on the gondola. Please find some of those takeaways below:

1. Life Cycle Cost Analysis: <https://littlecottonwoodeis.udot.utah.gov/wp-content/uploads/2021/06/LCC-EIS-Alternatives-Life-Cycle-Cost-June-2021.pdf>

- Cost for the buses with the widened lane exceed the cost for the gondola in 2041.
- Repaving every 8 years-\$4 million; doesn't factor in the costs in time during the construction period; what is the cost of repaving if it is delayed for some reason and is not completed in time for the winter. These values can and should be represented statistically; as winters become less predictable, repaving could run into the winter season **(32.2.7K)**
- Major factors of cost difference: repaving and snow removal on the widened lane contribute to the gondola catching up to the costs of the buses with widened lane at least 12 years sooner than without the widened one. (18 years into the 30 year life cycle)
- At that point the cost of the gondola is far less than the cost of the buses with widened lane due to lower O & M. **(32.2.7E)**

2. Chapter 6--Economics: https://littlecottonwoodeis.udot.utah.gov/wp-content/uploads/2021/06/LCC_DEIS_06_Economics.pdf

- The economic impacts from winter operation of Gondola Alternative A would be the same as those from the Enhanced Bus Service Alternative. Gondola Alternative A would also operate during the summer. UDOT conducted an assessment of induced summer use to estimate the number of additional trips that would occur on the gondola system beyond those trips that users were already planning to make by vehicle. The assessment estimated that there would be 198 additional summer visitors in the canyon per weekend day in 2050 with Gondola Alternative A or B (for more information, see Chapter 20, Indirect Effects). No baseline data are available regarding the amount of money that summer visitors typically spend at Snowbird, Alta, and the surrounding businesses. UDOT anticipates that the estimated 198 additional visitors per weekend day would increase revenues at Snowbird, Alta, and the surrounding businesses, assuming that the additional visitors spend money on summer activities, lodging, food, or shopping during their trip.
- Gondola Alternative A, including its supporting elements (trailhead parking and avalanche mitigation), would have de minimis impacts to Little Cottonwood Creek and the overall watershed as a primary drinking water source, so this alternative would not change the regional economic conditions supported by the drinking water. See Chapter 12, Water Resources, for more information regarding the expected impacts to the Little Cottonwood Canyon watershed including Little Cottonwood Creek as a drinking water source.

- The economic impact in the winter is the same for the gondola as it is for the buses with widened lane with regards to skiers. Therefore, the argument being made that the gondola is being built exclusively for ski resorts is a false argument. (32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)

3. Chapter 10-Air Quality: https://littlecottonwoodeis.udot.utah.gov/wp-content/uploads/2021/06/LCC_DEIS_10_Air_Quality.pdf

- With the No-Action Alternative, increased traffic would cause per-person travel times on S.R. 210 from Fort Union Boulevard to the town of Alta to increase from 40 to 45 minutes in 2018 to 80 to 85 minutes in 2050. (Table 10.4-2). Traffic backups on S.R. 209 would increase from 50 feet to 6,700 feet, or past the intersection of Wasatch Boulevard and 9400 South. On S.R. 210, traffic backups would increase from 2,775 feet to 13,000 feet, or past the intersection of Wasatch Boulevard and North Little Cottonwood Road. Compared to the existing conditions in 2018, vehicle emissions would be greater with the No-Action Alternative in 2050 due to increased traffic congestion and travel time.

- Vehicle emissions would likely be reduced with the Enhanced Bus Service in Peak-period Shoulder Lane Alternative due to decreased traffic congestion and travel time compared to the No-Action Alternative. Although bus emissions would increase due to increased trips, this increase would be more than offset by the reduction in personal vehicle emissions, congestion, and travel time (FTA 2010).

- Vehicle emissions would be reduced with Gondola Alternative B compared to the existing conditions and the No-Action Alternative due to decreased traffic congestion and travel time. With Gondola Alternative B, diesel bus emissions would be less than with Gondola Alternative A since fewer buses would service the base station. Therefore, Gondola Alternative B would not contribute to any new local violations, increase the frequency or severity of any existing violation, or delay timely attainment of the PM10 or PM2.5 NAAQS. Summer operation of Gondola Alternative B would not require bus service, so overall emissions during the summer would be less than during the winter.

4. Chapter 13-Ecosystem Resources: https://littlecottonwoodeis.udot.utah.gov/wp-content/uploads/2021/06/LCC_DEIS_13_Ecosystem_Resources.pdf

- The Enhanced Bus Service in Peak-period Shoulder Lane Alternative would convert about 85 acres of shrubland, forest/woodland, and developed and/or disturbed habitat to transportation use for the peak-period shoulder lanes. The habitat that would be converted is primarily disturbed habitat immediately adjacent to the roadway that is degraded from roadside parking and other disturbance. It provides slight habitat value to wildlife.

- If we eliminate off road parking, we could recover that disturbed habitat. Adding lanes assures us that we will never recover that disturbed habitat.

- This alternative would convert about 85 acres of roadside habitat to transportation use. The wider roadway also would increase the barrier to wildlife crossing S.R. 210, increase its avoidance of the roadway, and increase the number of wildlife-vehicle collisions in this segment of S.R. 210.

- With the addition of peak-period shoulder lanes, three traffic lanes would be in operation during peak traffic days (weekends, holidays, and busy ski days during the winter season) in the winter from late November through mid-April. The lanes would not be open to vehicles during the summer but would be available to cyclists and pedestrians. As with the Enhanced Bus Service Alternative, a toll would be added on S.R. 210 in Little Cottonwood Canyon with the goal of reducing personal vehicle use by about 30%. The additional lanes could increase the number of vehicle collisions with large mammals.

- Suitable habitat for several USDA Forest Service sensitive bird species and monarch butterflies could be present in the impact analysis area. The loss of 33 acres of shrubland and forested/woodland habitat would reduce habitat for these sensitive species.

- Impacts to migratory birds and raptors would include a loss of 33 acres of shrubland and forested/woodland habitat, which would reduce habitat and prey availability. Construction activities could take migratory birds and displace birds from habitat near construction areas. If construction takes place during the nesting season for migratory birds and raptors (March 15 through July 31), birds could lose or abandon their nests. Disturbance by construction workers and equipment might be substantial enough to cause stress to nesting birds and cause birds to abandon their nests and their young to be killed by predators.

- The Enhanced Bus Service in Peak-period Shoulder Lane Alternative would permanently convert 1.44 acres of riparian habitat classified as RHCA to transportation use. Effects on riparian areas would occur as a result extending culverts to accommodate the wider roadway.
- With Gondola Alternative B, the base station improvements and the three additional towers (compared to Gondola Alternative A) would not affect waters of the United States, riparian areas, threatened or endangered species, or special-status species.
- Gondola Alternative B would convert about 29 acres of mostly developed and shrubland habitat to transportation use along North Little Cottonwood Road. Impacts to terrestrial and aquatic wildlife would be minor since this segment of S.R. 210 is already highly developed.
- Short-term, local impacts to wildlife would occur during construction of Gondola Alternative A. Removing vegetation and increased noise and activity from construction could temporarily and/or permanently displace individual animals from these areas. Project construction could temporarily displace wildlife from the active construction areas because of increased noise, construction lighting, and human activity during construction. However, wildlife that currently occupies the area or uses the adjacent areas for foraging is likely habituated to noise and human disturbance due to the disturbed nature of the area, so the impacts from construction noise and lighting and displacement would be minor.
- Impacts to migratory birds and raptors would include a minor loss of disturbed roadside habitat and increased noise and visual disturbance.

5. Chapter 16--Hazardous Materials and Waste Sites: https://littlecottonwoodeis.udot.utah.gov/wp-content/uploads/2021/06/LCC_DEIS_16_Hazardous.pdf

The Enhanced Bus Service in Peak-period Shoulder Lane Alternative would widen S.R. 210. Substantial mining activity has occurred in Little Cottonwood Canyon; therefore, construction activities on or adjacent to S.R. 210 would impact soils that could contain higher levels of contaminants. The area of widening near Tanner's Flat (about mileposts 7.9 to 8.2) would be adjacent to a site with a high probability of contamination: the Jones and Pardee Smelter Superfund (CERCLA) site that is located on the north side of S.R. 210 in this area. Prior to construction, UDOT would conduct an environmental site investigation to determine the extent of the potential contamination, if any. If contamination is found, an avoidance or a remediation plan would be developed. If remediation of the Pardee Smelter site is required, it is possible that remediation could delay the project at the location of the remediation and increase this alternative's construction cost.

6. Chapter 19--Construction Impacts: https://littlecottonwoodeis.udot.utah.gov/wp-content/uploads/2021/06/LCC_DEIS_19_Construction.pdf

Excavation, grading, blasting, and other construction activities could increase sediment and pollution (oil, gasoline, lubricants, cement, pollutants from temporary restrooms, and so on) levels in stormwater runoff, and these pollutants could enter nearby waterways used for public drinking water. The potential for sediment and pollution levels to increase would exist until the project construction is completed and permanent soil stabilization measures are fully functional. Any impact to waterways in the Little Cottonwood Canyon watershed could degrade the ability of the Little Cottonwood Water Treatment Plant to process drinking water (see Chapter 12, Water Resources). The primary alternatives and sub-alternatives that could increase sedimentation and pollution in Little Cottonwood Canyon are the Enhanced Bus Service in Peak-period Shoulder Lane Alternative, the gondola alternatives, the Cog Rail Alternative, the avalanche mitigation alternatives, and the trailhead parking alternatives that improve parking at the trailheads. Based on acres of disturbance, the Cog Rail Alternative would have the greatest potential for construction-related water quality impacts followed by the Enhanced Bus Service in Peak-period Shoulder Lane Alternative, the avalanche mitigation alternatives, the gondola alternatives, and trailhead parking alternatives that improve parking.

7. Chapter 22--Short-term Uses versus Long-term Productivity: https://littlecottonwoodeis.udot.utah.gov/wp-content/uploads/2021/06/LCC_DEIS_22_Short_Term.pdf

The action alternatives would remove some natural resources in Little Cottonwood Canyon, and this removal could be considered an irreversible and irretrievable commitment of resources. The amount of wildlife habitat that would be removed by each action alternative including supporting elements (trailhead parking and avalanche mitigation) would be 13 acres with the Enhanced Bus Service Alternative, 37 acres with the Enhanced Bus Service in Peak-period Shoulder Lane Alternative, 17 acres with the gondola alternatives, and 78 acres with the Cog Rail Alternative.

COMMENT #: 8279
DATE: 8/31/21 10:23 PM
SOURCE: Website
NAME: Kyle Goupil

COMMENT:

Please do not build a gondola or widen lanes in LCC. **(32.2.9E and 32.2.9C)** Both of these options are unnecessary and would only serve a portion of the population for a few month out of the year. **(32.1.2B and 32.1.4D)** They would also destroy recreation opportunities of other user groups in the canyon. **(32.4A, 32.4B, 32.4G, and 32.4I)**

More buses, more parking at base of the canyon, and paid parking at ski resorts are much better places to start than the irreversible destructive options like the two being proposed. **(32.2.9A, 32.2.6.2.1C, 32.2.2K, and 32.2.9R)**

COMMENT #: 8280
DATE: 8/31/21 10:24 PM
SOURCE: Email
NAME: Lorraine F Day

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Lorraine F Day
Sandy, UT

COMMENT #: 8281
DATE: 8/31/21 10:27 PM
SOURCE: Website
NAME: Jess Moore

COMMENT:

All the road and bus ideas sound...well... sound. But the gondola is a joke right? I mean a scar that could be seen from the Oquirrhs. Please do not build that gondola, in case it's not a joke. **(32.2.9E and 32.17A)**

COMMENT #: 8282
DATE: 8/31/21 10:27 PM
SOURCE: Website
NAME: Carolee Scowcroft

COMMENT:

Follow the Money - a state representative stands to gain quite a bit of money in this venture. So does La Caille who serves terrible food anyway. **(32.2.2X and 32.6C)** Please look into who stands to benefit monetarily and see for yourself. In addition, no one will use a gondola when it will take just as much time as in a car and the image will ruin our canyon views. **(32.2.4A, 32.2.9E, 32.7C, and 32.17A)**
PLEASE do not built it!

COMMENT #: 8283
DATE: 8/31/21 10:34 PM
SOURCE: Email
NAME: Caitlin Andrew

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Caitlin Andrew
Salt Lake City, UT

COMMENT #: 8284
DATE: 8/31/21 10:36 PM
SOURCE: Email
NAME: Alex Burlison

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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 Burlison
Slat lake city, UT

COMMENT #: 8285
DATE: 8/31/21 10:44 PM
SOURCE: Website
NAME: Sach Combs

COMMENT:

I believe that more simplified bus alternative needs to be considered. It is far more flexible and can start much sooner, be phased in, and ramped up. **(32.2.6.3D)** Additionally, this alternative is far less expensive. (The two current alternates are only financially equivalent because the bus service is so grand in scale.) **(32.2.7C)** I don't believe a 4 lane roadway is needed, rather the current two and three lanes are adequate to start. **(32.2.9C)** Snow sheds are not necessary at this time as the risk has be adequately mitigated through tradition means and the canyon can close if need be as this is often the case when the conditions are so extreme and the resorts are often closed or of limited operations. **(32.1.2B, 32.7A, and 32.2.9J)** Limiting cars and prioritizing the bus during the peak times is key to the success of the bus and will be gladly adopted with adequate parking and frequent bus service. **(32.2.9A, 32.2.4A, 32.2.6.2.1C, and 32.2.6.5N)**

COMMENT #: 8286
DATE: 8/31/21 10:46 PM
SOURCE: Email
NAME: Roger Bourke

COMMENT:

Junior Bounous

August 31, 2021

Josh Van Jura, EIS Project Manager
Executive Director Carlos Braceras
Utah Department of Transportation
4501 South 2700 West
Salt Lake City, UT 84114

Dear Messieurs Van Jura and Braceras,

I have experience driving Little Cottonwood Canyon road for over 60 years as a full-time employee in the canyon. I continue to ski there, at age 96.

1) Can we keep the popular Little Cottonwood Canyon experience, or will the future experience be affected negatively? The canyon is known for its snow, a reputation that comes from the area making the skiing experience enjoyable due to not overcrowding. "Old timers, and new skiers alike have enjoyed that experience and return for more of the same. **(32.1.2B, 32.4I, and 32.20C)**

2) Is the future of the canyon going to evolve into more like an amusementpark, or more like a national park? Or, is there something in-between thosewhich will maximize the public's enjoyment and minimize the public's negative impacts? Zion National Park has needed to close its entrance gates to all vehicles except buses. **(32.20B, 32.2.2L and 32.2.2B)**

Mount Timpanogos once marketed an annual hike day. Celebratory pins were offered for all who reached the summit, approximately 4 to 4 thousand pins each year. That day, between 2 and 3 thousand additional hikers participated, even if they did not summit. That program had to be stopped in1970 though as more damage was done by that group of people than all the rest of the hikers over the year. More trails were widened, more rock slides and rolling rocks and other erosion events were caused. The same principle applies in Little Cottonwood Canyon; don't wait to close the canyon until after it is "overrun." Limiting the number of people should be undertaken bythe resorts. What is the maximum number of skiers they can accommodate under present operations? **(32.20B and 32.20C)**

3) The ski season at Alta is about 150 days. Last season they had to closeparking for 15 of those days sending business to Big Cottonwood Canyon. Resorts need to control the number of people and cars at the mouth of the canyon so that the canyon is closed as the limits at the resorts are reached. **(32.2.2K, 32.2.2L, and 32.2.4A)**

4) When the parking is full, the lift lines are long at both Alta and Snowbird.Many ski resorts have capped skier numbers. No matter what is adopted from suggestions, restrictions to skier loads is inevitable. **(32.2.2K)**

5) Roadway descending traffic tends to bottleneck in Alta and remains "locked" until roughly entry 1 at Snowbird. A possible solution is starting lifts earlier (8:30 instead of 9 or 9:15) and a morning pass which ends at 1:30. A morning only pass will encourage early exits. **(32.2.2K)**

UDOT's road changes have made a significant improvement at entry 1 in Snowbird with the merging along U-210 without slowing or waiting for entry. Similar benefits exist at other merges at the mouth of the canyon with traffic flowing up from the North and the South. Increasing resort's parking staff would also aid congestion and traffic flows up the canyon. Traffic slows as it currently arrives faster than the ability of those vehicles to park. **(32.1.2B and 32.2.2Q)**

During the busiest days, collaboration between Alta and Snowbird to cap the car numbers at the bottom of the canyon before skiers try to enter resort parking, will be essential. This can be automated with car counters or other modern technologies, but both resorts will have to sign on. **(32.2.2K)**

If additional passing lanes are feasible they should be encouraged (with the reminder that slower traffic should use the right-hand lane). Heavy slow loads, such as, construction vehicles, delivery trucks and vans, school buses, should be restricted to off-peak hours. Continuous winter season traction enforcement with prior promotional information will improve traffic flows also. Normally, UTA buses are well equipped and travel the canyon at roadway speeds improving the flow of vehicles. **(32.2.2M)**

UTA buses held in reserve at the resort for downhill travel (as Alta does on occasion) can also speed things along on high volume days. **(32.2.9A)**

Congratulations are due UDOT for important improvements including installation and use of avalanche control towers. These newer systems allow snow to be brought down sooner, smaller quantities of snow slides from any such avalanches, making it less likely that those slides will even reach the roadway.

I remember once many years ago, getting snowed in for two weeks with Alf Engen. This circumstance necessitated a twin engine airplane arriving with supplies. That plane circled in upper Albion Basin with the side door open to drop food.

Any form of enhanced canyon travel, whether by air, bus, or car, should not place customers into the canyon before conditions permit safe travel. As stated above, modern UTA buses which are designed for canyon travel, do not need special lanes. They already go at posted limits.

I am against the alternatives UDOT has advanced in the EIS; I do not want an additional lane for buses nor a gondola. **(32.2.9C and 32.2.9E)** Controlling the numbers of people and cars will accomplish the goal of a better skier experience and will have much smaller impacts. **(32.2.2L, 32.2.2K, and 32.2.4A)**

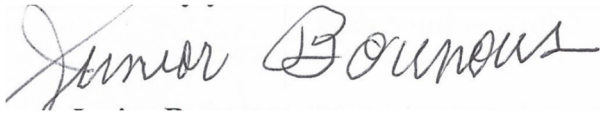
Longer term climate forecasts present concerns over water and snow quantities. Skier demand is an uncertainty, whether in a pandemic or after one. With less snow and less snow-making, skier numbers may fall rather than rise. **(32.2.2E)**

Little Cottonwood Canyon is a closed, confined canyon, not at all like Park City nor Deer Valley which could accommodate greater numbers of people. But, even there, the resorts are capable of

accommodating only so many people. (32.20B and 32.20C).

Let's not hurry into any major canyon improvements.

Sincerely yours,

A handwritten signature in black ink that reads "Junior Bounous". The signature is written in a cursive style with a large initial 'J' and 'B'.

Junior Bounous

Cc

Governor, Spencer Cox

Lt. Governor Deidre Henderson

Senator Kirk A. Cullimore Senator

Kathleen Riebe Representative Gay

Lynn Bennion

Salt Lake County Mayor Jenny WilsonSalt

Lake City Mayor Erin Mendenhall

USFS, Uinta Wasatch Cache National Forest: Acting Supervisor ChadHudson

USFS, Salt Lake Ranger District, Ranger Bekee HotzeTown

of Alta Mayor Harris Sondak

Alta Council-at-Large members

Margaret Bourke

Cliff Curry Sheridan

DavisElise Morgan

Save our Canyons, Executive Director Carl Fischer

COMMENT #: 8287
DATE: 8/31/21 10:50 PM
SOURCE: Website
NAME: Madelyn Corey

COMMENT:

I support more the bus option. Not the gondola. (32.2.9A and 32.2.9E)

COMMENT #: 8288
DATE: 8/31/21 10:51 PM
SOURCE: Email
NAME: Willow Toso

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

I am also against decreasing the current parking and telling families to walk a mile down the road to reach a trailhead, (in addition to destroying our watershed and the unique experience of having Wilderness so close to an urban area. The ski resorts do not have the right to destroy our environment and take away opportunities from non-skiers and users of their resort, destroying the urban environment as well by threatening their watershed. **(32.2.9Y, 32.12A, 32.12B, and 32.4I)**

Sincerely,
Willow Toso
Salt Lake City, UT

COMMENT #: 8289
DATE: 8/31/21 10:56 PM
SOURCE: Website
NAME: Natasha Eldredge

COMMENT:

This isn't a solution, it's a business proposal to benefit 2 ski resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, 32.7C)** There needs to be more options and listening to those who actually ski and recreate in the areas and drive the roads on a weekly basis. **(32.2.2PP)**

COMMENT #: 8290
DATE: 8/31/21 10:59 PM
SOURCE: Website
NAME: Luca Osigli

COMMENT:

Hi, I definitely appreciate if in a future visit to US for skiing this gondola solution will be in place. Weel done, environment need our decisions to be smarter than in the past. Thank you **(32.2.9D)**.

COMMENT #: 8291
DATE: 8/31/21 11:03 PM
SOURCE: Email
NAME: Mike Lautman

COMMENT:

Dear Utah Department of Transportation,

I live in Reno but I come to SLC every year to climb in Little Cottonwood. Rather than spending more than half a billion dollars in taxpayer money to tear up LCC with a gondola or roadway widening, how about using that money to better improve the lives of real people in SLC. Throwing away hundreds of millions of dollars to boost the profits of two ski hills is disgusting. **(32.1.2B, 32.1.2D, 32.2.7A, 32.2.9C, 32.2.9E, 32.7B, and 32.7C)**

Sincerely,
Mike Lautman
Reno, NV

COMMENT #: 8292
DATE: 8/31/21 11:03 PM
SOURCE: Email
NAME: Kenneth Libre

COMMENT:

to LittleCottonwoodEIS

Dear UDOT,

Thank you for the incredible effort and careful planning that you have put forth regarding proposed improvements to mobility and reliability in accessing Little Cottonwood Canyon.

My comments represent my personal views and not that of any other entity.

For the past 25 years, I have worked in Little Cottonwood Canyon. Since 2004 I have lived and worked full time at Alta (Powder Ridge). I opened the Alta Medical Clinic in November 2004; prior to that I worked at the Snowbird Clinic. I work nearly every day during the ski season. Also, over the past 3 years I have worked for both Alta Ski Area and UDOT performing avalanche mitigation work at the 105mm Howitzer on Peruvian Ridge.

I have travelled up and down LCC in every manner of conveyance. UTA bus; rideshare van; personal vehicle, bicycle, hitchhiked, etc. I have even been in a two wheel drive vehicle that slid off the road (when I first moved here in 1996). Over the years various minor adjustments have happened to the road that overall are helpful e.g. getting rid of the stop sign and building the high speed merge at the bottom of the Canyon; and lane control (Jersey walls) out of entries 4 and 1 to help Alta traffic, etc.

Most road delays happen when the road surface is wet and they are compounded by the sheer number of vehicles in the Canyon. A significant number of road delays involve UTA buses.

While widening roadways (Wasatch Blvd and Hwy 210) will increase flow of traffic, fundamentally three problems exist.

1. Single Occupancy 4wd Vehicles - that crowd the Canyon **(32.2.4A and 32.2.2M)**
2. Two drive vehicles or vehicles without proper traction devices - cause delays when it snows **(32.2.2M)**
3. UTA Canyon buses not equipped with frontwheel chain systems, nor studded tires - cause delays when it snows

Solutions:

1. Toll System to fund Free Bus Service **(32.2.4A)**

We need to strongly discourage single occupancy vehicles from travelling the Canyon. I APPLAUD AND SUPPORT THE TOLL IDEA. Tolling is a means to dissuade some single occupancy vehicles from driving up the road. Ski Areas oppose this idea (I believe) because they would like to profit from parking, but they can still charge for parking. PROCEEDS FROM TOLLS (and possibly ski area parking fees) SHOULD BE USED TO MAKE THE UTA BUS FREE. Few people really enjoy riding the bus so every effort should be made to incentivize usage. **(32.2.4A)**

2. Ban Two Wheel Drive Vehicles from Hwy 210 from Nov 15-May 15. Make violater fines steep. Enforcement may require increased UPD manpower **(32.2.2M)**

3. There needs to be a dedicated fleet of winter-ready Canyon Buses that have studded snow tires or front chain systems. This has to be possible. I'm sure that UTA will resist this because it exists outside

of their paradigm. Ultimately electric buses (currently available) will be the preferred environmental alternative. **(32.2.9A, 32.2.6.3E, and 32.2.6.3F)**

I am concerned that UDOT's two preferred alternatives are being put forth without trying other easier remedies first. **(32.2.9R)** Both preferred alternatives (road widening and gondola) involve significant changes to the natural landscape, potential environmental harm, and ill effects both for wildlife and residents of Alta. **(32.17A, 32.17B, 32.13A, 32.13B, and 32.40)** Having >200 ft gondola towers directly in the viewshed and the continual daytime whirring of overhead gondola cables and clanging of gondola cars will degrade quality of life for many. **(32.17A and 32.4I)** The gondola will pass a few hundred feet to the SW of my house. The construction of about 20 gondola towers will certainly come with environmental destruction that seems understated in the EIS document. **(32.19A, 32.4E and 32.4M)** The damage to the viewshed of Little Cottonwood Canyon is devastating to ponder. The tallest tram tower at Snowbird is "only" 140 ft; the gondola towers will mostly be >200ft in height. **(32.17A and 32.4I)**

Also, the Gondola strikes me as undemocratic. With stops only at Alta and Snowbird, it serves almost exclusively the economic interests of the two ski areas. **(32.2.6.5G)** It will be expensive to ride so therefore will be exclusive. **(32.2.4A)** While I personally support these ski areas, I do think this is fundamentally unfair to the rest of the users of the Canyon (summer/fall hikers and backcountry skiers). Using public dollars to support two ski areas seems suspect to me. No doubt lawsuits will follow. At least the road serves everyone equally. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, 32.7C)**

Ultimately, I support neither of your two preferred alternatives. **(32.2.9C and 32.2.9E)** If forced to make a decision between these two - I grudgingly would support road widening, but beseech you to please try less grand plans first (see my above suggestions for solutions). I AM ADAMANTLY OPPOSED TO THE GONDOLA.

Little Cottonwood Canyon is a special little canyon. Please don't destroy it in the name of convenience for about 15 congested days a year. **(32.2.9G and 32.1.4D)**

I appreciate your consideration and time.

Sincerely,
Kenneth Libre, MD
Alta Medical Clinic

COMMENT #: 8293
DATE: 8/31/21 11:05 PM
SOURCE: Website
NAME: Jake Draper

COMMENT:

Gondola is fine if the resorts pay for it. **(32.2.7A)** Really, that's all it's for. it's a fancy ski lift to two privately owned ski resorts, why should taxpayers (not even skiers) pay for it when all it benefits are two massive private corporations owned by bigger private corporations with money pouring out their ears. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, 32.7C)**

COMMENT #: 8294
DATE: 8/31/21 11:09 PM
SOURCE: Website
NAME: Lisa Bennion Rasmussen

COMMENT:

I fully support the Gondola project. Thank you! **(32.2.9D)**

COMMENT #: 8295
DATE: 8/31/21 11:12 PM
SOURCE: Website
NAME: Travis Van den Broeke

COMMENT:

I live in salt lake and am firmly against the gondola idea. (32.2.9E) Road upgrades and better parking/carpool/bus system is the way to go. (32.2.9B and 32.2.4A)

COMMENT #: 8296
DATE: 8/31/21 11:23 PM
SOURCE: Website
NAME: Keaton Schoonover

COMMENT:

Please do not ruin what makes Little Cottonwood canyon beautiful. **(32.4I and 32.29G)**

COMMENT #: 8297
DATE: 8/31/21 11:23 PM
SOURCE: Email
NAME: Brian Hoskisson

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
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- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Brian Hoskisson
Dutch John, UT

COMMENT #: 8298
DATE: 8/31/21 11:25 PM
SOURCE: Email
NAME: Scott Loyd

COMMENT:

Dear Utah Department of Transportation,

The creation of a gondola doesn't make sense. **(32.2.9E)** I do not know what is going on behind the scenes. But I can tell you it seems to be politically motivated with the dollar sign attached. Why do I think this? **(32.1.2B)**

1. If it is only serving the resorts, why is it taxpayer funded? **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, 32.7C)**
2. This is only operating in the winter to the resorts **(32.2.6.5F)**
3. The gondola doesn't actually seem to have any support besides a very few people. If this is truly on the table for discussion still. Where is the support coming from? My guess would be the dollar sign of a few people. But not the majority of the canyon users. **(32.2.9N)**
4. There have been more efficient options already brought to the table with busses. Those options are also more economically, and environmentally sustainable (environmental because within the next few years electric busses will be a lot more "canyon ready" than they currently are) **(32.2.9A or 32.2.9B, and 32.2.6.3F)**

I could name a few more, but I am sure they have already been said. I also want to say even though I have read most things related to the proposals. I am not going to pretend I know 100% of the facts.

I have been using little cottonwood canyon for 20+ years, 24 to be exact. Winter and summer, going to resorts or exploring the backcountry. I am also an Afghanistan veteran who is just trying to figure out how to not feel like what I did was worthless. Due to the current situation that has been going on that could have been handled better.

I bring Afghanistan up in this topic because I am currently let down. I don't do well in politics because I am brutally honest. I say things as they should be said. Utah, especially little cottonwood canyon, has always been a safe haven for me. It is somewhere I can go to enjoy the beauty and solitude, or time with friends. It is somewhere that helps me deal with the stressors that I have. Not only stressors from life, but war as well.

A gondola going through the middle of the canyon, that I can not use during the summer, or winter because the resorts already get to crowded. **(32.20A and 32.20C)** Will not do anything besides take away from what little cottonwood canyon is. **(32.4I)** are not Europe with an abundance of canyons alike. we only have the cottonwood canyons in similarity, And that's it!

Utah's population is currently growing at an unsustainable rate. When you factor in infrastructure, inflation, and resources used by just the population that is moving into Utah. Why would 1. Utah, and 2. The resorts, support that? It seems to point to temporary political and monetary gain. **(32.2.7A)**

If someone actually takes the time to read this, thank you. I only hope to give a different perspective of why I believe the gondola is not a good option. I already feel let down by the current situations going on. I do not want to get let down by this great state because of political or monetary gain.

Sincerely,
Scott Loyd
Eagle Mountain, UT

COMMENT #: 8299
DATE: 8/31/21 11:27 PM
SOURCE: Website
NAME: Tiffany Peterson

COMMENT:

please don't ruin the beautiful of little cottonwood canyon the smaller road is what makes the canyon so nice nature that is untouched! it is a great recreational space for climbing these routes are so special! please find a different way then destroying this beautiful place **(32.4A, 32.4B, 32.4I, and 32.29G)**

COMMENT #: 8300
DATE: 8/31/21 11:29 PM
SOURCE: Website
NAME: Dexter Bjuveus

COMMENT:

There is relatively few climbing-areas as good as Little Cottonwood in the world and there isn't going to be created anymore. Therefore we must protect the ones we already have. Don't touch the boulders!
(32.4A and 32.4B)

COMMENT #: 8301
DATE: 9/1/21 12:01 AM
SOURCE: Website
NAME: Stephen Rackers

COMMENT:

Thank you for the opportunity to comment. I was at Snowbird last weekend for Oktoberfest and a beautiful ride on a gondola up Little Cottonwood Canyon would have made the trip just that much nicer. If these are the only two alternatives, a gondola wins hands down! **(32.2.9D)** As we drove up the canyon from my viewpoint I cannot imagine how another lane dedicated to buses could possibly added to that road. However, I would like to know why either alternative is needed, when there seems to be an easier third alternative. During ski season, anyone who is not spending the night at one of the resorts, or does not live up there, should not be allowed to drive their personal vehicle into the canyon. These folks should be required to park at the bottom and take bus. **(32.2.2B)** I believe this would drastically cut down on the traffic in the canyon. I went skiing at Powder Mountain several years ago and was required to take a bus to the resort. It was easy, convenient and made total sense. I realize this is the independent West and everyone thinks they should be able to drive, but it is high time we get real about traffic and pollution in the SLC area!!!

COMMENT #: 8302
DATE: 9/1/21 1:49 AM
SOURCE: Website
NAME: Nicholas Backus

COMMENT:

Adding a gondola would be detrimental to to canyon. It would harm the natural appeal and only improve the experience for skiers/snowboarders. **(32.2.9E, 32.4I, 3.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**
The bus line, possibly combined with traffic control during peak season, seems like the best way to go. **(32.2.9A and 32.2.4A)**

COMMENT #: 8303
DATE: 9/1/21 2:00 AM
SOURCE: Email
NAME: Pieter Leeftang

COMMENT:

Dear Utah Department of Transportation,

I feel the the gondola and road widening will take away from the special place the canyon is today. **(32.2.9C, 32.2.9E, and 32.4I)** Below are some good alternative to try before spending a lot of money. They're simple things can help.

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.2.0A, 32.2.0B, and 32.2.0C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.1.7A, 32.1.7B, 32.1.2A, 32.1.2B, 32.4I, 32.2.0A, 32.2.0B, and 32.2.0C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.2.0C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Pieter Leeftang
Salt Lake City, UT

COMMENT #: 8304
DATE: 9/1/21 3:16 AM
SOURCE: Email
NAME: Benjamin Van Ryzin

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Benjamin Van Ryzin
Salt Lake City, UT

COMMENT #: 8305
DATE: 9/1/21 3:27 AM
SOURCE: Website
NAME: Tim Decker

COMMENT:

The parking situation at the ski resorts ALONE is reason enough for a gondola. It's a nightmare. The drive can be pretty dangerous as well. I've been stuck up the canyon for hours because of an accident, and it sucks. Sure, a gondola will impact the environment and the view, but it'll lower carbon emissions. **(32.13A, 32.17A, and 32.10A)** The gondola is safer, greener, and more time efficient. Even if the resorts don't want to pay for my gondola ticket, I see it as an absolute win. **(32.2.9D and 32.2.4A)**

COMMENT #: 8306
DATE: 9/1/21 5:01 AM
SOURCE: Website
NAME: Rick Turner

COMMENT:

Great project Do it (32.29D)

COMMENT #: 8307
DATE: 9/1/21 6:01 AM
SOURCE: Website
NAME: Nancy Gibbs

COMMENT:

Please expand the roads and allow for more traffic up the canyon or run a more expedient bus system to meet the transfer needs. **(32.2.9B)** A gondola would be expensive, invasive and impractical. My rule is to always start w least invasive. **(32.2.9E)**

COMMENT #: 8308
DATE: 9/1/21 6:05 AM
SOURCE: Website
NAME: Wyatt Berry

COMMENT:

Gondola is better for the environment long term so the discussion should end there. But to go further, it'll bring massive amounts of tourism, it's better than sitting in traffic, and better than getting stuck up top when there's an avalanche. **(32.2.9D)**

COMMENT #: 8309
DATE: 9/1/21 6:20 AM
SOURCE: Website
NAME: Lincoln Perkins

COMMENT:

This is a brilliant solution, it not only is cleaner and safer for the environment, but it also gets skiers up tot the slopes faster than a bus stuck in traffic! **(32.29D)**

COMMENT #: 8310
DATE: 9/1/21 6:27 AM
SOURCE: Email
NAME: Truman Henderson

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

DONT CALIFORNIA MY UTAH.

The reason Utah has such a draw to it is the untouched wilderness. **(32.2.9G)**

Sincerely,
Truman Henderson
Genola, UT

COMMENT #: 8311
DATE: 9/1/21 6:39 AM
SOURCE: Email
NAME: Adam Davis

COMMENT:

Dear Utah Department of Transportation,

Having spent over 30 winters in Little Cottonwood Canyon and having reviewed the EIS my personal opinion on the congestion solution most closely aligns with the position of the WBA as outlined here.

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Adam Davis
Park City, UT

COMMENT #: 8312
DATE: 9/1/21 6:58 AM
SOURCE: Website
NAME: Harriet Wallis

COMMENT:

I oppose both the Gondola Alt B and the Enhanced Bus with Road Widening for LCC. **(32.2.9E and 32.2.9C)** How is UDOT going to encourage skiers to utilize a \$\$\$\$ gondola ride if travel time takes 59 mins and 3 transfers of ski equipment? **(32.2.4A)**

UDOT should run energy efficient buses, and make it easy for people to get on and ride wherever they live, then we can do away with both expensive proposals. **(32.2.6.3F and 32.2.2I)**

In our current drought situation, Utahans cannot afford to contaminate or lose any of their precious water supply. The towers to the gondola require 2 acres of cement to ensure the stability and safety of our overhead ski commuters. UDOT must conduct more studies proving that one of Utah's essential water sources will not be disrupted. **(32.12A)**

STOP the GONDOLA. (32.2.9E)

With so many other solutions to try first, UDOT jumps to \$592 million taxpayer funded gondola or \$355 million road widening to solve our 15 heavy ski days out of the year. **(32.1.4D)** The gondola can only perform one job and that is delivering skiers to private ski resorts. UDOT prioritizing businesses over Utah citizens. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

What's more gondolas are not safe from avalanches. The towers can be twisted by the power of avalanches. **(32.2.6.5K)**

COMMENT #: 8313
DATE: 9/1/21 7:03 AM
SOURCE: Email
NAME: Eric Strohacker

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Eric Strohacker
HOLLADAY, UT

COMMENT #: 8314
DATE: 9/1/21 7:08 AM
SOURCE: Website
NAME: Mark Doherty

COMMENT:

I strongly oppose the building of a tram and expansion of Wasatch Blvd. **(32.2.9E and 32.2.9L)** Creating a pass system similar to that of the National Parks would immediately alleviate much of the traffic concerns as well as generate money for enhanced bus service and canyon highway improvement. **(32.2.2K and 32.2.2B)**. 1) We must adapt rather than expand. **(32.2.29D)** Radical weather changes are likely to someday bring winds that no tram tower can withstand. **(32.2.6.5K)** 3) The drying up of the Great Salt Lake is likely to cause entire ski seasons to be nearly snowless periodically. **(32.2.2E)** 4) The taxpayer money spent of a tram will not be available when major storms, droughts, fires, or floods devastate parts of Utah because they will take priority over a recreation plan designed mostly for the wealthy and privileged. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Please listen to the voices of reason and moderation.
Mark Doherty, Retired Teacher, SLCounty

COMMENT #: 8315
DATE: 9/1/21 7:09 AM
SOURCE: Email
NAME: Chris Coyle

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Chris Coyle
SLC, UT

COMMENT #: 8316
DATE: 9/1/21 7:12 AM
SOURCE: Email
NAME: Michael Doherty

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(32.20B)**
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- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** 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,
Michael Doherty
Salt Lake City, UT

COMMENT #: 8317
DATE: 9/1/21 7:12 AM
SOURCE: Email
NAME: Kathleen Merrill

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(32.20B)**
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- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** 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,
Kathleen Merrill
Salt Lake City, UT

COMMENT #: 8318
DATE: 9/1/21 7:13 AM
SOURCE: Email
NAME: Patrick Campana

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. **(32.2.9C, 32.2.9E, 32.2.9A, and 32.2.9R)** In addition BOTH COTTONWOOD CANYONS SUFFER FROM CONGESTION during ski season! We need a solution that works for both BCC and LCC **(32.1.1A)**. Some of these proven systems and programs could include:

Ban individual vehicles from going up the canyon during peak usage times (December-March) except for property owners and employees as well as those who opt to pay a ridiculously high fee (\$1,000). **(32.2.2B, 32.2.2L, and 32.2.4A)** Then incentivize the use of public transportation and subsidize its cost with the above fee. **(32.2.4A)**

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Patrick Campana
Salt Lake City, UT

COMMENT #: 8319
DATE: 9/1/21 7:14 AM
SOURCE: Email
NAME: Amanda Clemmer

COMMENT:

Dear Utah Department of Transportation (UDOT),

First of all, these gondola plans serve only the ski resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Why would you undertake such a massive and narrow endeavor when you could simply set up a free bus transit for those willing to take mass transit, and charge with an annual fast pass or a pay-per-day toll for those insistent on driving? **(32.2.9A and 32.2.4A)** There is enough room at each entrance to the canyons to install these systems without molesting the entire canyon and impacting the wildlife unnecessarily. **(32.13A and 32.13B)** Not only would a toll system provide additional job opportunities, but it would also bring in sustainable income; meanwhile, the bus option would provide for those of all financial situations, thus enabling all socioeconomic levels to enjoy what makes Utah great - the outdoors. **(32.2.4A and 32.2.2Y)**

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? **(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. **(32.13B)** 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,
Amanda Clemmer
Salt Lake City, UT

COMMENT #: 8320
DATE: 9/1/21 7:16 AM
SOURCE: Website
NAME: John O'Hare

COMMENT:

A smart sustainable idea. I'm supportive! (32.29D)

COMMENT #: 8321
DATE: 9/1/21 7:16 AM
SOURCE: Website
NAME: Brad Gilson

COMMENT:

The EIS has a lot of focus on roadway capacity and transportation options to get people up the canyon. One of the biggest problems is getting thousands of cars up the canyon in the morning on a weekend or snow day. I've noticed that in 2021, we continue to open the resorts at 9 am with some limited exclusive access to the rich earlier. I know that there are many locals that would love to trade their weekend skiing for weekday skiing if we could go up at, say 6 am, ski 10 runs and be back down to work at 10 am, freeing up a parking stall at the time many people go up the canyon. This would spread the traffic volume over a longer period of time in the morning and allow limited parking to be used by two units per day instead of one. **(32.2.2K)** In the past, they have not opened earlier because avalanche control needed a visual for live ordinance. With GasX, opening runs earlier would significantly buffer the peak demand in the canyons and encourage better utilization of the existing infrastructure. **(32.2.2VV)** There are so many locals that would take advantage of this. Not everyone is an early bird, which is why this works well to spread demand, especially with the allure of hitting powder runs early in the morning BEFORE the backups impact the commuter traffic in Sandy and Cottonwood Heights. I also think the queuing further up the canyon is necessary during closures to prevent impact to local traffic. Let's build a relief lane and turn around and push a double lane queue further up the canyon. **(32.7A)**

COMMENT #: 8322
DATE: 9/1/21 7:16 AM
SOURCE: Website
NAME: Megan Johnson

COMMENT:

UDOT should absolutely go forward with building the gondola, as it is the most practical option in every way. **(32.2.9D)**

COMMENT #: 8323
DATE: 9/1/21 7:16 AM
SOURCE: Email
NAME: William Littig

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 11). 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? **(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. **(32.13B)** 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)**.

Like goldfish in a bowl, they won't grow beyond a size adapted to their environment. The Canyon size won't grow so the occupancy must self regulate. Avalanched and lift capacity, parking and wait times will control these attractions. Added to that will be the cost versus value, skiers and boarders will find a new fish bowl. Widening the road and the ugly idea of a gondola will not enhance the experience. THINK ! **(32.2.9C, 32.2.9E, and 32.4I)**

Sincerely,
William Littig
Salt Lake City, UT

COMMENT #: 8324
DATE: 9/1/21 7:17 AM
SOURCE: Website
NAME: Lauren Gardner

COMMENT:

The gondola solution is more expensive, slower and really only benefits the resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I am highly in favor of a bus solution to keep access to backcountry skiing, rock climbing, and hiking in the canyon **(32.2.9A, 32.1.2C, and 32.2.6.3C)**. please do what is right for the community, not what lines the pockets of a few resort owners.

COMMENT #: 8325
DATE: 9/1/21 7:21 AM
SOURCE: Email
NAME: Thomas Weed

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Thomas Weed
Salt Lake City, UT

COMMENT #: 8326
DATE: 9/1/21 7:21 AM
SOURCE: Email
NAME: Robin Dale

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Robin Dale
Sandy, UT

COMMENT #: 8327
DATE: 9/1/21 7:22 AM
SOURCE: Email
NAME: Erin Bowers

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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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- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** 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,
Erin Bowers
Salt Lake City, UT

COMMENT #: 8328
DATE: 9/1/21 7:24 AM
SOURCE: Email
NAME: Dan Walters

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Dan Walters
Cottonwood Heights, UT

COMMENT #: 8329
DATE: 9/1/21 7:25 AM
SOURCE: Email
NAME: Elizabeth Walsh

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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. **(32.13B)** 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,
Elizabeth Walsh
Sandy, UT

COMMENT #: 8330
DATE: 9/1/21 7:27 AM
SOURCE: Website
NAME: Deborah Read

COMMENT:

I am strongly opposed to the vast expansion of Snowbird and Alta via a tram or a massive bus station. **(32.1.2B, 32.2.9E, and 32.2.9C)** The ski resorts are small compared to the Alps where the trams work. What's next, Snowbird's expansion into White Pine Red Pine? **(32.20C)** Back in 1970's Dick Bass had great ideas of a very large ski resort. Snowbird took off the top of Hidden peak. Now the destruction of privacy, backcountry, wilderness, the beauty that brings so many here. Stop before it is too late. Look what has happened to our beautiful city. It is polluted, crowded, full of violence, all for money, money, money! This will happen more and more into the mountains. Please put natural constraints in first: Passes like along Mirror Lake Highway (150) or like Millcreek Canyon or National Parks. **(32.2.2K and 32.2.4A)** The money that is proposed will not cover the two projects that you want. Our taxes have all ready doubled in Cottonwood Heights. Where is the moneys going to come from, Taxes?? **(32.2.7A)** Slow the growth, stop the flow, protect our precious water and air. **(32.12A, 32.12B, and 32.10A)** No more increase in taxes.

COMMENT #: 8331
DATE: 9/1/21 7:27 AM
SOURCE: Email
NAME: Madeline Hileman

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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. **(32.13B)** 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,
Madeline Hileman
Salt Lake City, UT

COMMENT #: 8332
DATE: 9/1/21 7:27 AM
SOURCE: Email
NAME: Heidi L. Westfall

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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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As a resident of BCC the traffic congestion and increase in the past 5 years is unsustainable. Both BCC and LCC need to be treated as whole with a unified solution to the traffic and user pressures. **(32.1.1A)** Building a gondola will not solve the overall problem of population pressure. **(32.7B and 32.7C)** Start with a permit system and look at a rail system for both canyons **(32.2.2K, 32.1.1A, and 32.2.9F)** Control and limit traffic better, now! **(32.29R and 32.2.2Y)** Enforce the access and parking, as well as noise and speeding. **(32.2.2K, 32.2.2M, and 32.2.6.2.2A)**, and In a few decades the Wasatch front will be decimated by the increase in population both by daily user pressure and lack of water. Look to Europe and see how they solved and controlled access without stringing cables, building towers, widening roads or simply shut off access. UDOT's motivation should not be personal gain, it should be legacy planning for the overall environment to which is provides access. **(32.2.9A and 32.29G)**

Heidi Westfall

Sincerely,
Heidi L. Westfall
Brighton, UT

COMMENT #: 8333
DATE: 9/1/21 7:33 AM
SOURCE: Website
NAME: Carolyn Ancia

COMMENT:

I have been a full-time resident of the town of Alta for the past 17 years. I work as an Emergency Physician at Intermountain Medical Center and therefore my commute to work involves driving the canyon at various times a day in all types of weather. I applaud the changes made to the road: merge lanes at Snowbird/Alta, improved passing lanes, etc. I support improving transportation in LCC for all. You are attempting to make changes for a relatively small number of days of the year with excessive crowding and poor road conditions. **(32.1.4D)** The vast majority of days, travelling the canyon is relatively easy. Personally, I have been accident free. I drive studded snow tires on variety of AWD vehicles.

I am adamantly opposed to the gondola. **(32.2.9E)**

1. The travel time is too long. For example, if one of my ER partners wants to ski for a few hours before work, assuming it's a "nice day" Currently, they can drive directly to the ski area. With the gondola they would need to commute to the gondola station, park and ride for 37 minutes to-from Alta. I estimate my partner would lose at least an hour of skiing. **(32.2.4A)**
2. The current plan of 2 stops doesn't serve most hikers or backcountry skiers. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**
3. The "Disney like" amusement park ride look will permanently alter the beautiful, remote aesthetic of our small town **(32.17A, 32.4I, and 32.4O)**

I grew up in Massachusetts and enjoyed many drives to Maine and New Hampshire. Tolling roads changes behavior. I would very much like to see LCC as a toll road. **(32.2.4A)** Any easy pass system could allow "approved" vehicles through. Rental car agencies could only issue "easy passes" to AWD-snow tire vehicles. A second line with an easy turn around for unapproved vehicles would need to be available. Fines for non-approved vehicles that make it into LCC would be steep. I suspect that this simple change alone may drastically alter traffic patterns. **(32.2.2M)**

I would very much like to see a trial of tolling prior to the enhanced bus service alternative. **(32.2.2Y)**

COMMENT #: 8334
DATE: 9/1/21 7:34 AM
SOURCE: Website
NAME: Brenna George

COMMENT:

The gondola only serves the ski resorts, make them pay for it. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Increased busing and tolling the canyons makes better economical and environmental sense. **(32.2.9A and 32.2.4A)**

COMMENT #: 8335
DATE: 9/1/21 7:37 AM
SOURCE: Email
NAME: Ryan Pilstl

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Ryan Pilstl
Salt Lake City, UT

COMMENT #: 8336
DATE: 9/1/21 7:37 AM
SOURCE: Email
NAME: Deborah Read

COMMENT:

Please do not put a tram up Little Cottonwood Canyon. **(32.2.9E)** The cheapest way is to improve bus service around the state, county , and city. **(32.2.2I)** Place a pass system similar to the National Park system instead of increasing our taxes. **(32.2.2K and 32.2.2B)** How can a pass system work? Place a booth system up just like Zion or Arches. They handle thousands of people daily. **(32.2.4A)** Now it is our turn. Alta and Snowbird need their own parking garages and pay for it themselves. **(32.2.2F)** They should pay for their own shuttle services not the residents and with taxes. If Alta and Snowbird want more they should pay for all of it not with our taxes. **(32.2.7A)** Thank you. Deborah Read, Backcountry advocate

COMMENT #: 8337
DATE: 9/1/21 7:37 AM
SOURCE: Email
NAME: Ben Brisbay

COMMENT:

Dear Utah Department of Transportation (UDOT),

Please no gondola! **(32.2.9E)** It would be a terrible and tragic blight on our canyon. I would much rather see a toll, similar to Millcreek or American Fork canyon, especially for people driving up to the ski resorts. **(32.2.4A)** The resorts are the most direct cause of the worst of the traffic problems, they should bear more responsibility in solving the issue. **(32.2.7A)**

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? **(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. **(32.13B)** 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,
Ben Brisbay
Salt Lake City, UT

COMMENT #: 8338
DATE: 9/1/21 7:41 AM
SOURCE: Email
NAME: Jane Garcia

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Jane Garcia
Salt Lake City, UT

COMMENT #: 8339
DATE: 9/1/21 7:44 AM
SOURCE: Website
NAME: Terra Perez

COMMENT:

Little cottonwood canyon is integral to the outdoor recreation that this wonderful city provides. Beyond skiing, little cottonwood canyon is a haven for hikers, bikers, and rock climbers a like. The proposed gondola will destroy much of the cherished landscape and ruin much of the recreation outside of skiing. **(32.2.9E, 32.17A, and 32.4I)** The proposed “solution” at hand has a very narrow view of who uses the canyon. This canyon provides more than skiing, and the proposed gondola threatens to ruin those other recreation opportunities. **(32.4B, 32.4G, and 32.4I)** Not to mention increased urbanization of this canyon diminishes the wild beauty it provides. **(32.17A)** I plea that the UDOT considers alternative options to protect our canyon. Please, consider other alternatives such as tolling the road during busy winter seasons and increasing public transportation (i.e. more buses). **(32.2.9A and 32.2.4A)** I ask that UDOT please do not move forward with this proposed gondola and/or road widening. **(32.2.9E and 32.2.9C)**

COMMENT #: 8340
DATE: 9/1/21 7:46 AM
SOURCE: Website
NAME: Adam Ickowicz

COMMENT:

A gondola would cause irreparable damage to LCC and forever alter the landscape. **(32.4I and 32.17A)**
Tax dollars should not be used to benefit private companies. A gondola literally only helps the resorts and doesn't solve the root of the problem. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Additional bus routes, access fees, & metering at the mouth of the canyon should be attempted before any plans to alter the landscape. **(32.2.9A and 32.2.4A)**

COMMENT #: 8341
DATE: 9/1/21 7:47 AM
SOURCE: Website
NAME: William McGowan

COMMENT:

I am against the gondola. **(32.2.9E)** One thing I think a lot of people don't realize is that riding the gondola is just as inconvenient as riding on the current bus system. You still need to park and leave all of your belongings at the base of the canyon and take a 30+ minute ride to the base in your ski boots at the end of the day. If people aren't willing to do that now, what leads you to believe that they will do it after a \$100 million+ dollar investment **(32.2.4A)**

COMMENT #: 8342
DATE: 9/1/21 7:48 AM
SOURCE: Email
NAME: Donovan Bagley

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Donovan Bagley
West Jordan, UT

COMMENT #: 8343
DATE: 9/1/21 7:49 AM
SOURCE: Email
NAME: Joseph Timmins

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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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After reading as much information as I can about the facts of what the community (locals) want with regards to our use of the canyons, it seems to be summarized as "to enjoy what we have" and the question that follows seems to have led to this discussion and planning, "how best do we enjoy what we have?" If the problem is congestion on the roadways then why, logically, would you try to get more people up that canyon???? **(32.1.2B)** I really like what has transformed in Zions National Park. **(32.2.2B)**

With our population growth increasing, all outdoor natural settings will be a preferred place to be so let's think big picture, what's best for our generations to come? Probably not more people, but educating them about respecting what we have in its natural state and regulating the numbers of people, especially vehicles. What really is the consensus goal behind this discussion and plan? **(32.1.2B)**

Sincerely,
Joseph Timmins
Sandy, UT

COMMENT #: 8344
DATE: 9/1/21 7:49 AM
SOURCE: Email
NAME: Chris Trunek

COMMENT:

Dear Utah Department of Transportation (UDOT),

Hopefully this reaches the right people, even if it is not directly relevant to this petition. I don't have any specific comments on LCC other than our canyon traffic has gotten very bad, and it makes me not even want to go there. What I do have comments on for UDOT is relating to other major traffic issues in SLC.

1. i15

Since land is at a premium and congestion in the valley is a problem, I suggest the route forward is to make i15 a double decker highway throughout the greater salt lake area. This would allow the same traffic patterns in the city but would double the throughput of interstate traffic. Lower deck is for short jaunts through city, upper deck for through traffic.

I don't think the cost of something like this should be much of a barrier given how premium land is in the city. **(32.29D)**

2. Make Parleys Canyon a tunnel

I admit I don't know the feasibility of this one, but given i80's importance in shipping and the volume of trucks on it, building a low angle tunnel from the base of canyon to Jeremy ranch would allow trucks to take a direct and efficient route without weather hazards. I know in a passenger vehicle up and over cost about 5-10 bucks in gas, so for a big rig it's probably at least 30 dollars in fuel that could be saved for each vehicle. Add a weight based toll (say \$10 for a big rig) to pay for everything and it's a win win win. Cheaper and safer than the pass, less emissions in the valley, profitable operational model, more stable shipping infrastructure. **(32.29D)**

3. Parking Garages in canyons.

Parking at the mountains is one of the main causes of traffic delays. I feel a part of the solution is eliminating massive parking lots and building parking garages. They are closer and more convenient, covered from the snow, fit an almost indefinite number of vehicles, and if you are clever could even include skiable ramps leading right up to the resorts. Since they are in the mountains, they don't block views like they do in the city. **(32.2.6.2.1C)**

Thank you for your time and consideration! I am happy to expand on anything if needed. Thank you!
Christopher Trunek

Sincerely,
Chris Trunek
Salt lake, UT

COMMENT #: 8345
DATE: 9/1/21 7:50 AM
SOURCE: Email
NAME: Scott Carrier

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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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- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** 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,
Scott Carrier
Salt lake, UT

COMMENT #: 8346
DATE: 9/1/21 7:52 AM
SOURCE: Website
NAME: Pieter Blauvelt

COMMENT:

Below are my comments on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

1). The enhanced bus option SHOULD be selected because it is more flexible to supporting future mobility goals and provides better options for individuals and families seeking access to a full range of canyon activities and experiences, while effectively servicing ski resorts and minimizing negative impacts at the base of the canyon. **(32.2.9A and 32.2.6.3C)**

2). The gondola option SHOULD NOT be selected because it is focused primarily on benefits to the ski industry and continues our current thinking of perpetuating mobility through increased private automobile use around the valley and along the Wasatch Front. **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 8347
DATE: 9/1/21 7:52 AM
SOURCE: Email
NAME: Judith Engracia

COMMENT:

Dear Utah Department of Transportation (UDOT),

Neither the gondola nor the road expansion proposal will alleviate the traffic issue enough to justify the environmental impact of the project on the landscape and the financial cost to taxpayers. **(32.1.2B, 32.2.9C, 32.2.9E, 32.7B and 32.7C)** I am a Sandy city resident and the reason I bought a house here is to enjoy the beauty of Little Cottonwood specifically. A gondola would destroy the view and would not transport enough people fast enough up the mountain to make a dent on the traffic. **(32.17A, 32.2.4A, 32.7B, and 32.7C)** We also should not be subsidizing business for ski resorts Alta and Snowbird. Alta and Snowbird have created this traffic issue by insisting on expanding and expanding their business with no limit, hence the traffic. **(32.1.2B, 32.1.2D, and 32.2.7A)** However, ski resorts have an inherent limit-land and parking and traffic. Alta and Snowbird cannot expand to infinity. They must accept that their business deals with a limited resource. We cannot just keep expanding the road or build a gondola, or else the resource they are selling will soon be gone itself. **(32.20C)**

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,
Judith Engracia
Sandy, UT

COMMENT #: 8348
DATE: 9/1/21 7:54 AM
SOURCE: Email
NAME: Megan Ravenscroft

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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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No on the gondola and no widening of the roads **(32.2.9E and 32.2.9C)**

I think we should have a bus system like in Zion that is a good alternative. **(32.2.2B)**

Thanks,
Megan

Sincerely,
Megan Ravenscroft
Salt Lake City, UT

COMMENT #: 8349
DATE: 9/1/21 7:59 AM
SOURCE: Email
NAME: Adam Sodano

COMMENT:

Dear Utah Department of Transportation,

Hey, Alta seasonal employee here. I live in Montana in the summers and if this gondola gets built, you better believe I won't be going back to Utah to work winters ever again. It would ruin the culture and environment of little cottonwood canyon. **(32.4I)** It would be an irreversible scar on the earth. **(32.17A and 32.17B)**

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Adam Sodano
Whitefish, MT

COMMENT #: 8350
DATE: 9/1/21 8:00 AM
SOURCE: Website
NAME: Michael Bolton

COMMENT:

Little Cottonwood Canyon is an area of the Wasatch where I spend a significant amount of time recreating. I have skied hundreds of days at Alta, Snowbird and in the backcountry, hundreds of days hiking/running and I would estimate 500 or more days climbing. Both of the proposed options are permanent alterations to an otherwise beautiful canyon that significantly reduce usability for groups other than skiers. **(32.17A, 32.17B, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Not only is parking for hiking and climbing reduced but hundreds of irreplaceable boulder problems (short climbing routes) would be destroyed by the two proposed options. **(32.4A, 32.4B, and 32.4P)** There are other less impactful options that should be explored before these alterations are considered including increased bussing and tolling to reduce traffic and increase carpooling in the canyon. **(32.2.9A and 32.2.4A)**

COMMENT #: 8351
DATE: 9/1/21 8:02 AM
SOURCE: Email
NAME: Jennifer Francl

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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. **(32.13B)** 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)**.

Please don't permanently alter and forever ruin the vistas of our beautiful mountains. **(32.4I)**

There must be a better solution. **(32.2.2PP)**. They did not choose to put a tramway through Zion National Park and were able to reduce traffic congestion while maintaining access. **(32.2.2B)**

Thank you for your consideration.

Sincerely,
Jennifer Francl
Layton, UT

COMMENT #: 8352
DATE: 9/1/21 8:06 AM
SOURCE: Email
NAME: Kathleen English

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Kathleen English
Salt Lake City, UT

COMMENT #: 8353
DATE: 9/1/21 8:07 AM
SOURCE: Email
NAME: Abbey Ostrander

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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)**
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Sincerely,
Abbey Ostrander
Sandy, UT

COMMENT #: 8354
DATE: 9/1/21 8:09 AM
SOURCE: Email
NAME: Benjamin Lignugaris Kraft

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Benjamin Lignugaris Kraft
Park City, UT

COMMENT #: 8355
DATE: 9/1/21 8:11 AM
SOURCE: Email
NAME: Jody Laird-Doner

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Jody Laird-Doner
Salt Lake City, UT

COMMENT #: 8356
DATE: 9/1/21 8:11 AM
SOURCE: Email
NAME: Eric Shmookler

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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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- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** 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,
Eric Shmookler
Sandy, UT

COMMENT #: 8357
DATE: 9/1/21 8:17 AM
SOURCE: Email
NAME: Carol Foster

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Carol Foster
Salt Lake City, UT

COMMENT #: 8358
DATE: 9/1/21 8:21 AM
SOURCE: Website
NAME: Jackson Podis

COMMENT:

I stand with the local nonprofit Save Our Canyons in advising against the gondola. **(32.2.9E)** The impact on the canyons would be tremendous, and it's clear that that solution is more about making more money for Alta and Snowbird than it is for improving mobility throughout the canyons as a whole. **(32.4I, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I support increased bus infrastructure and a transit hub at the base of the canyon. **(32.2.9A)**

COMMENT #: 8359
DATE: 9/1/21 8:23 AM
SOURCE: Website
NAME: Adam Diamond

COMMENT:

Gondola- Yes **(32.2.9D)**

I would like there to be as station at White pine to accommodate the summer hiking trails. **(32.2.6.5G)**
Also, I want a small parking lot at the base station but have parking along Wasatch Blvd, with a bus system from the gravel pit to drop people off at the gondola station. **(32.2.9T)**

COMMENT #: 8360
DATE: 9/1/21 8:25 AM
SOURCE: Website
NAME: Rachel Clark

COMMENT:

Please no gondola please no gondola. **(32.2.9E)** Please don't commercialize and ruin that canyon!!!
Pleeeeeaaaasee. **(32.4I)**

COMMENT #: 8361
DATE: 9/1/21 8:26 AM
SOURCE: Website
NAME: D Drag

COMMENT:

I offer you the cautionary tale of Springfield and the monorail...A town with money is a lot like a mule with a spinning wheel, no one knows how he got, danged if he knows what to do with it. **(32.29D)**

COMMENT #: 8362
DATE: 9/1/21 8:26 AM
SOURCE: Email
NAME: Mark Burnett

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(32.20B)**
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- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** 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)**.

This plan is only a temporary resolution to a much larger problem that continues to grow as our population does. **(32.1.2B)**

Sincerely,
Mark Burnett
Salt Lake City, UT

COMMENT #: 8363
DATE: 9/1/21 8:28 AM
SOURCE: Email
NAME: Cheryl Davis

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Cheryl Davis
Draper, UT

COMMENT #: 8364
DATE: 9/1/21 8:30 AM
SOURCE: Email
NAME: Karol Kumpfer

COMMENT:

Dear Utah Department of Transportation (UDOT),

As an owner of the highest cabin in Albion Basin, I oppose gondolas to solve transportation issues. **(32.2.9E)** More buses and car quotes would be my first choice. Owners should get priority passes. **(32.2.9A and 32.2.4A)**

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,
Karol Kumpfer
Salt Lake City, UT

COMMENT #: 8365
DATE: 9/1/21 8:30 AM
SOURCE: Email
NAME: Jay Hydren

COMMENT:

Dear Utah Department of Transportation (UDOT),

The S3 Gondola is a good idea and will work great! I support it. **(32.2.9D)**

Sincerely,
Jay Hydren
Cottonwood, UT

COMMENT #: 8366
DATE: 9/1/21 8:31 AM
SOURCE: Email
NAME: Noah Miterko

COMMENT:

Dear Utah Department of Transportation (UDOT),

Hello UDOT Board and Staff,

I am writing as a concerned resident of the Wasatch Front. I do not believe the proposed Gondola will reduce private vehicle volume in the canyon, and UDOT's own data supports that concern (UDOT, LCC EIS, p.2-16). **(32.2.4A, 32.7C, and 32.2.2BB)** I enjoy both resorts and all different trailheads, though it is clear that the gondola option exists mainly to serve the resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** This creates an equity and access issue that will be a problem from the moment ground is broken on the gondola. The Central Wasatch must remain free and open to all people for true wilderness recreation experience. **(32.5A and 32.4G)** What is to happen to traditionally excluded communities in Utah when the Gondola is seen as another barrier to the entrance to Little Cottonwood Canyon? **(32.2.4A and 32.2.6.5D)** What will our out of state residents think when they are deciding between a destination that offers easy access to backcountry and resort riding, as well as summer access? **(32.1.2C)** Surely they will avoid the circus and choose one of our many Western neighbors that choose to keep a nature experience intact.

I also have additional concerns. Traffic congestion in LCC will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. **(32.7C)** We need to remove private vehicles from our roadways, not add them. **(32.2.4A and 32.1.2D)** 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)** Anyone who has been to Little or Big Cottonwood during peak season knows that this is a trouble area, so adding cars is unthinkable. 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)**

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)** Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** 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)** Please consider adding buses and avalanche sheds, but please do not approve the construction of a gondola, an eyesore that once built, cannot be undone. **(32.2.9A, 32.2.9K, 32.2.9E, and 32.17A)**

Thank you for your time and consideration.

Kind Regards,
Noah E. Miterko

Sincerely,
Noah Miterko
Salt Lake City, UT

COMMENT #: 8367
DATE: 9/1/21 8:32 AM
SOURCE: Email
NAME: Rachel Diehl

COMMENT:

Dear Utah Department of Transportation (UDOT),

Please don't approve the gondola! **(32.2.9E)** My preferred option of the two would be the BRT, but I'm frustrated that we need to spend this money at all when it mainly just supports the ski industry. **(32.2.9B, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I enjoy skiing on occasion, but my main enjoyment of the canyon is through hiking and picnicking with my family. Please don't destroy the sight lines and further pollute the canyon. **(32.17A)** Ideally, existing bus routes could be expanded and cars significantly reduced in the canyon through tolls or number limits in the winter months. **(32.2.9A and 32.2.4A)** Skiers and really the ski companies should have to deal with it and come up with solutions on their own and with their own money. **(32.2.7A)** That's probably not realistic, but why should we cater primarily to them? Many other enjoy the canyon in lower impact ways and we shouldn't have to pay the literal and figurative price.

See below.

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,
Rachel Diehl
Salt Lake City, UT

COMMENT #: 8368
DATE: 9/1/21 8:32 AM
SOURCE: Email
NAME: Karen Miller

COMMENT:

Dear Utah Department of Transportation (UDOT),

The gondola is a good thing to consider -- AND REJECT. **(32.2.9E)** It will ruin the canyon. It will cause vast damage, and will not be effective **(32.4I, 32.7B, and 32.7C)**.

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? **(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. **(32.13B)** 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,
Karen Miller
Salt Lake City, UT

COMMENT #: 8369
DATE: 9/1/21 8:34 AM
SOURCE: Website
NAME: Scott Gibson

COMMENT:

Just open the resorts earlier. Let the season pass locals go up, ski, and get out of the canyon before the other users. Ski resorts make more money. Less cars at one time. No need for more parking (like a recycled parking spot!), no need to expand roadway capacity. Its time to do this! Operationally, let's make it happen. **(32.2.2K)**

COMMENT #: 8370
DATE: 9/1/21 8:35 AM
SOURCE: Website
NAME: Russell Harris

COMMENT:

I prefer the gondola option for Little Cottonwood Canyon. **(32.2.9D)**

COMMENT #: 8371
DATE: 9/1/21 8:36 AM
SOURCE: Email
NAME: Mona Marler

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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)**.

I would like to see more connected park and ride lots with enhanced busing. Not adding lanes or a gondola. **(32.2.9C, 32.2.9E, and 32.2.2I)** Use the Park city and Aspen model.

Sincerely,
Mona Marler
Salt Lake City, UT

COMMENT #: 8372
DATE: 9/1/21 8:36 AM
SOURCE: Email
NAME: Stephen Trimble

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wild refuge of the Wasatch Mountains. Please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

Our goal is surely 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). **(32.2.2BB)**

A gondola that goes straight to Snowbird and Alta does not properly serve the many users to areas loved by hikers and rock climbers up and down the canyon. The gondola creates more frustration than it solves. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Expanding the road in this narrow canyon would degrade wildlife habitat and populations. **(32.13B)** 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)**

We need to remove private vehicles from our roadways, not add them! **(32.1.2B and 32.7C)** Buses are clearly the next step. Dedicating a lane to buses at peak use times and charging a fee for private vehicles would require little infrastructure expense and would solve many of the problems. **(32.2.9B and 32.2.4A)** Let's try that, refine it, and see if that helps solve our problems--before irreversible damage and huge investment in what could become a divisive boondoggle--a gondola. **(32.2.9E)**

Sincerely,
Stephen Trimble
Salt Lake City, UT

COMMENT #: 8373
DATE: 9/1/21 8:36 AM
SOURCE: Email
NAME: Chris Hoefelmeier

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Chris Hoefelmeier
Salt Lake City, UT

COMMENT #: 8374
DATE: 9/1/21 8:37 AM
SOURCE: Website
NAME: Joe Carpenter

COMMENT:

As a resident of a mountain community that has been overtaken by tourists, high rent costs, limited housing options, and limited access due to environmental and tourist related activity: it is absolutely asinine to consider installing a Gondola that will benefit the private shareholders while simultaneously not solving the problem of accessing LCC. **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Furthermore, have we not learned our lesson on creating eye sores in beautiful natural areas? **(32.17A)** What a terrible idea. Start a helicopter service or something ffs. **(32.29D)**

COMMENT #: 8375
DATE: 9/1/21 8:37 AM
SOURCE: Email
NAME: Noah Syroid

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 2) Please consider National Park "Shuttle" models, where shuttles can head towards electric buses (not necessary initially). **(32.2.2B)** No need for gondola or widening of road. **(32.2.9C and 32.2.9E)**

Best wishes!

Sincerely,
Noah Syroid
Salt Lake City, UT

COMMENT #: 8376
DATE: 9/1/21 8:39 AM
SOURCE: Email
NAME: Jake Folgert

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Jake Folgert
Park City, UT

COMMENT #: 8377
DATE: 9/1/21 8:39 AM
SOURCE: Email
NAME: Margo Becker

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(32.20B)**
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Sincerely,
Margo Becker
Salt Lake City, UT

COMMENT #: 8378
DATE: 9/1/21 8:43 AM
SOURCE: Email
NAME: John Ballard

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(32.20B)**
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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,
John Ballard
Salt Lake City, UT

COMMENT #: 8379
DATE: 9/1/21 8:47 AM
SOURCE: Email
NAME: Scott Davis

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Scott Davis
Cottonwood Heights, UT

COMMENT #: 8380
DATE: 9/1/21 8:48 AM
SOURCE: Email
NAME: Annie Simpson

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Annie Simpson
Lake Bluff, IL

COMMENT #: 8381
DATE: 9/1/21 8:51 AM
SOURCE: Website
NAME: Dan Byrne

COMMENT:

Please do not put in a gondola system. **(32.2.9E)** This would have a huge negative impact on the beauty. **(32.17A)** A toll makes a lot more sense (you charge for buses and would charge for the gondola!). Only people with spare money are skiers anyway. **(32.2.4A and 32.2.2Y)**

COMMENT #: 8382
DATE: 9/1/21 8:52 AM
SOURCE: Email
NAME: Allan Weddick

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Allan Weddick
Sandy, UT

COMMENT #: 8383
DATE: 9/1/21 8:53 AM
SOURCE: Email
NAME: Robert Norbutt

COMMENT:

Dear Utah Department of Transportation (UDOT),

A gondola will not help the situation with the growing popularity of winter activities in the canyons. Backcountry skiing and winter hiking in general has exploded in the recent years. Parking at these areas is impossible now. A gondola will not fix this. **(32.7B and 32.7C)** On top of that the visual impact is not one I want to see. **(32.17A)** It will just make our canyons look like a resort. Making buses easier and an option for our backcountry users will greatly help. I used to ride the bus all the time to go to Brighton. But now as I backcountry ski I have to drive. **(32.2.9A and 32.1.2D)**

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? **(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. **(32.13B)** 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,
Robert Norbutt
Salt Lake City, UT

COMMENT #: 8384
DATE: 9/1/21 8:55 AM
SOURCE: Email
NAME: Rebekah Couper-Noles

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains and our canyons. I want to share that I do NOT support the gondola proposal. **(32.2.9E)** I would recommend that we limit traffic overall by having mass transit only access the canyon, no private vehicles or severely restricted access to private vehicles (e.g. private home owners only **(32.2.2B)** I do not think we should widen or expand the road. **(32.2.9C)**

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? **(32.2.0B)**
- 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. **(32.13B)** 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)**.

Thank you for honoring and supporting the canyon and please do not place a gondola or road expansion in this site. **(32.2.9C and 32.2.9E)**

Sincerely, Rebekah

Sincerely,
Rebekah Couper-Noles
Salt Lake City, UT

COMMENT #: 8385
DATE: 9/1/21 8:55 AM
SOURCE: Website
NAME: Brooke Shupe

COMMENT:

Please reconsider this. Rock climbing is a way of life and helps define Utah. Little cottonwood is one of the main hubs for rock climbers at all levels. Not to mention, outdoor activities, like what Little Cottonwood provides, is one of the gems that Utah has to offer. Taking this away will damage that. So please, reconsider. **(32.4A, 32.4B, and 32.4I)**

COMMENT #: 8386
DATE: 9/1/21 8:56 AM
SOURCE: Website
NAME: Mark Peterson

COMMENT:

Don't ruin the canyon with either a gondola or wider road. **(32.2.9E and 32.2.9C)**. I enjoy hiking and skiing in little cottonwood canyon and though it will make it more difficult i think the best solution at this point is to make busses mandatory like in Zion National Park. **(32.4G and 32.2.2B)**

COMMENT #: 8387
DATE: 9/1/21 8:58 AM
SOURCE: Website
NAME: Scott Mosher

COMMENT:

The proposed gondola will not solve any real problems the residents and visitors of LCC face. **(32.2.9E, 32.7B and 32.7C)** It is not a real or viable transportation solution. It only serves to further crowd the slopes of Alta and Snowbird. **(32.20C, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** It will not operate year round and will be a scar on the canyon for generations to come. **(32.2.6.5F and 32.17A)** We have to protect our canyon and work towards a functional solution to traffic in the canyon like enhanced bus systems. **(32.2.9A)**

COMMENT #: 8388
DATE: 9/1/21 8:58 AM
SOURCE: Website
NAME: Greg Bird

COMMENT:

Please install gondola to help alleviate traffic through the canyon. I'm a huge supporter of this.
(32.2.9D)

COMMENT #: 8389
DATE: 9/1/21 8:59 AM
SOURCE: Website
NAME: Gabriel Bellante

COMMENT:

I realize this is a complex issue but a gondola is not the answer. **(32.2.9E)** Few would benefit and it seems as though this is an idea to benefit the companies involved. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The key will be to incentivize mass transit (bus or train) by keeping these options affordable and subsidized. **(32.2.4A)** Contrarily, personal vehicles should be discouraged with high costs for entering the canyon. **(32.2.4A)** Weighing all-in-all, I believe avalanche shelters for the road will be a worthy investment to keep the road open longer and cleanup quicker during avalanche season and bus travel should be incentivized with frequent stops at climbing and backcountry trailheads in addition to the resorts. **(32.2.2K, 32.1.2C, and 32.2.6.3C)**

COMMENT #: 8390
DATE: 9/1/21 9:00 AM
SOURCE: Website
NAME: Alexis Lee

COMMENT:

As a skier at both resorts and backcountry, I would love to see increased bus routing through the canyon, perhaps even with drop-offs or pick-ups at backcountry routes so those skiers don't need to drive. Taking out parking and destroying other recreation activities is irresponsible compared to offering more frequent bus options. (32.2.9A, 32.2.6.3C, 32.4A, 32.4B, 32.4I, and 32.4P)

COMMENT #: 8391
DATE: 9/1/21 9:03 AM
SOURCE: Email
NAME: Nicolette Deason

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

THOUSANDS MORE NOT NECESSARY (32.2.9D)

Sincerely,
Nicolette Deason
Burnsville, MN

COMMENT #: 8392
DATE: 9/1/21 9:04 AM
SOURCE: Email
NAME: Charles Huff

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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)**.
- 6). Road widening and enhanced bus service with expanded routes and more frequent (5 min) service from multiple points of origin, all year round would be a far better solution. Designated stops at popular trail and back country access points in both directions, not just "on demand" for entry and nothing for exit from LCC would serve those recreating at terrain other than the commercial resorts. Provide a parking permit system that encourages multiple riders. **(32.2.2I, 32.2.6.3N, 32.1.2C, and 32.2.6.3C)**

Sincerely,
Charles Huff
Salt Lake City, UT

COMMENT #: 8393
DATE: 9/1/21 9:05 AM
SOURCE: Email
NAME: Jay Griffith

COMMENT:

Dear Utah Department of Transportation (UDOT),

Thank you for taking note of my concerns.

I am a trail runner and biker who lives about a mile from the mouth of Millcreek Canyon. I am 61 and adore these mountains and the life in them. Like many (if not most) who live along the Wasatch Front, skiing is not my first and highest use of Little Cottonwood Canyon or any of the canyons. I value the wildness and beauty of the Wasatch Mountains and do not want them lost to poor planning and pandering to special narrow interests. That is simply not fair. Please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1- Will increasing the road capacity or building a gondola help a greater amount of moderate to low income people have access to the mountains or make it even more remote for them? No. **(32.5A)**
- 2- What is the master plan here for all the canyons? With the expected growth rate along the Wasatch Front, what ideas need to be implemented to make the canyons accessible to all (not just the wealthy) without ruining them? A lottery system may need to be implemented for access. A limit on ski tickets sold. Like a concert, it sells out at certain carrying capacity. **(32.2.2K)**
- 3- Less cars need to be in the canyon. UDOT's own proposal says the gondola won't reduce private car traffic. (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 4- What is the carrying capacity of this canyon? How was that data derived? How does UDOT weigh that information in this Draft EIS Process? **(32.20B and 32.20C)**
- 5- A gondola with two terminous areas at Alta Ski Resort and Snowbird Resort does not seem to serve the rest of the canyon and trailheads well. It only seems to serve the profitability of the ski resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**
- 6- This is critical: Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** 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)**
- 7- 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)** Using public transportation to carry 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,
Jay Griffith
Millcreek, UT

COMMENT #: 8394
DATE: 9/1/21 9:06 AM
SOURCE: Website
NAME: Jeff Carroll

COMMENT:

I am in favor of the gondola option for Little Cottonwood Canyon. **(32.2.9D)**

COMMENT #: 8395
DATE: 9/1/21 9:06 AM
SOURCE: Website
NAME: Forrest Pailles

COMMENT:

I really value the climbing in little cottonwood canyon, and it's really important to me that we can have a free method of climbing there. A gondola would bring more people and leave more of a trace in our beautiful canyon, as well as destroying popular climbing routes (**32.2.9E, 32.1.2B, 32.17A, and 32.4B**)

COMMENT #: 8396
DATE: 9/1/21 9:08 AM
SOURCE: Website
NAME: Olivier Bock

COMMENT:

There must be a better way to solve this problem than by destroying a resource to climbers as well as anybody who enjoys natural beauty. (32.2.2PP, 32.2.9A, 32.4A and 32.4B) I travel from Oregon to enjoy those boulders and support the local economy while I'm there. Climbers are a growing demographic, while winters are on the decline. Please make a decision that will protect resources for all users. (32.2.2E, 32.6D and 32.29G)

COMMENT #: 8397
DATE: 9/1/21 9:10 AM
SOURCE: Website
NAME: Robert Harley

COMMENT:

I am in favor of the gondola. (32.2.9D) I have been skiing Little Cottonwood Canyon for over 30 years.

COMMENT #: 8398
DATE: 9/1/21 9:11 AM
SOURCE: Website
NAME: Will Black

COMMENT:

As an SLC local and year round user of LCC via hiking, climbing, bouldering, and skiing both in the backcountry and the resort I am strongly against the gondola and road widening options. **(32.2.9E and 32.2.9C)** I think UDOT should trial improved bus service and tolls on peak days prior to any alternative that would subject lcc to extensive construction. **(32.29R, 32.2.9A, and 32.2.4A)** Locals want to see udot maximizing the options that the current infrastructure allows before building more. I also support capacity limits at the resorts, and I think we need to consider how many people our canyon can handle, not just the most efficient way to pack the canyon full of people. **(32.20B)**

COMMENT #: 8399
DATE: 9/1/21 9:13 AM
SOURCE: Website
NAME: Michael Smith

COMMENT:

No Gondola! **(32.2.9E)** That would forever scar the beauty and unique experience that is LCC. **(32.17A)**
A Utah treasure that deserves to be preserved and protected. **(32.29G)**

COMMENT #: 8400
DATE: 9/1/21 9:15 AM
SOURCE: Website
NAME: Corin Vance

COMMENT:

I support saving little cottonwood canyon (32.29G)

COMMENT #: 8401
DATE: 9/1/21 9:16 AM
SOURCE: Website
NAME: Nancy Wingelaar

COMMENT:

I feel very strongly that our path should be one of the least impact to the environment. Using clean buses is the decision we should follow. It is more flexible and would service more people's needs.
(32.2.9A and 32.2.6.3F)

COMMENT #: 8402
DATE: 9/1/21 9:16 AM
SOURCE: Email
NAME: John Mann

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
John Mann
Salt Lake City, UT

COMMENT #: 8403
DATE: 9/1/21 9:18 AM
SOURCE: Website
NAME: Mason Murphy

COMMENT:

Of all the options considered by UDOT to decrease canyon traffic congestion in Little Cottonwood Canyon only an increased bus service with no road widening should be implemented. **(32.2.9A)** Two new large travel hubs and increased bus frequency will allow all those who wish to enjoy the canyon to do so without negatively impacting the natural ecosystem or cramming people into the canyon past its capacity. Unlike any of the other options where construction and permanent installations will only benefit those who will directly earn profits from them. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

There is without a doubt a limit to how many people Little Cottonwood Canyon is able to service at one time. Despite the belief of those in charge of this EIS, it seems that the max is being met or is very close now. **(32.20B)** In twenty years we will be well past that max capacity considering the extreme growth the winter sports industry has seen in the past few years. This again is only beneficial to those directly profiting off of an over saturation of the ski resort business. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

This, again, means the best major alternative is an enhanced bus system without a widening of SR 210. **(32.2.9A)** Sub-alternatives that would be beneficial without any extreme impact/disregard for the canyons ecosystem and the experience enjoyed by those who visit it are; tolling to personal vehicles before snowbird entrance one, a five lane Wasatch Blvd, no roadside parking from mouth to snowbird entrance one during peak winter months, no parking on road next to ski resorts, and snowsheds in high avalanche danger zones. **(32.2.4A, 32.2.9P, 32.2.9Q, and 32.2.9K)** The 4-wheel drive or chains/snow tire laws must also be more heavily enforced during peak winter months as every year vehicles without these requirements are allowed into the canyon. This regularly causes accidents which increase canyon congestion. **(32.2.2M)**

Implementing these changes will, without a doubt, decrease congestions in and around LCC, allow visitors to continue enjoying the canyon without disruptive constructs and overcrowding, and have the least impact on the local environment.

COMMENT #: 8404
DATE: 9/1/21 9:18 AM
SOURCE: Website
NAME: Jonas Nyberg

COMMENT:

Great idea and solution! Hoping that the funding of this project won't be put on already very expensive ski passes **(32.29D)**.

COMMENT #: 8405
DATE: 9/1/21 9:18 AM
SOURCE: Email
NAME: Jerome Kuntz

COMMENT:

Dear Utah Department of Transportation,

I don't understand why the solutions being considered are ones that will do absolutely nothing to curb the traffic and parking problems that still exist in the summer. **(32.1.2B and 32.1.2C)** The trail head parking is simply inadequate at every trailhead up the canyon. We have an opportunity to reduce vehicle emissions, car break-ins and increase pedestrian and cyclist safety by reducing the number of cars up the canyon in the summer a gondola simply is not the solution we need. **(32.2.6.2.4A)**

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Sandy, UT

COMMENT #: 8406
DATE: 9/1/21 9:19 AM
SOURCE: Email
NAME: Alex Owens-Baird

COMMENT:

Dear Utah Department of Transportation (UDOT),

Okay UDOT.....

There is a simple solution here and it has NOTHING to do with building a gondola or expanding the bus lane. **(32.2.9E and 32.2.9C)**

It's called a toll... **(32.2.4A and 32.2.2Y)**

1 person in a car = \$20
2 People in a car = \$15
3 People in a car = \$10
4+ People in a car = \$0

Take the money from this, put it into building more parking for bus stops along the Wasatch front, and help subsidize more busses to go to those locations. **(32.2.2I)**

Tolls are designed to economically change the way people take action. Although all of the people going up the mountain have lots of money, I can 100% tell you they would be pissed knowing they had to pay \$ to go up there. My old boss makes half a million dollars a year and is pissed to pay \$20 bucks for parking at an event.

Ways to go up the canyon is not the issue, its how many people are in each car... Perhaps you could table the issue for a year and review how many 1 person drivers go up the canyon. I think you'd find it's more than 50% of the cars go up there. **(32.2.4A)**

If you think it creates limited access for poorer communities...it doesn't...there is a free option. **(32.5A)**

The best part about this option? It can be tested for 1 year by building very cheap structures at the base of the canyons!!! **(32.2.29R)**

Please please please do not build a Gondola in this amazing place. **(32.2.9E)** I climb, hike, and backcountry ski along the entire canyon and would be heartbroken to see something like that built in our backyard.

Best,
alex

p.s. also a toll would allow a correct view into cars going up with chains or road tires and establish a better process than a cop going out there at 7am to watch for this. So much of this issue lies in cars that should NOT be driving up there doing it. **(32.2.4A and 32.2.2M)**

Sincerely,
Alex Owens-Baird
Salt Lake, UT [REDACTED]

COMMENT #: 8407
DATE: 9/1/21 9:19 AM
SOURCE: Email
NAME: Athyn Scofield

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Athyn Scofield
Salt Lake City, UT

COMMENT #: 8408
DATE: 9/1/21 9:19 AM
SOURCE: Email
NAME: Sam Rushforth

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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)**.

We own a home in Big Cottonwood Canyon. While we occasionally are troubled by excessive traffic, we are solidly against a larger, multi-lane road. **(32.2.9C)** We are likewise opposed to a gondola. **(32.2.9E)** Enhanced bus service along with some sort of daily pass system to limit cars in the canyons is a better option. **(32.2.9A, 32.2.4A, and 32.2.2K)**

Sincerely,
Sam Rushforth
Orem, UT

COMMENT #: 8409
DATE: 9/1/21 9:20 AM
SOURCE: Website
NAME: Greg Denny

COMMENT:

no gondola,would prefer enhanced bus service. **(32.2.9E and 32.2.9A)** May incorporate places of service for parking to ease park and ride areas. **(32.2.6.2.1C)** Minimal impact on canyon.The buses can be managed by demand. Dont allow speculators and political hacks to influence this process. **(32.2.9N)** thank you

COMMENT #: 8410
DATE: 9/1/21 9:20 AM
SOURCE: Website
NAME: Marty Tate

COMMENT:

I do not support the Gondola. **(32.2.9E)** We can accomplish something similar with low emission or electric busses. **(32.2.9A and 32.2.6.3F)** This would permanently scar the canyon. **(32.17A)** Please vote no.

COMMENT #: 8411
DATE: 9/1/21 9:21 AM
SOURCE: Website
NAME: Hazel Coffman

COMMENT:

Neither the gondola nor road widening are appropriate for this situation. **(32.2.9E and 32.2.9C)** The gondola would be a massive public expenditure to serve two private ski companies. That is wrong unless those resorts are paying for it. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Road widening is probably necessary in some locations but not the entire length of the canyon. The canyon environment does not have an unlimited capacity so we must include education and incentives to spread recreation out to other parts of the Wasatch and Utah. **(32.20B, 32.20A, and 32.20C)**

Please re-examine the potential for more bus and shuttle type service along with incentives to get people out of their private cars and onto public transit. **(32.2.9A and 32.2.4A)**. As always, public transit has to be affordable and convenient. When those two criteria are met people will get out of their cars. Bus/shuttle along with an annual pass and more safe stops along the canyon corridor can accommodate hikers, climbers, photographers, birders, etc. along with taming (though not eliminating) the winter crush of skiers on a powder day. **(32.1.2C and 32.2.6.3C)** Bus/shuttle, plus well designed stops with bathrooms, is the smartest, most flexible, least impactful approach. It must be coupled with convenient affordable parking not just at the canyon base, but at other origin points throughout the valley. **(32.2.2I)** The Salt Lake Valley and Canyons quality of life that we will have in 20 years depends on smart flexible transportation options that move us away from driving individual cars for every little thing we do. That needs to be a top design criteria for this project and every other throughout the valley. **(32.2.2I)** Let's see some big picture, long term environment and budget friendly thinking NOW. I have lived in SLC and used the canyons for skiing, hiking, and camping, for almost 50 years. I have commuted daily by car, bike, and bus depending on cost/convenience. I have traveled by ferry, bus, train, light rail, and car throughout the USA and in several European countries. Neither of your current options are right for Little Cottonwood Canyon at this moment in history. Do the right thing and re-evaluate. THANK YOU

COMMENT #: 8412
DATE: 9/1/21 9:22 AM
SOURCE: Website
NAME: Warren Miterko

COMMENT:

A tram is only in the interest of Snowbird and Alta, believe a tram would irreversibly change the character of the wasatch for the worse. **(32.2.9E, 32.17A, 32.4I, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** An improved bus system should be the solution, as it will benefit all canyon users and not only two ski areas and their patrons **(32.2.9A and 32.2.6.3C)**

COMMENT #: 8413
DATE: 9/1/21 9:24 AM
SOURCE: Website
NAME: Ethan Robb

COMMENT:

Any solution outside of the gondola. Ruins the view of the canyon. **(32.2.9E and 32.17A)** Still need bussing to get to the gondola and only helps for profit companies. **(32.2.6.5J, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 8414
DATE: 9/1/21 9:24 AM
SOURCE: Email
NAME: Mark Shockey

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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)**.
Ban private vehicles except for canyon residents and employees. **(32.2.2B)** Use electric buses. **(32.2.6.3F)**

Sincerely,
Mark Shockey
Salt Lake City, UT

COMMENT #: 8415
DATE: 9/1/21 9:24 AM
SOURCE: Website
NAME: Tyler Smithson

COMMENT:

I am an avid climber and skier that visits LCC several times per month throughout out the year. I believe that both options (Gondola and road widening) are bad options. **(32.2.9E and 32.2.9C)** Less harmful options exist. We need to work together to consider more than just the ski industry. Implementing either of these proposals would be a tragedy to the countless boulders that would be lost and the spirit of what LCC is today would be forever altered. **(32.4A, 32.4B, and 32.4I)** UDOT needs to focusing efforts on more attainable goals such as: reducing single occupancy vehicles, implementing a toll system at peak times, increasing bus service, and building parking garages throughout SLC. **(32.2.4A, 32.2.9A, and 32.2.2I)** I believe this money would be better served implementing a forest management plan that mitigates wildfire risk, daylighting the seven canyons that run from the Wasatch to the Jordan River, and improving people's access to the outdoors and not just the ski industry. **(32.1.2B)**

COMMENT #: 8416
DATE: 9/1/21 9:27 AM
SOURCE: Website
NAME: Justin Young

COMMENT:

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

COMMENT #: 8417
DATE: 9/1/21 9:27 AM
SOURCE: Website
NAME: Jared Hogan

COMMENT:

I am in support of the gondola, because of all the benefits, however i am very sad to hear about the climbing that would be destroyed. **(32.2.9D and 32.4B)** i am a climber and a skier. Certainly there must be a way to build the gondola without destroying climbing routes. Even if the towers of the gondola are amongst the climbing, that is ok, as long as the climbing is still available. **(32.4B)** thank you"

COMMENT #: 8418
DATE: 9/1/21 9:28 AM
SOURCE: Website
NAME: Amanda Quinn

COMMENT:

The gondola will destroy the canyon's beauty and serves such a small part of the population that recreates LCC. **(32.2.9E, 32.17A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** A larger park and ride structure with increased bus service that serves several trail spurs is the way to go. **(32.2.6.2.1C, 32.2.9A, and 32.2.6.3C)**

COMMENT #: 8419
DATE: 9/1/21 9:29 AM
SOURCE: Email
NAME: Travis Oltman

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Travis Oltman
North Ogden, UT

COMMENT #: 8420
DATE: 9/1/21 9:29 AM
SOURCE: Website
NAME: Sophie Cisar

COMMENT:

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

COMMENT #: 8421
DATE: 9/1/21 9:29 AM
SOURCE: Email
NAME: Natalie Curtis

COMMENT:

Dear Utah Department of Transportation,

I am extremely concerned, sad, and disappointed that the proposed options are the only things we could come up with to preserve our canyon. **(32.2.2PP and 32.2.9A)** Neither are good solutions that have the canyon in mind. Do not move forward with either. **(32.2.9C and 32.2.9E)**

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Natalie Curtis

[REDACTED]

COMMENT #: 8422
DATE: 9/1/21 9:30 AM
SOURCE: Website
NAME: Wendy Williams

COMMENT:

I am supportive of the gondola project. I love all activities in our mountains - but access is untenable. This seems like a great solution that protects the environment and gives avid skiers and hikers the access we need. **(32.2.9D)** Thanks.

COMMENT #: 8423
DATE: 9/1/21 9:30 AM
SOURCE: Email
NAME: Tim Seeley

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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)**.

Please don't ruin the landscape with gondola and road widening. **(32.17A, 32.17B, and 32.4I)** Tim Seeley

Sincerely,
Tim Seeley
Kaysville, UT

COMMENT #: 8424
DATE: 9/1/21 9:31 AM
SOURCE: Website
NAME: Bradley Richlin

COMMENT:

I am opposed to a Gondola solution. **(32.2.9E)** I think it will just move congestion to a different location. **(32.7C and 32.2.6.5E)** I believe bus parking should be expanded and covered. I think we need much better bus access. **(32.2.9A and 32.2.6.2.1C)**

COMMENT #: 8425
DATE: 9/1/21 9:31 AM
SOURCE: Website
NAME: Darin Poulson

COMMENT:

This project is too expensive and will be largely ineffective at getting more skiiers up the mountain expeditiously. **(32.7C)** For \$600 million dollars, this will likely accomplish very little besides costing taxpayers a huge amount of money to be split between contractors and kicked back to the legislators and administrators re-election campaign funds. **(32.1.2B and 32.2.7A)** In the end, this will just produce a bottleneck of parking traffic, an eyesore for home owners, slow commute times up the mountain, and a huge tax bill for local residents. **(32.2.6.2.1D, 32.2.6.5E, 32.2.4A, 32.7B, 32.7C, and 32.2.7A)** Make a parking lot, buy electric buses, and shuttle people up the mountain. **(32.2.9A and 32.2.6.2.1C, and 32.2.6.3F)** This is an overly elaborate and expensive solution that needs to be put back in the "stupid" category.

COMMENT #: 8426
DATE: 9/1/21 9:31 AM
SOURCE: Website
NAME: Justin Daining

COMMENT:

The gondola is a terrible idea and only benefits a small group of resort owners and powder day resort skiers. (32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C) We need improved bus service (not even an expanded road with more bus lanes). If the bus is reliable and regular, people will ride it. Don't give in to the resort greed at taxpayers expense. (32.2.9A, 32.2.9C, and 32.2.6.3N)

COMMENT #: 8427
DATE: 9/1/21 9:31 AM
SOURCE: Email
NAME: Lyndsay Gang

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Lyndsay Gang
Heber City, UT

COMMENT #: 8428
DATE: 9/1/21 9:32 AM
SOURCE: Website
NAME: Richard Dillworth

COMMENT:

I think this would be a fantastic improvement for the area! **(32.29D)**

COMMENT #: 8429
DATE: 9/1/21 9:32 AM
SOURCE: Website
NAME: Philippe Montalette

COMMENT:

Love that idea. It would be huge save traffic and parking PLUS environment!! Go for it. **(32.29D)**

COMMENT #: 8430
DATE: 9/1/21 9:32 AM
SOURCE: Website
NAME: Lauren Stephenson

COMMENT:

I believe that the Gondola will be an eye sore and the amount of infrastructure needed will destroy this canyon for ever. **(32.2.9E, 32.17A, and 32.4I)** I also think that it will be a waste of money in 20-30 years when climate change has destroyed skiing. **(32.2.2E)**

COMMENT #: 8431
DATE: 9/1/21 9:32 AM
SOURCE: Website
NAME: William Morlock

COMMENT:

Preserve the canyon by limiting the number of vehicles per day in an automated system and expanding mass transit- bus shuttles. **(32.2.2K and 32.2.9A)** A gondola only destroys more of the natural environment to put it in and ends up overcrowding the canyon with usage in the long run. **(32.2.9E, 32.17A, 32.20A, and 32.20C)**

COMMENT #: 8432
DATE: 9/1/21 9:32 AM
SOURCE: Website
NAME: Tammy Smith

COMMENT:

I am all for a gondola/tram that takes us up to the mountain. And I am all for a parking structure that holds more cars. **(32.2.9D and 32.2.6.5J)** Maybe not 1800 but we need something like this since IKON has made it more affordable for people to ski. Let's finally do this!

COMMENT #: 8433
DATE: 9/1/21 9:32 AM
SOURCE: Website
NAME: Sebastian Laskowski

COMMENT:

Why are you going to destroy land used by many to serve private companies with public tax dollars.
(32.1.2B) Please do not destroy the canyons and continue to preserve them. **(32.29G)**

COMMENT #: 8434
DATE: 9/1/21 9:32 AM
SOURCE: Website
NAME: Glennis Waltman

COMMENT:

Against the gondola! (32.2.9E)

COMMENT #: 8435
DATE: 9/1/21 9:32 AM
SOURCE: Website
NAME: Gary Provolt

COMMENT:

Just do it! Think snow. **(32.29D)**

COMMENT #: 8436
DATE: 9/1/21 9:32 AM
SOURCE: Website
NAME: Mark Swan

COMMENT:

I support the enhanced bus service with widening of the road. **(32.2.9A)** As the extra capacity is only needed a few days a year for skiers this is the best solution over permanent structures such as the gondola. **(32.1.4D and 32.2.9E)** The gondola option is really for commercial enterprises and general public use and maintaining as much of the natural part of the canyon should be maintained **(32.29G)**. The gondola will be a permanent structure whose damage to install and then be visually present will essentially turn the canyon into a commercial route then a natural wonder. **(32.17A)** Thank you.

COMMENT #: 8437
DATE: 9/1/21 9:33 AM
SOURCE: Website
NAME: Sergio Molina

COMMENT:

I support the Gondola Option to preserve Little Cottonwood Canyon. **(32.2.9D)**

COMMENT #: 8438
DATE: 9/1/21 9:33 AM
SOURCE: Website
NAME: Kristen Fletcher

COMMENT:

The gondola is clearly the best long term solution. Other options merely provide short term easing of environmental problems and will ultimately exacerbate the situation. **(32.2.9D)**

COMMENT #: 8439
DATE: 9/1/21 9:33 AM
SOURCE: Website
NAME: Matthew Sheridan

COMMENT:

Lower emissions and environmental impact by removing the heavy construction and maintainance burden of roads. SUPPORT THE GONDOLA (32.2.9D, 32.10A, and 32.7C)

COMMENT #: 8440
DATE: 9/1/21 9:33 AM
SOURCE: Website
NAME: Richard Morehouse

COMMENT:

I support the use of the gondola to supplement the access to the resorts for employee's and guests alike. I don't believe a multi lane highway with Snow Sheds is a solution for current demands or parking and access to the resorts. **(32.2.9D, 32.2.6.3E, and 32.2.6.5Z)**

COMMENT #: 8441
DATE: 9/1/21 9:33 AM
SOURCE: Website
NAME: David Harris

COMMENT:

Much rather take a gondola up to the ski areas than drive up the canyon on a snow day **(32.2.9D)**

COMMENT #: 8442
DATE: 9/1/21 9:34 AM
SOURCE: Website
NAME: Ryan Gordon

COMMENT:

I support the gondola and donating Mt Superior to conservation. (32.2.9D and 32.29F)

COMMENT #: 8443
DATE: 9/1/21 9:35 AM
SOURCE: Website
NAME: Nyssa DeGrazio

COMMENT:

Please support the gondola project! The Salt Lake Valley is desperately in need of cleaner air, especially in the winter months. Carbon neutral mass transit would be worth it in this case, even if it were the more expensive option, but in this case it's even the more cost effective choice. Please make the economical and ecological choice!" **(32.2.9D and 32.10A)**

COMMENT #: 8444
DATE: 9/1/21 9:35 AM
SOURCE: Website
NAME: Amanda Chen

COMMENT:

Gondola is more environmentally friendly as long as there's sufficient parking at the start of the gondola
(32.2.9D)

COMMENT #: 8445
DATE: 9/1/21 9:35 AM
SOURCE: Website
NAME: Caitlin Lowther

COMMENT:

I am in support of UDOT's recommendation for both the gondola and the widening of Wasatch Blvd. **(32.2.9D and 32.2.9Q)** In order to keep up with the pace of growth in Utah, we need to be forward thinking in mix-use transportation options. Currently Utah has one of the best transportation systems in the U.S. and these solutions will ensure that we're meeting the needs of growing population, while also protecting our outdoors.

COMMENT #: 8446
DATE: 9/1/21 9:35 AM
SOURCE: Website
NAME: Kris Olszewski

COMMENT:

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

COMMENT #: 8447
DATE: 9/1/21 9:35 AM
SOURCE: Website
NAME: John Dubock

COMMENT:

UTA transit makes sense, give buses priority, flex with the crowds. **(32.2.9A)** No need for an expensive gondola with choke points. **(32.2.9E)** No one is listening to the lifties that know gear breaks down, people hate lines. **(32.2.6.5K and 32.2.6.5C)** I've volunteered at Snowbird for 14 years, listen to guests during road closures, low interest days. Stepping on a bus is so easy. UTA needs a dispatch desk at the Snowbird Portico, they have computers, phones, and yet refuse to disclose when a bus will arrive, pure Stone Age! Toll road LCC, the technology is there to scan windshields. No one skis in the shoulder seasons, gondola is a waste of money. **(32.2.4A)**

COMMENT #: 8448
DATE: 9/1/21 9:35 AM
SOURCE: Website
NAME: Dave Hafner

COMMENT:

I'm all for the gondola. Anything to help alleviate traffic up LCC is a win to me. Thanks (32.2.9D and 32.7C)

COMMENT #: 8449
DATE: 9/1/21 9:36 AM
SOURCE: Website
NAME: Jacob Wray

COMMENT:

Please do not build a gondola in Little Cottonwood Canyon. **(32.2.9E)** It will be unsightly, not only for the ground but for mountain views. **(32.17A)** I can't believe it will also provide adequate transportation for those wishing to visit the canyon. **(32.7B and 32.7C)**

COMMENT #: 8450
DATE: 9/1/21 9:36 AM
SOURCE: Website
NAME: Kimberly Walrath

COMMENT:

I have traveled to Aspen and Snowmass and agree with Gondola supporters that it is a best choice for little cottonwood. That's my vote **(32.2.9D)**

COMMENT #: 8451
DATE: 9/1/21 9:36 AM
SOURCE: Website
NAME: Christopher Gibbs

COMMENT:

Expand the bus system before building a gondola or expanding the roads (**32.2.9A, 32.2.9R, 32.2.9E, and 32.2.9C**)

COMMENT #: 8452
DATE: 9/1/21 9:36 AM
SOURCE: Website
NAME: Kim Chester

COMMENT:

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

COMMENT #: 8453
DATE: 9/1/21 9:36 AM
SOURCE: Website
NAME: Edward Kramer

COMMENT:

After all the years of studying the traffic problem in LCC, the gondola is a terrible alternative, clearly driven by the ski areas and business. **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The enhanced bus service option is my preferred option, given the alternatives, but I still believe that tolling the road would significantly decrease the traffic. Unfortunately, the ski areas have never supported that option. **(32.2.9A and 32.2.4A)**

COMMENT #: 8454
DATE: 9/1/21 9:36 AM
SOURCE: Website
NAME: Brian Allison

COMMENT:

My strong preference for Little Cottonwood going forward is the Gondola option **(32.2.9D)**

COMMENT #: 8455
DATE: 9/1/21 9:36 AM
SOURCE: Website
NAME: Robert Silon

COMMENT:

I believe the gondola is the better option as this would help to eliminate road traffic, decrease potential accidents in inclement weather and help to preserve the natural environmental ambiance. **(32.2.9D)**

COMMENT #: 8456
DATE: 9/1/21 9:36 AM
SOURCE: Website
NAME: Amber Handy

COMMENT:

I support the gondola and believe it is the best choice for our canyons and environment. **(32.2.9D)**

COMMENT #: 8457
DATE: 9/1/21 9:36 AM
SOURCE: Website
NAME: Devon Musson Rose

COMMENT:

I support a mixed approach, including those who want to pay for the privilege of convenience, while also increasing bus availability to make the canyon accessible to a wide range of our community that has a range socioeconomic resources. These approaches will also decrease the environmental impact of other proposed strategies, such as a gondola or widening roads. (32.2.9A, 32.2.4A, 32.5A, 32.2.9E, and 32.2.9C)

COMMENT #: 8458
DATE: 9/1/21 9:36 AM
SOURCE: Email
NAME: Lisen Green

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Lisen Green
Salt Lake City, UT

COMMENT #: 8459
DATE: 9/1/21 9:37 AM
SOURCE: Website
NAME: Fred Schoenbrunn

COMMENT:

The gondola system makes the most sense in terms of alleviating the problems with traffic and parking at the resorts. Personally, I would love to take a gondola up the canyon. The gondola also allows access when the road is closed, for residents, resort employees and skiers. Adding a bus lane would help with parking, but is not nearly as environmentally friendly and does nothing for issues with avalanches closing the canyon. **(32.2.9D, 32.2.9C, 32.2.6.3P, and 32.7A)**

COMMENT #: 8460
DATE: 9/1/21 9:37 AM
SOURCE: Website
NAME: Brodi Sabiston

COMMENT:

Reduce the emissions in Salt Lake City! The ability to access Little Cottonwood during times of traffic, or poor weather will be fantastic. **(32.10A and 32.29D)**

COMMENT #: 8461
DATE: 9/1/21 9:37 AM
SOURCE: Website
NAME: Tyler Liechty

COMMENT:

I support the gondola option. **(32.2.9D)** I think reducing the vehicles on the road would be ideal. **(32.2.4A)** I've skied sunshine village in Alberta Canada a few times. They have a similar but much smaller set up. Their gondola is great. Central parking area and everyone rides the Gondola up to the main mountain. The plan to widen road and add more buses doesn't solve the problem of road closures during avalanche control work or accidents. **(32.7A and 32.2.6.3P)** The gondola will significantly reduce traffic in the canyon, allow people who wish to drive the ability to still drive with less traffic, and less busy parking lots. It will allow the masses to step right off the Gondola and quick access to the lifts. In my opinion the gondola is the no brainer option here and something I'm quite excited about. Here's to many more years of quality winter recreation in LCC

COMMENT #: 8462
DATE: 9/1/21 9:37 AM
SOURCE: Website
NAME: Jackson Liston

COMMENT:

I simply cannot believe that after years of skiing and growing up in Utah the government nevertheless my favorite ski resort, snowbird, thinks the solution is to destroy the beautiful landscape of LCC. **(32.17A and 32.17B)** People come from around the world to ski here and the only reason for less traffic seems to be to benefit the ski resorts financially. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Come up with a better idea that wont ruin landscapes and instead may just cost the resort some money to offer a better experience. Example different pass options, a local option, Etc. The Ikon pass is headed to ruin skiing in Utah and I feel is the largest reason for the traffic bump as I have seen throughout my life. **(32.2.2K)**

COMMENT #: 8463
DATE: 9/1/21 9:37 AM
SOURCE: Website
NAME: Patricia Frechette

COMMENT:

I am in favor of the Gondola option for transportation in Little Cottonwood Canyon. **(32.2.9D)**

COMMENT #: 8464
DATE: 9/1/21 9:37 AM
SOURCE: Website
NAME: Elizabeth Jenson

COMMENT:

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

COMMENT #: 8465
DATE: 9/1/21 9:37 AM
SOURCE: Website
NAME: Robin Dale

COMMENT:

No gondola! No no no gondola. Corporate nightmare. **(32.2.9E)**

COMMENT #: 8466
DATE: 9/1/21 9:37 AM
SOURCE: Website
NAME: Justin Martin

COMMENT:

I think the gondola is a great idea. But the tax payer should not bear the full responsibility of paying for this addition **(32.2.9D and 32.2.7A)** Those that use it should be required to pay a fee. **(32.2.4A)** Also, the ski resorts in the canyon should be required to help pay for some of the construction and maintenance costs. Because they will benefit greatly from the gondola. They are also the reason why the gondola is needed to begin with. There is no consideration for a gondola in similar canyons such as American Fork Canyon. That's because the ski resorts are the reason why there's so much traffic. **(32.1.2B)** Please be more transparent about how this project will be funded. **(32.2.7A)**

COMMENT #: 8467
DATE: 9/1/21 9:38 AM
SOURCE: Website
NAME: Charles Walton

COMMENT:

What provision for getting luggage and groceries up the canyon are being made? Many visitors will be staying overnight or for a week or two and bring a lot of luggage and several boxes of groceries. Is the gondola only for day skiers and the current roadway will remain as is for the long-term patrons?
(32.2.6.5D)

COMMENT #: 8468
DATE: 9/1/21 9:38 AM
SOURCE: Website
NAME: Brian Hill

COMMENT:

I'm for the gondola for sure **(32.2.9D)**

COMMENT #: 8469
DATE: 9/1/21 9:38 AM
SOURCE: Website
NAME: Cale Hunt

COMMENT:

I support the gondola option to reduce traffic in Little Cottonwood Canyon. A bus lane is not environmentally sound. **(32.2.9D and 32.2.9C)**

COMMENT #: 8470
DATE: 9/1/21 9:38 AM
SOURCE: Website
NAME: Kayley Cassity

COMMENT:

Yes! I fully support a gondola option to access Little Cottonwood Canyon. I grew up skiing and hiking at Snowbird and Alta, and the heavy use and over dependence on vehicles is harming this beautiful canyon. Please approve the Gondola for Little Cottonwood Canyon! **(32.2.9D and 32.17A)**

COMMENT #: 8471
DATE: 9/1/21 9:38 AM
SOURCE: Website
NAME: Frank Lee

COMMENT:

I think a gondola or tram would be an acceptable alternative to consider. **(32.2.9D)**

Public ground transportation should be electric or carbon neutral. **(32.10A)**

COMMENT #: 8472
DATE: 9/1/21 9:38 AM
SOURCE: Website
NAME: Mike Temple

COMMENT:

How do we expect a gondola to handle peak traffic loads? **(32.2.6.5C)** It doesn't make sense, and would choke mountain access off for many. **(32.2.6.5D, 32.2.4A, 32.4G, and 32.7C)** Imagine an hour-long wait in the Gondola line when Oktoberfest closes for the day? Or when the ski-day begins. **(32.2.6.5C)**

COMMENT #: 8473
DATE: 9/1/21 9:38 AM
SOURCE: Email
NAME: Justin Martin

COMMENT:

Where can I find information about how the gondola project is going to be funded? **(32.2.7A)**
Thanks,
Justin Martin

COMMENT #: 8474
DATE: 9/1/21 9:39 AM
SOURCE: Website
NAME: Blake Walker

COMMENT:

Tram for sure. Bus lanes not as good. No Brainer given road maintenance cost etc + not as attractive.
(32.2.9D and 32.2.9C)

COMMENT #: 8475
DATE: 9/1/21 9:39 AM
SOURCE: Website
NAME: Denise Alexander

COMMENT:

I love this idea. (32.29D)

COMMENT #: 8476
DATE: 9/1/21 9:39 AM
SOURCE: Website
NAME: Stephen Moulton

COMMENT:

Yes would prefer no action be taken. **(32.2.9G)** It doesn't make sense to spend all of that tax payer money to mostly benefit two private resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I'd also prefer to keep the landscape as is and not affect the views, climbing, and more.

COMMENT #: 8477
DATE: 9/1/21 9:39 AM
SOURCE: Website
NAME: Jeffrey DeLong

COMMENT:

I think the gondola plan makes the most sense. **(32.2.9D)**

COMMENT #: 8478
DATE: 9/1/21 9:40 AM
SOURCE: Email
NAME: Kyle De Vries

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Kyle De Vries
Sandy, UT

COMMENT #: 8479
DATE: 8/23/21 9:46 AM
SOURCE: Email
NAME: Al Young

COMMENT:

Josh

Thank you for speaking with me the other day. Here is a link to my website and most of the info is on there. As I mentioned, I think the bus system would be the fastest and easiest to implement and it could be in place for the 21 - 22 ski season. **(32.2.9A, 32.2.7C, and 32.2.9R)**

I will also submit some of these points as public comments.

www.cwc2014.com

Thanks,

Al Young

COMMENT #: 8480
DATE: 8/31/21 1:10 PM
SOURCE: Email
NAME: Mike Lefebvre

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Mike Lefebvre
Salt Lake City, UT

COMMENT #: 8481
DATE: 8/31/21 1:16 PM
SOURCE: Email
NAME: Jaime Hirsh

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
jaime hirsh
Salt Lake City, UT

COMMENT #: 8482
DATE: 8/31/21 1:18 PM
SOURCE: Email
NAME: Luke Werner

COMMENT:

Dear Utah Department of Transportation,

I appreciate the work put into the Little Cottonwood Canyon DEIS. Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Before we further destroy LCC and disrupt a vital watershed, we need to exhaust every possible option given the current infrastructure. **(32.2.2PP)** Let's encourage people to take the buses by limiting/penalizing single riders during peak times/days, providing benefits to carpoolers, increasing bus frequency, enlarging car share parking lots in the valley, and utilizing the passing lanes for buses and HOV vehicles only. **(32.2.9A, 32.2.4A, and 32.2.6.3N)**

The gondola does not serve the people. **(32.2.9E)** It serves the resorts and does not provide equal opportunity to the outdoors. Unless you can afford to pay thousands of dollars for a season pass, your access to the outdoors will not benefit from the gondola. I think it's ethically wrong for a private company to profit off of public lands that only seek to serve the privileged. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Let's look at the easiest, cheapest, and most environmentally sound option we have. I ask that we do not move forward with installing a gondola, nor widening the lanes until we can definitively say that current infrastructure is inadequate. **(32.2.9R, 32.2.9E and 32.2.9C)** Installation of either of these options will forever have an adverse impact on land that serves a diverse community and provides critical resources to the people of Utah.

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I

am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. (32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C) Increased capacity will also inevitably lead to increased ski resort expansion pressures. (32.20C) I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Luke Werner
Millcreek, UT

COMMENT #: 8483
DATE: 8/31/21 1:18 PM
SOURCE: Email
NAME: Jacque Zimmerman

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

I love LCC and grew up here and have seen a lot of change and most of it has destroyed things I have loved seeing and enjoying in my youth. Please don't take one more thing I love away. Gondolas are just going to destroy scenic beauty and bring far to many people to an already overcrowded resort systems. Please find another way **(32.2.9E, 32.4I, 32.17A, and 32.20C)**

Jacque

Sincerely,
Jacque Zimmerman
Sandy, UT

COMMENT #: 8484
DATE: 8/31/21 1:21 PM
SOURCE: Email
NAME: Lucas Gasienica

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
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- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Lucas Gasienica
North Salt Lake, UT

COMMENT #: 8485
DATE: 8/31/21 1:21 PM
SOURCE: Email
NAME: Meredith Salas

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. **(32.2.9A and 32.2.4A)** Why wouldn't you try alternatives with less impact to the canyon first, before jumping to such an expensive and intrusive alternative like the gondola? **(32.29R)** In my opinion, the canyon can only accommodate a certain amount of people in order to sustain its wild beauty and provide high quality recreational experiences. **(32.20B)** I think the numbers of visitors to the canyon should be capped in order to preserve what we all live about this area. It's definitely worth seriously considering other ideas that will better serve different users rather than just skiers in the wintertime.

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
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- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints

Sincerely,
Meredith Salas
Kaysville, UT

COMMENT #: 8486
DATE: 8/31/21 1:23 PM
SOURCE: Email
NAME: Becky Frawley

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

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- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Becky Frawley
Salt Lake City, UT

COMMENT #: 8487
DATE: 8/31/21 1:23 PM
SOURCE: Email
NAME: Renee Yeoman

COMMENT:

Dear Utah Department of Transportation,

We do not need to cram more people up little cottonwood canyon so that snowbird and Alta can make more money. **(32.1.2B and 32.2.7A)** Toll the road. **(32.2.4A and 32.2.2Y)** Let whoever can make it up make it up. Don't destroy the canyon's natural beauty and habitat be ruined for corporate greed. **(32.4I, 32.13A, 32.13B, 32.17A, and 32.17B)**

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

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- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Renee Yeoman
Sandy, UT

COMMENT #: 8488
DATE: 8/31/21 1:43 PM
SOURCE: Email
NAME: Sarah Foran

COMMENT:

Dear Utah Department of Transportation,

I am commenting to voice my concerns for the current plans for LCC. I agree that drastic changes need to be undertaken to allow for long term environmental sustainable entry to the canyon. However the current plan fails to address and mitigate the existing issues. While winter access appears to mainly focus on the resorts, year round traffic enters the canyon for various activities (hiking, biking, photos, climbing, etc). Failing to allow for new transit to access areas outside of the resort does not reduce long term impact in the canyon. **(32.1.2C, 32.2.6.3C, and 32.2.6.5G)**

Additionally, and most importantly, this plan fails to address the largest barrier to utilizing public transit. And that is parking. Without expanding and providing increased parking availability at the base of the canyon there is a sure guarantee that no option will result in decrease passenger car traffic. **(32.2.6.2.1C)** This is an existing barrier as there is currently such limited space and a time disincentive in utilizing existing transit option. Few canyon goers would select a time intensive option of busing from an open lot to wait in line in the cold for a gondola or bus transfer. **(32.2.6.4B and 32.2.6.5J)** Once a patron, myself Included, drives to the base of the canyon and finds it full, would turn around and drive the opposite way to find parking further away, wait for a different bus, just to get back to where they/l started. **(32.2.6.5J and 32.2.6.5E)** Therefore despite increase bus routes, or a gondola option, the average user will continue to make the decision to drive all the way up the canyon and park at their selected hike or ski resort. **(32.2.4A)** Until this is address, in my opinion, no option will be successful.

Sincerely,
Sarah Foran
Salt Lake City, UT

COMMENT #: 8489
DATE: 8/31/21 1:46 PM
SOURCE: Email
NAME: Vicky Weaver

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Vicky Weaver
Salt Lake City, UT

COMMENT #: 8490
DATE: 8/31/21 1:50 PM
SOURCE: Email
NAME: Lauren Hawkes

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
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- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Furthermore, some studies project that within 50-75 years, there will not be enough snow in the canyons to support ski resorts. UDOT must plan for long term climate changes and protect the mountains that provide valuable drinking water to the Valley (which will continue to grow exponentially and further stress water availability). **(32.2.2E, 32.12A, and 32.12B)** Expanding the road or building a gondola to increase capacity will only further stress and already vulnerable area. **(32.20A and 32.20C)** Securing the future of the Valley will require sacrifices by skiers and others who recreate in the canyon. Increased bus availability or shuttles may not be popular at first, but if UDOT invests in making it the new normal, people will adapt. **(32.2.9A)**

Sincerely,
Lauren Hawkes
Herriman, UT

COMMENT #: 8491
DATE: 8/31/21 1:54 PM
SOURCE: Email
NAME: Milo Kluger

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Milo Kluger
SLC, UT

COMMENT #: 8492
DATE: 8/31/21 1:58 PM
SOURCE: Email
NAME: Dustin Eells

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Please consider the environmental impacts and not the money going into very specific pockets from the gondola **(32.29G)**

Sincerely,
Dustin Eells
Salt Lake City, UT

COMMENT #: 8493
DATE: 8/31/21 2:00 PM
SOURCE: Email
NAME: Linzy Vase

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

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Sincerely,
Linzy Vase
Salt Lake City, UT

COMMENT #: 8494
DATE: 8/31/21 2:08 PM
SOURCE: Email
NAME: Kayla Bobzien

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

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Sincerely,
Kayla Bobzien
Taylorsville, UT

COMMENT #: 8495
DATE: 8/31/21 2:12 PM
SOURCE: Email
NAME: Liz Venuto

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
liz venuto
Salt Lake City, UT

COMMENT #: 8496
DATE: 8/31/21 2:14 PM
SOURCE: Email
NAME: Dan Housley

COMMENT:

Dear Utah Department of Transportation,

I'm fot the gondola **(32.29D)**

Sincerely,
Dan Housley
Salt Lake City, UT

COMMENT #: 8497
DATE: 8/31/21 2:16 PM
SOURCE: Email
NAME: Dayna Bachman

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

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- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Dayna Bachman
Sandy, UT

COMMENT #: 8498
DATE: 8/31/21 2:17 PM
SOURCE: Email
NAME: David Bachman

COMMENT:

Dear Utah Department of Transportation,

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Sincerely,
David Bachman
Sandy, UT

COMMENT #: 8499
DATE: 8/31/21 2:29 PM
SOURCE: Email
NAME: Spencer Campbell

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

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Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Spencer Campbell
Sandy, UT

COMMENT #: 8500
DATE: 8/31/21 2:31 PM
SOURCE: Email
NAME: Megan Trapp

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Megan Trapp
Sandy, UT

COMMENT #: 8501
DATE: 8/31/21 2:37 PM
SOURCE: Email
NAME: Travis Morrison

COMMENT:

Dear Utah Department of Transportation,

I'm in favor of exploring the following options listed below:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

If these options fail and attempting them, I would rather see the placement of a train down LCC. Trains are sustainable, clean, and efficient. A train option could extend all the way to the front-runner and offset parking throughout the valley at the various train stops, instead of placing a cluster-show of parking at the base of the canyon. **(32.2.9F and 32.2.2I)** The proposed plan will only lead to the same number of cars trying to reach the respective canyon and ski resorts. **(32.7B and 32.7C)** A train on the other hand will be a much more valid and long term solution.

Sincerely,
Travis Morrison
Salt Lake City, UT

COMMENT #: 8502
DATE: 8/31/21 2:42 PM
SOURCE: Email
NAME: Corinne Snyder

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

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- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Corinne Snyder
Salt Lake City, UT

COMMENT #: 8503
DATE: 8/31/21 2:43 PM
SOURCE: Email
NAME: Erin Cole

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
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Sincerely,
Erin Cole
Salt Lake City, UT

COMMENT #: 8504
DATE: 8/31/21 2:55 PM
SOURCE: Email
NAME: Teresa Dudden

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

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Sincerely,
Teresa Dudden
Salt Lake City, UT

COMMENT #: 8505
DATE: 8/31/21 2:58 PM
SOURCE: Email
NAME: Corey Sautebin

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
COREY SAUTEBIN
SALT LAKE CITY, UT

COMMENT #: 8506
DATE: 8/31/21 2:58 PM
SOURCE: Email
NAME: Kelly Jorgensen

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

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Please don't ruin the Canyon! **(32.4I)**

Sincerely,
Kelly jorgensen
American Fork, UT

COMMENT #: 8507
DATE: 8/31/21 3:04 PM
SOURCE: Email
NAME: Devyn Hannon

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

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Sincerely,
Devyn Hannon
Park City, UT

COMMENT #: 8508
DATE: 8/31/21 3:06 PM
SOURCE: Email
NAME: Alma Elkaz

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

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Sincerely,
Alma Elkaz
Park City, UT

COMMENT #: 8509
DATE: 8/31/21 3:09 PM
SOURCE: Email
NAME: Kristen Walker

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

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I would also request that we consider having the ski resorts contribute more funds to this operation since they seem to benefit the most from any expansion project. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Sincerely,
Kristen Walker
Layton, UT

COMMENT #: 8510
DATE: 8/31/21 3:16 PM
SOURCE: Email
NAME: Zoe Parmeter

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

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Sincerely,
Zoe Parmeter
West Jordan, UT

COMMENT #: 8511
DATE: 8/31/21 3:20 PM
SOURCE: Email
NAME: Diane Emm

COMMENT:

Dear Utah Department of Transportation,

Hard no on this proposal. Once again, it's a project that benefits the wealthy and dings the community, at a cost of some \$1000/per person over 25 years to build this. (32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C) The idea is extreme when little else has been tried. How about environment over money? (32.29G) Alta used to have a beloved "lottery" to get a season ski pass, limiting the number of skiers on the hill and wholly bettering the experience. (32.2.2K) This especially since Alta leases public land for the purpose of recreation. Not everyone skis or hikes, but USFA land is for all the people. (32.5A) Beyond the actual time, inconvenience, use of raw materials, great impact on wildlife, streams and natural resources, the gondola concept is nutty. (32.13A and 32.2.9E)

Limit the number of cars, launch timed entry, increase buses, hell - ADD bus service for the summer blather blather blather. (32.2.2L, 32.2.2K, 32.2.6.3N, and 32.1.2C)

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation (32.2.4A)
- Tolling to manage canyon capacity (32.2.2Y and 32.2.4A)
- Reduced or free bus ticket prices on busy weekends (32.2.4A)
- Increased funding to support more buses (32.2.9A and 32.2.9R)
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd (32.2.2I)
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- Optimized ski resort navigation to reduce resort congestion (32.2.9R)
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Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. (32.20A, 32.20B, and 32.20C) I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. (32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C) Increased capacity will also inevitably lead to increased ski resort expansion pressures. (32.20C) I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Diane Emm
Slc, UT

COMMENT #: 8512
DATE: 9/1/21 9:40 AM
SOURCE: Website
NAME: Kevin Schmerse

COMMENT:

larger investment up front. Better long-term option for traffic and pollution. (32.29D)

COMMENT #: 8513
DATE: 9/1/21 9:40 AM
SOURCE: Website
NAME: Nicole Kippen

COMMENT:

Please install a gondola to help preserve the canyon **(32.2.9D)**

COMMENT #: 8514
DATE: 9/1/21 9:40 AM
SOURCE: Website
NAME: Jeff Berman

COMMENT:

Snowbird and Alta needs to limit the capacity of the ski areas. The canyon is already well passes maximum capacity bringing more people up lcc with additional infrastructure will make things way worse! **(32.2.2K and 32.20C)**

COMMENT #: 8515
DATE: 9/1/21 9:40 AM
SOURCE: Website
NAME: Matthew Wiggins

COMMENT:

I do not support the gondola. **(32.2.9E)** This is NOT in the best interest of the citizens of UT and Salt Lake. **(32.1.2B and 32.1.2D)**

COMMENT #: 8516
DATE: 9/1/21 9:40 AM
SOURCE: Website
NAME: Jake Kushner

COMMENT:

I am writing this letter to emphatically support the Snowbird gondola. **(32.2.9D)** I have been a Snowbird skier since 1974, when my grandparents hosted us for a week long Snowbird vacation. Since then I have skied Snowbird regularly, buying annual season passes starting in 1988. However, over the past few decades the environment of Little Cottonwood Canyon has been dramatically damaged by traffic and increasing skier volume. Massive traffic jams are just part of the problem. **(32.7C)** We need a permanent solution to reduce skier and human impact on the canyon. Thus, I strongly support the gondola proposal, which will reduce vehicle traffic and create an environmentally sustainable solution to support this precious and unique canyon. **(32.2.9D and 32.7C)**

COMMENT #: 8517
DATE: 9/1/21 9:40 AM
SOURCE: Website
NAME: Randy Keisker

COMMENT:

I support the proposed gondola project. It's really the only idea that will help with traffic issues when it snows **(32.2.9D)**

COMMENT #: 8518
DATE: 9/1/21 9:40 AM
SOURCE: Website
NAME: Joshua Hammett

COMMENT:

How about we leave the canyon alone! **(32.2.9G)** We can't even fund a full day kinda garden or hire teachers but this is what we want to spend our money on? Something that will be useful a few weeks a year? **(32.1.2B and 32.1.4D)**

COMMENT #: 8519
DATE: 9/1/21 9:41 AM
SOURCE: Website
NAME: Ryan Cobourn

COMMENT:

I support the implementation of the gondola option along with tolling in Little Cottonwood Canyon.
(32.2.9D and 32.2.4A)

COMMENT #: 8520
DATE: 9/1/21 9:41 AM
SOURCE: Website
NAME: Theresa Rogers

COMMENT:

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

COMMENT #: 8521
DATE: 9/1/21 9:42 AM
SOURCE: Website
NAME: Justin Lee

COMMENT:

I like the idea of a gondola however why wouldn't it be a circular gondola starting at the mouth of Big Cottonwood canyon & going up Little Cottonwood & over to Big Cottonwood & back down. **(32.2.2Q)** I think building a parking garage over at the Gravel Pit location makes more sense. **(32.2.6.2.1C)**

COMMENT #: 8522
DATE: 9/1/21 9:42 AM
SOURCE: Website
NAME: Robert Zaugg

COMMENT:

I would love to see something like this happen! Keep the roads open for emergency or other recreational activities (biking, hiking, etc) or allow "clean" (electric/hybrid/CNG) vehicles to travel up the canyon for free. **(32.2.4A)** To encourage use of the tram system, charge an access fee to drive up the canyon? or at least charge for parking everywhere up the canyon (use those fees to pay for the gondola and encourage others to use it by making that leg of the trip free to ride) I've always enjoyed Little Cottonwood Canyon and have been disappointed to see it degraded over the years due to air pollution from vehicles and people leaving trash behind everywhere. **(32.2.9D, 32.2.4A, and 32.10A)**

COMMENT #: 8523
DATE: 9/1/21 9:42 AM
SOURCE: Website
NAME: Kurt Grube

COMMENT:

I support the bus option not the gondola. How about only allowing single occupant vehicles up the canyon after 1:00 PM and having a ride share lot near the mouth to allow for single occupant vehicles to pair up riders. (32.2.9A, 32.2.9E, and 32.2.4A)

COMMENT #: 8524
DATE: 9/1/21 9:42 AM
SOURCE: Website
NAME: Tom Newhouse

COMMENT:

As both a winter and summer user of Little Cottonwood Canyon, I must say that: The gondola system for LCC is NOT an acceptable solution. **(32.2.9E)** a bus improvement system is better by far, and an improved road system is the best option. **(32.2.9B)**

COMMENT #: 8525
DATE: 9/1/21 9:42 AM
SOURCE: Website
NAME: Victoria Chamberlain

COMMENT:

Gondola is the way to go! **(32.2.9D)**

COMMENT #: 8526
DATE: 9/1/21 9:42 AM
SOURCE: Website
NAME: Whitney Zaino

COMMENT:

GREAT IDEA!!!! (32.29D)

COMMENT #: 8527
DATE: 9/1/21 9:42 AM
SOURCE: Website
NAME: Jefferson Mckenzie

COMMENT:

I favor an expanded bus system for the added flexibility, capacity, and more reasonable cost. **(32.2.9A)**

COMMENT #: 8528
DATE: 9/1/21 9:42 AM
SOURCE: Website
NAME: Joseph Rickers

COMMENT:

Safer ways up the canyons that have smaller effect on this beautiful state we live in is always the better option (**32.29A, 32.17A, and 32.17B**)

COMMENT #: 8529
DATE: 9/1/21 9:42 AM
SOURCE: Website
NAME: Jessica Sanders

COMMENT:

The more we can preserve the better! The answer is gondola! **(32.2.9D)**

COMMENT #: 8530
DATE: 9/1/21 9:43 AM
SOURCE: Website
NAME: Jon Hallman

COMMENT:

Designated hybrid shuttle bus lane...No tram or train they would be to large of an environmental disaster.. (32.2.9B, 32.2.6.3F, 32.2.9E, and 32.2.9M)

COMMENT #: 8531
DATE: 9/1/21 9:43 AM
SOURCE: Website
NAME: Marlow Springer

COMMENT:

I would vote to leave the canyon road as it is - maybe add a few over-road tunnels - no gondola, no extra lanes. **(32.2.9K, 32.2.9E, and 32.2.9C)** If this is mainly for the skiers, let them pay an extra road-access surcharge that adds cost to their tickets and have those funds go to road maintenance. The average Utah resident cannot afford to go skiing anymore, so the average taxpayer should not be funding those road issues mainly benefiting the skiers and ski resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Maybe add a \$1 toll for summer use and non-skier winter use, but make it much more than that in the winter, and in a manner that only skiers pay the increased amount - by adding it to the lift ticket. **(32.1.2C and 32.2.4A)**

COMMENT #: 8532
DATE: 9/1/21 9:44 AM
SOURCE: Website
NAME: Thomas Candee

COMMENT:

please construct snow sheds as a first step to LCC road improvement. **(32.2.9K)** it seems to be the best solution to deal with avalanche mitigation road closures. i am opposed to the gondola. i am in favor of bus service improvements **(32.2.9E and 32.2.9A)**

COMMENT #: 8533
DATE: 9/1/21 9:44 AM
SOURCE: Website
NAME: Leslie Birkley

COMMENT:

build the gondola!! save our canyons!! (32.2.9D)

COMMENT #: 8534
DATE: 9/1/21 9:44 AM
SOURCE: Website
NAME: Andrew Chrysler

COMMENT:

It is abundantly clear that the gondola option primarily exists as a public subsidy to the private interests of the ski resorts. This alone should disqualify the gondola. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** However, if this is not enough, the visual appearance of LCC will be changed permanently in an undesirable way due to the presence of the gondola towers and access roads. **(32.17A)** It is clear that the bus option best serves the public interest. **(32.2.9A)**

COMMENT #: 8535
DATE: 9/1/21 9:44 AM
SOURCE: Website
NAME: Norman Levy

COMMENT:

go with the gondola for little cottonwood canyon. do not charge time share or condo and home owners a toll to drive up the canyon. **(32.2.9D and 32.2.4A)**

COMMENT #: 8536
DATE: 9/1/21 9:44 AM
SOURCE: Website
NAME: Ben Smith

COMMENT:

This makes zero sense to spend this much money to benefit Snowbird & Alta ski resorts which are two private entities. (32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)

COMMENT #: 8537
DATE: 9/1/21 9:44 AM
SOURCE: Website
NAME: Brian Stillman

COMMENT:

I'm still undecided on the Gondola vs. the Road Widening and bus option. They both have pro's and con's. I try to envision the Gondola Towers going up the canyon and that image isn't one I like. However when it comes to pollution from increased buses that's not so swell either as the valley haze is moving further and further up the canyon it seems like every year during the inversions. Given that I am leaning towards the Gondola option. **(32.2.9D, 32.10A, 32.17A, and 32.17B)**

COMMENT #: 8538
DATE: 9/1/21 9:44 AM
SOURCE: Website
NAME: Shauna Webster

COMMENT:

save our canyons **(32.29G)**

COMMENT #: 8539
DATE: 9/1/21 9:44 AM
SOURCE: Website
NAME: Kevin Blalock

COMMENT:

WHOLEHEARTEDLY in favor of the gondola solution over any kind of expanded road / mass transit approach. **(32.2.9D)**

COMMENT #: 8540
DATE: 9/1/21 9:45 AM
SOURCE: Website
NAME: Mike Feldman

COMMENT:

While I think the gondola solution for traffic mitigation in LCC is the sexy option, and a great option for ski resort customers, like me, I think the enhanced bus solution, with purpose-designed busses, and increased frequency of service, combined with tolls/limits for cars gives the most flexibility and overall service, combined with traffic reduction, for all users of the canyon, especially those who are not planning to use the ski resorts. **(32.2.9A, 32.2.6.5N, 32.2.4A, 32.7C, and 32.1.2D)** We need a solution that will offer the most reach for all users of the canyon, and one that can be adjusted for seasonal variations of use. **(32.1.2C and 32.2.6.3C)**

COMMENT #: 8541
DATE: 9/1/21 9:45 AM
SOURCE: Website
NAME: Brian Adams

COMMENT:

I am in favor of the gondola option. Thanks! **(32.2.9D)**

COMMENT #: 8542
DATE: 9/1/21 9:45 AM
SOURCE: Website
NAME: Matt Elsholz

COMMENT:

Gondola is easily the best option to effectively reduce canyon traffic and also thereby improve air quality. Gondola all the way! **(32.2.9D and 32.10A)**

COMMENT #: 8543
DATE: 9/1/21 9:45 AM
SOURCE: Website
NAME: Vince Craig

COMMENT:

I would like more information regarding the traffic flow? Will all traffic to the gondola be coming off Wasatch at the current La Caille entrance? Will there be entrances from both the north and south little cottonwood rd (s)?? In short, how do we make sure we don't create a new problem? by bottlenecking Wasatch at the entrance to the new facilities? **(32.2.6.5E)**

COMMENT #: 8544
DATE: 9/1/21 9:45 AM
SOURCE: Website
NAME: Richard Hoag

COMMENT:

The gondola is actually the only viable SOLUTION. **(32.2.9D)** The enhanced busing alternative provides no solutions for avalanches and the lukewarm responses to the existing bus system is an indication that it will not be well utilized. **(32.2.6.3P and 32.2.4A)**

COMMENT #: 8545
DATE: 9/1/21 9:45 AM
SOURCE: Website
NAME: Mike Lee

COMMENT:

My vote is for gondola. **(32.2.9D)** We don't need more fossil fuel vehicles on the road. People are afraid gondola will ruin the landscape and it's silly argument. The mountains are already full of lifts and I'm sure the new gondola will blend in just great **(32.17A)**. Done correctly, be ideal if large parking lots are added at the base and the canyon is closed to personal vehicles unless they have a permit or some proof they are staying at a hotel. **(32.2.6.5D, 32.2.6.5J and 32.2.4A)** We must get cars off the road. Only way we can save the canyon long term. Please install gondola. Thank you!

COMMENT #: 8546
DATE: 9/1/21 9:45 AM
SOURCE: Website
NAME: Vallen Blackburn

COMMENT:

Yes to the LA CAILLE BASE STATION gondola (32.2.9D)

COMMENT #: 8547
DATE: 9/1/21 9:45 AM
SOURCE: Email
NAME: Skylar Diamandis

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Skylar Diamandis
Salt Lake City, UT

COMMENT #: 8548
DATE: 9/1/21 9:45 AM
SOURCE: Email
NAME: Brandon Margetts

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Brandon Margetts
Sandy, UT

COMMENT #: 8549
DATE: 9/1/21 9:45 AM
SOURCE: Email
NAME: Vera Mom

COMMENT:

What are you thinking ? **(32.1.2B)**

1. This can do nothing but deter skiers from going up the canyon! Do you think families with kids will go through all the hassle of a gondola to ski anymore. **(32.2.4A)**
2. It's a Federal Park. Putting a gondola in there will require considerable Environmental change that is not eco friendly. **(32.4I, 32.12A, 32.13A, and 32.17A)** Especially since extra precautions for the gigantic

Sent from Vera's cell phone

COMMENT #: 8550
DATE: 9/1/21 9:45 AM
SOURCE: Email
NAME: Abby Francl

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Abby Francl
Layton, UT

COMMENT #: 8551
DATE: 9/1/21 9:46 AM
SOURCE: Website
NAME: Andrea Andersen

COMMENT:

My biggest concern with a gondola is that it is unaffordable to a typical hiker or canyon visitor. I would support the gondola concept if we can ensure it still makes the canyon, hiking, biking, and visiting AFFORDABLE to everyone. **(32.2.4A)** I love the idea of putting my kids on a gondola to send them up skiing for a day with safe transportation and lockers, I think this could be appealing for many people. **(32.2.3A)** For me, this would include a LOW COST monthly family pass in the \$20 or less range, and in summer, a DEEPLY SUBSIDIZED ticket price under \$2 per person. **(32.2.4A)** I have skied in Alta and Snowbird all my life and the ticket prices are high enough. Transportation cannot be prohibitive to the regular person. Please make this affordable!

COMMENT #: 8552
DATE: 9/1/21 9:46 AM
SOURCE: Website
NAME: Dan Choate

COMMENT:

I support the gondola project as long as it doesn't interfere with the continued maintenance of the existing roadway. (32.2.6.5D, 32.2.9D and 32.2.4A)

COMMENT #: 8553
DATE: 9/1/21 9:46 AM
SOURCE: Website
NAME: John Kenworthy

COMMENT:

I support the Gondola - Transit plan and am impressed with the transparent process **(32.2.9D)**

COMMENT #: 8554
DATE: 9/1/21 9:46 AM
SOURCE: Website
NAME: Melissa Hamby

COMMENT:

There is only one thing that makes sense for the environment.
WE MUST APPROVE THE GONDOLAS!!!" (32.2.9D)

COMMENT #: 8555
DATE: 9/1/21 9:46 AM
SOURCE: Website
NAME: Raj Giandeep

COMMENT:

I fully support the additional parking. I do request say 20 - 50 level 2 charging stations for electric cars.
(32.2.6.2.1C)

COMMENT #: 8556
DATE: 9/1/21 9:46 AM
SOURCE: Website
NAME: Katie Young

COMMENT:

Please don't put this gondola in. **(32.2.9E)** It will ruin the beautiful canyon **(32.4I and 32.17A)**. It breaks my heart to think so much will be ruined to make the gondola happen. I think a huge thing that would cut down on the traffic on the canyon is to eliminate the IKON pass. I've contacted snowbird about this as well. Thank you for your time to read this! **(32.2.2K)**

COMMENT #: 8557
DATE: 9/1/21 9:47 AM
SOURCE: Website
NAME: Grant Carlson

COMMENT:

I do not want a tram in little cottonwood canyon. **(32.2.9E)** I live in a home at the mouth of the canyon and I believe a tram hovering past my home every 10-20 minutes would be a complete eye sore for the entire canyon and degrade its visual beauty. **(32.17A)** To install a bunch of metal and concrete structures carrying people all day looking down on me while I mind my own business on my property is an uncomfortable thought. **(32.4E)** If snowbird wants to increase skier capacity, a massive parking garage near white pine would alleviate highway parking and not be a complete visual eyesore for everyone who lives here. **(32.1.2B and 32.2.2F)**

COMMENT #: 8558
DATE: 9/1/21 9:47 AM
SOURCE: Website
NAME: Shigeo Kawamura

COMMENT:

Do not ruin the canyon views for skiing and boarding. Especially out of towners. Widening the road would look better than this expensive niche solution. (32.2.9E, 32.17A, 32.17B, and 32.2.9B)

COMMENT #: 8559
DATE: 9/1/21 9:47 AM
SOURCE: Website
NAME: Jamison Pexton

COMMENT:

I support the idea of a gondola. I've seen it work in Switzerland and I think it's a great option to help reduce traffic congestion in the canyon. **(32.2.9D)**

COMMENT #: 8560
DATE: 9/1/21 9:47 AM
SOURCE: Website
NAME: Paul Emett

COMMENT:

I am in support of the proposed gondola solution. **(32.2.9D)** Access and egress from the canyon during avalanche and heavy snow conditions are my primary motivation. My family frequents Snowbird. The danger of driving down canyon in icy/snowy conditions is a concern which the proposed road solution won't address. **(32.2.6.3P)** Access to the canyons by gondola seems to be the better use of public funds. **(32.2.7A)**

COMMENT #: 8561
DATE: 9/1/21 9:47 AM
SOURCE: Email
NAME: Chelsea Rowe

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Chelsea Rowe
Salt Lake City, UT

COMMENT #: 8562
DATE: 9/1/21 9:48 AM
SOURCE: Website
NAME: Geoffrey Warren

COMMENT:

The gondola is not a good option. **(32.2.9E)** It only benefits the two ski resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** It will ruin the natural beauty of the canyon. **(32.17A)** Expanded bus service would be a much better option. **(32.2.9A)**

COMMENT #: 8563
DATE: 9/1/21 9:48 AM
SOURCE: Website
NAME: Zach Averill

COMMENT:

I can't believe we would think about creating a massive gondola that is only used 1/2 of the year at the expense of so many other activities in the canyon. **(32.2.9E and 32.4I)** To destroy countless boulder problems and disrupt the wildlife of LCC to create something that is only use 5 months out of the year is mind boggling to me. **(32.13A and 32.4B)** All while we haven't ever even given an enhanced bus system a true chance! **(32.2.9A and 32.29R)** Myself and many of my friends tried it last year and found ourselves waiting 1 hour each way just to get picked up by the bus! **(32.2.6.3N)** We have to give buses a fair chance before deciding to create a massive gondola system, paid for by the taxpayers, that only benefits the ski resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 8564
DATE: 9/1/21 9:48 AM
SOURCE: Website
NAME: Brent Ruhkamp

COMMENT:

As a resident of Midvale that enjoys skiing, hiking and biking in both canyons I heartily endorse the construction of a gondola in LCC. **(32.2.9D)**

With the SLC valley continuing to grow, demands on our recreational infrastructure is only going to increase. We must take steps to preserve things as much as we can while blunting the growth of traffic. As such a gondola going up to Alta is a prudent first-step that will have minimal environmental impact while helping ease congestion. **(32.7C)** Hopefully, in the future a railway can be considered once again. **(32.2.9F)**

COMMENT #: 8565
DATE: 9/1/21 9:48 AM
SOURCE: Website
NAME: Linda Incardine

COMMENT:

I'm in favor of the Gondola. **(32.2.9D)** We've got to do all we can to reduce emissions. **(32.10A)** My concerns would be how close the parking is to residents? **(32.2.6.5J)** Will some traffic be allowed up? **(32.2.6.5D and 32.2.4A)** If yes, is that going to continue to add to the emissions problem? **(32.10A)**

COMMENT #: 8566
DATE: 9/1/21 9:48 AM
SOURCE: Website
NAME: Caroline Payne

COMMENT:

I want to voice my opinion and my frustrations.,I think the canyons need to enforce car restrictions to minimum passenger cars to at least 4 people, (carpool!) and better bus transportation. **(32.2.4A and 32.2.9A)** I do not support a gondola-CRAZY that we would spend money on this!) **(32.2.9E)** BUS BUS BUS.....

COMMENT #: 8567
DATE: 9/1/21 9:48 AM
SOURCE: Website
NAME: Eric Brown

COMMENT:

Tram (32.2.9D)

COMMENT #: 8568
DATE: 9/1/21 9:48 AM
SOURCE: Website
NAME: Nicholas Zeman

COMMENT:

I support the gondola project, due to the reduced parking and increased traffic situation occurring in both Cottonwoods. **(32.2.9D)**

COMMENT #: 8569
DATE: 9/1/21 9:49 AM
SOURCE: Website
NAME: Colby Crossland

COMMENT:

I am not a fan of the gondola with public money **(32.2.9E and 32.2.7A)**

COMMENT #: 8570
DATE: 9/1/21 9:49 AM
SOURCE: Website
NAME: Louis Bohn

COMMENT:

I support the gondola option as the best solution to current and future congestion and environmental impacts on Little Cottonwood Canyon. **(32.2.9D)**

COMMENT #: 8571
DATE: 9/1/21 9:49 AM
SOURCE: Website
NAME: Harini Ilam

COMMENT:

The gondola will help thousands of people a day and will reduce accidents on the roads. It will be easier to access than the bus. **(32.2.9D and 32.2.6.3P)**

COMMENT #: 8572
DATE: 9/1/21 9:49 AM
SOURCE: Website
NAME: Nick Platt

COMMENT:

I support the Gondola. Planning for future generations, including lowering emissions and preserving nature, are 2 things that I fully am in favor of. **(32.2.9D and 32.10A)**

COMMENT #: 8573
DATE: 9/1/21 9:49 AM
SOURCE: Website
NAME: Kelly Bennee

COMMENT:

Please go with the gondola option. **(32.2.9D)** Long term, it's a much better option for the preservation of the beautiful canyon and wildlife that inhabit it; as well as a better option on the environment. **(32.17A and 32.13A)** Snowbird's generous offer to turn land into a conservatory is an added bonus. **(32.29F)**

COMMENT #: 8574
DATE: 9/1/21 9:49 AM
SOURCE: Website
NAME: Tanner Johnson

COMMENT:

Please add a gondola to LLC (32.2.9D)

COMMENT #: 8575
DATE: 9/1/21 9:50 AM
SOURCE: Website
NAME: Neville Clynes

COMMENT:

I support the gondola over expanding bus transport up the canyon as I believe it is a more environmentally friendly solution **(32.2.9D)**

COMMENT #: 8576
DATE: 9/1/21 9:50 AM
SOURCE: Website
NAME: Salam Mahi

COMMENT:

Please DO NOT build a gondola. **(32.2.9E)** Better bussing, tunnels over high avalanch paths, parking structures at bottom and top. **(32.2.9A, 32.2.9K, 32.2.6.2.1C, and 32.2.2F)**

COMMENT #: 8577
DATE: 9/1/21 9:50 AM
SOURCE: Website
NAME: Mike Rogge

COMMENT:

I recommend a train. **(32.2.9F)** Bus, is my second choice. My problem with the gondola proposal is that it does not have enough uphill capacity to satisfy the need. **(32.2.6.5N)** I do not support widening the ROAD. **(32.2.9C)** I support controlling the traffic **(32.2.4A)**.

COMMENT #: 8578
DATE: 9/1/21 9:50 AM
SOURCE: Website
NAME: Eran Rosines

COMMENT:

The best way to minimize reduce environmental impact of human recreation in LCC is to find ways to minimize the number of vehicles in LCC. **(32.1.2D and 32.2.4A)** Therefore, I would prefer the transportation option that commuters would most likely see as a viable alternative to driving. Of the proposed options, the gondola is most likely to meet this goal. **(32.2.9D)** Speed and convenience are the key to this and buses are slow on winter roads (especially with traffic) and extremely not fun when you are stuck standing with ski gear. However, I would prefer that UDOT be more forward thinking and talk to companies such as Virgin Hyoerloop or Boring Company to come up with next generation transportation that would be much faster resulting in more use. **(32.2.2C and 32.2.2O)** and It would take more time, but we are solving a transportation problem with 70 year old technology options and hoping it will be satisfactory 50 years from now, but that is very short sighted and I believe likely untrue.

COMMENT #: 8579
DATE: 9/1/21 9:50 AM
SOURCE: Website
NAME: Mark Danninger

COMMENT:

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

COMMENT #: 8580
DATE: 9/1/21 9:50 AM
SOURCE: Website
NAME: Christina Stephens

COMMENT:

One cushy gondola for 32 vs approximately 25 cars stuck in traffic and polluting that gorgeous canyon?
There's no debate here! **(32.2.9D)**

COMMENT #: 8581
DATE: 9/1/21 9:51 AM
SOURCE: Website
NAME: Dave Rasmussen

COMMENT:

If the gondola is the preferred transportation option by the resorts, we are in for a real treat. (32.29D)

COMMENT #: 8582
DATE: 9/1/21 9:51 AM
SOURCE: Website
NAME: David Shank

COMMENT:

I think it is time we grew up in the management of our overused canyons. I support the gondola!
(32.2.9D)

COMMENT #: 8583
DATE: 9/1/21 9:51 AM
SOURCE: Website
NAME: Timothy Pautler

COMMENT:

As a resident of Cottonwood Heights I oppose the gondola "solution". (32.2.9E) Please improve bus service with hubs outside of Cottonwood Heights and Sandy (32.2.9B, 32.2.6.2.1C, and 32.2.2I)

COMMENT #: 8584
DATE: 9/1/21 9:51 AM
SOURCE: Website
NAME: Kyle Shaw

COMMENT:

Put in the gondola, save Little Cottonwood Canyon! **(32.2.9D)**

COMMENT #: 8585
DATE: 9/1/21 9:51 AM
SOURCE: Website
NAME: Dennis Fitzgerald

COMMENT:

I favor the gondola. I have been a homeowner in immediate area for 20 years (32.2.9D)

COMMENT #: 8586
DATE: 9/1/21 9:52 AM
SOURCE: Website
NAME: Laura Pulsipher

COMMENT:

Put in a gondola to save our canyon!! Don't expand the road and ruin the beauty of little cottonwood (32.2.9D, 32.2.9C, and 32.4I).

COMMENT #: 8587
DATE: 9/1/21 9:52 AM
SOURCE: Website
NAME: Seth Bradley

COMMENT:

I have lived at the mouth of little cottonwood canyon since 1979. We moved here when I was 4 years old. After getting married I knew I wanted to stay close to Little Cottonwood canyon. I grew up skiing, hiking, mountain biking and climbing in this canyon. When I was younger and I could ski for \$13 a day, traffic was not an issue. Now that people have realized what a gem we have so close in proximity to a healthy community, it has become a problem that certainly needs to be addressed. My family of 8 has a season pass to Alta. I also back country ski 2-4 times a week up little cottonwood canyon early in the mornings during the winter. I climb/boulder, hike and mountain bike the quarry trail and the white pine area regularly during the summer. Putting in a gondola to serve the 2 private/for profit resorts would be a permanent scar on the landscape I love. **(32.17A, 32.4I, 32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I chose to raise my family near this canyon because of its beauty. An extended bus system is a viable option to better serve the community, preserve the the canyon and utilize the existing infrastructure. **(32.2.9A)** Please don't ruin the canyon to profit 2 resorts.

COMMENT #: 8588
DATE: 9/1/21 9:52 AM
SOURCE: Website
NAME: Matt McKinney

COMMENT:

Regardless of the gondola project being an eyesore, I do not agree with taxpayer dollars going to provide exclusive access to private ski resorts. **(32.2.9E, 32.17A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I hope that UDOT won't be swayed by corporate interest and instead listens to the taxpayers and end users. **(32.2.9N)**

COMMENT #: 8589
DATE: 9/1/21 9:52 AM
SOURCE: Website
NAME: Aaron Jones

COMMENT:

The gondola system would be an unsightly and expensive boondoggle. **(32.2.9E and 32.17A)**

COMMENT #: 8590
DATE: 9/1/21 9:52 AM
SOURCE: Website
NAME: Susie Johansen

COMMENT:

I would recommend implementing the gondola solution to reduce the carbon footprint and to increase the access to the canyon. **(32.2.9D and 32.10A)**

COMMENT #: 8591
DATE: 9/1/21 9:52 AM
SOURCE: Website
NAME: Paul Bradley

COMMENT:

My strong preference would be to construct the gondola option. **(32.2.9D)** While the most expensive, it offers the best long term solution to the problem. They have been doing this successfully in Europe for many years. It is time we use this technology to improve the transportation in our great canyons.

COMMENT #: 8592
DATE: 9/1/21 9:52 AM
SOURCE: Website
NAME: Rich Varga

COMMENT:

Better busing system with at least 4 lanes and snow sheds. **(32.2.9B and 32.2.9K)** Have one of those lanes dedicated to busses. In the mornings dedicate 3 lanes going up with one coming down and in the afternoon evening dedicate 3 lanes going down and 1 going up. **(32.2.2D)**

No Gondola. **(32.2.9E)**

COMMENT #: 8593
DATE: 9/1/21 9:52 AM
SOURCE: Website
NAME: Doug Stowell

COMMENT:

Gondola all the way!!!! (32.2.9D)

COMMENT #: 8594
DATE: 9/1/21 9:52 AM
SOURCE: Email
NAME: Ann McBroom

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Ann McBroom
Salt Lake City, UT

COMMENT #: 8595
DATE: 9/1/21 9:53 AM
SOURCE: Website
NAME: Chris Brunstetter

COMMENT:

Please expand bus service to LCC. **(32.2.9A)** DO NOT PUT IN THE GONDOLA. **(32.2.9E)** I can't believe these are the two final options. It's like having to choose between peanut butter and jelly and a glass shard sandwich.

COMMENT #: 8596
DATE: 9/1/21 9:53 AM
SOURCE: Website
NAME: Francis Whitby

COMMENT:

Gondola is a BAD idea. **(32.2.9E)** Just maintain the road and limit the number of vehicles that can use it. Add a bunch of buses to the mix and we are good to go. **(32.2.4A, 32.2.2L, and 32.2.9A)** DO NOT try anything fancy. Gondola is a BAD idea being pushed by commercial interests **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**.

COMMENT #: 8597
DATE: 9/1/21 9:54 AM
SOURCE: Website
NAME: Berrett Emery

COMMENT:

Do not build the gondola!!!!!!!!!! **(32.2.9E)** Widen the road and build snow tunnels. **(32.2.9B and 32.2.9K)** I live in cottonwood heights and the gondola will take way longer than driving. Will do nothing to lessen traffic. **(32.7B and 32.7C)** No one will use it and it only benefits Alta and Snowbird. **(32.2.4A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 8598
DATE: 9/1/21 9:54 AM
SOURCE: Website
NAME: Scott Coughlin

COMMENT:

The gondola plan is excessively expensive and if it is implemented, the financial bill should be handed to Snowbird, and Alta instead of Utah tax payers. **(32.1.2B, 32.1.2D, 32.2.7A, 32.2.9E, 32.7B, and 32.7C)**

COMMENT #: 8599
DATE: 9/1/21 9:54 AM
SOURCE: Website
NAME: Connor Stone

COMMENT:

Hi, I think that the gondola is a great option and I trust and believe in your team to make the best decision (s) for LCC, the environment, as well as the resorts. Overall, all the negativity is what people like to focus on when there are so many great people supporting this decision to positively benefit the canyon as a whole. Obviously there are always pros and cons to big decisions such as this, however we will find the best solutions to those problems as well. Keep up the great work and don't let the select few % of people who don't support the decision make all the noise for all residents and those who frequently vacation in the area. Thank you :) **(32.2.9D and 32.2.9N)**

COMMENT #: 8600
DATE: 9/1/21 9:54 AM
SOURCE: Website
NAME: Barbara Revene

COMMENT:

I support the gondola. There will be less traffic on the canyon road and less pollution.
(32.2.9D, 32.7C, and 32.10A)

COMMENT #: 8601
DATE: 9/1/21 9:54 AM
SOURCE: Website
NAME: B Bulut

COMMENT:

Please go with the gondola, the option with the least emissions. **(32.2.9D and 32.10A)**

COMMENT #: 8602
DATE: 9/1/21 9:54 AM
SOURCE: Website
NAME: Makenzie Foulger

COMMENT:

I vote for no construction whatsoever in LLC! The canyon has been a place of recreation for years the way it is. No need to change it now. **(32.2.9G)**

COMMENT #: 8603
DATE: 9/1/21 9:55 AM
SOURCE: Website
NAME: Megan bradley

COMMENT:

please do not build a gondola ?? (32.2.9E)

COMMENT #: 8604
DATE: 9/1/21 9:55 AM
SOURCE: Website
NAME: Aaron Cook

COMMENT:

I think the gondola idea makes some sense, but the parking structure in that location is an environmental nightmare. **(32.4M)** This is pristine mountain land and it all needs to be preserved. Put the gondola down 9400 south to the already built park and ride, don't do more damage to the east of Wasatch Blvd. **(32.2.2R)**

COMMENT #: 8605
DATE: 9/1/21 9:55 AM
SOURCE: Website
NAME: Justin Brunson

COMMENT:

Being realistic, with the population growth in Utah and the SL valley continuously increasing, demand for use of the canyon is bound to increase as well. A gondola, with capacity controls implemented, is, in my opinion, the best way to preserve the canyon and make it the most accessible for all. I'd love to see it go one step further and restrict all canyon traffic with the exception of residents, lodging guests, and those that recreate in lower parts of the canyon. **(32.2.9D and 32.2.4A)**

COMMENT #: 8606
DATE: 9/1/21 9:55 AM
SOURCE: Website
NAME: Gerald Breeze

COMMENT:

Sounds like great idea. (32.29D)

COMMENT #: 8607
DATE: 9/1/21 9:55 AM
SOURCE: Website
NAME: Tyler Budge

COMMENT:

I've grown up my whole life at the mouth of little cottonwood canyon. I've seen the changes and have been very involved and aware in the problem of congestion the canyon is having. I think it is ridiculous that there is so much talk and planning on a new solution because the real issue is the canyon capacity. These resorts CANNOT handle the amount of traffic that is trying to be achieved. The real planning should be in expanding resort and canyon capacity **(32.20B and 32.20C)**. At the very least we should start with simple ways of reducing traffic such as a canyon entrance fee or increased buses. Definitely not the gondola. **(32.2.4A, 32.2.9A, and 32.2.9E)**

COMMENT #: 8608
DATE: 9/1/21 9:56 AM
SOURCE: Email
NAME: Tyler Barton

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Tyler Barton
Bryn Mawr, PA

COMMENT #: 8609
DATE: 9/1/21 9:57 AM
SOURCE: Website
NAME: Josh McLaughlin

COMMENT:

Support this. **(32.29D)**

COMMENT #: 8610
DATE: 9/1/21 9:57 AM
SOURCE: Website
NAME: Becky Brim

COMMENT:

I support expanded public transportation. LCC needs to be like Zion National Park and limit vehicles in the canyon during peak hours to UTA buses, workers and residents. **(32.2.2B)** Move the UTA hubs away from the residents that live along Wasatch and bus people in **(32.2.2I)**. Have buses run continuously up and down the canyon **(32.2.2B)**. I DO NOT support the gondola. **(32.2.9E)** I think it will move the traffic problem onto Wasatch BLVD and if the canyon road is closed there is a very high chance most of the resorts are closed too. **(32.2.6.5E and 32.2.6.5H)** I have lived here for 25 years and limiting access to buses only (with certain exceptions) seems like the most reasonable option. The gondola only supports the 2 big corporations at the top of the canyon and no one else. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I have been a snowbird pass holder for 20 years so am one of the people that uses LCC the most. PLEASE DO NOT WIDEN THE ROAD, JUST LIMIT ACCESS TO PUBLIC TRANSIT ONLY. Like Zion. Problem solved. **(32.2.9C)**

COMMENT #: 8611
DATE: 9/1/21 9:57 AM
SOURCE: Website
NAME: Emit Meyer

COMMENT:

The gondola seems like the best long term option. Assuming it decreases road traffic, it could also allow increased bus optionality (32.2.9D, 32.7C, and 32.2.2W).

COMMENT #: 8612
DATE: 9/1/21 9:57 AM
SOURCE: Website
NAME: Kate Handy

COMMENT:

Please consider moving forward with the gondola option. Utah doesn't need more vehicle activity, especially in our canyons. **(32.2.9D and 32.2.4A)**

COMMENT #: 8613
DATE: 9/1/21 9:57 AM
SOURCE: Website
NAME: Quinn Graves

COMMENT:

I do not support either of the proposed solutions in the LCC DEIS. **(32.2.9C and 32.2.9E)** As shown in the public hearings, it is overwhelmingly obvious that the majority of the folks who recreate in and love Little Cottonwood Canyon also reject these proposed solutions. **(32.2.9N)** These “solutions” are at best irresponsible and at worst, which is the more likely outcome, irreversibly destructive to the ecosystems and lifeways that rely on Little Cottonwood Canyon. **(32.13A and 32.13B)** It is ridiculous to posture, saying that either the road needs to be widened to add an express bus lane OR that a gondola needs to be built to mitigate personal vehicle traffic in LCC. The proposed gondola does NOT solve the traffic problem. **(32.1.2B and 32.7C)** It would be a fancy tourist attraction that will put money into the hands of Alta Ski Area and Snowbird. It does nothing to assist the backcountry recreationists - climbers, backcountry skiers, hikers, snowshoers - in arriving at their desired destinations. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The gondola is also at risk of being shut down often during heavy snow storms, wind events, and icing events. **(32.2.6.5K)** It is an absurdly expensive and impractical “solution” to the LCC traffic issues.

Widening the road to provide for an express bus lane is also an unnecessary and dangerous proposal to mitigate traffic in LCC. LCC is ridden with historic mines. Relics of the past exploitation of delicate ecosystems in the canyon. Construction to widen SR-210 will most likely result in the release of toxic mining materials into the LCC watershed. **(32.16A)** This is the water that the Salt Lake Valley relies on and cannot be further polluted with hazardous heavy metals! Widening this road is just asking for an extremely preventable environmental disaster. Both of these proposals prioritize tourism over sustainability. They prioritize financial growth for ski areas, which will ultimately rid the canyon of the locals who are essential in the functioning of LCC. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

I advocate that more funding should be given to a comprehensive, valley-wide busing system in addition to making Little Cottonwood Canyon a toll road for personal vehicles. This would be an incredibly cheaper, more flexible option and it wouldn't harm the precious watershed and viewshed of Little Cottonwood Canyon. **(32.2.2I and 32.2.4A)**

UDOT's Draft EIS is not at all comprehensive. Why wasn't there a visitor capacity study conducted in partnership with UTA to understand "where canyon users live and how a valley-wide busing system could be implemented to serve canyon users? **(32.20A and 32.2.2I)** There could be extensive research done to find the most practical and convenient locations for transportation hubs. A valley-wide busing system would be more flexible, reliable, and long-term because it would serve a wide area and it would be able to drop recreationalists at trailheads, climbing areas, and ski areas. **(32.1.2C and 32.2.6.3C)** Buses can work without widening the road, as long as personal vehicle traffic is disincentivized through tiered tolls dependent on how many passengers are in each personal vehicle. **(32.2.4A)** The research for and implementation of a comprehensive, valley-wide busing systeming would be cheaper than irresponsibly widening the road or building a gondola.

We need solutions now, and the solutions need to be sustainable. The locals and regular users of Little Cottonwood Canyon overwhelmingly disapprove of widening the road or building a gondola. **(32.2.9N)** Transportation solutions in LCC must be sustainable and it also must be understood that this canyon is fragile and has a limited carrying capacity. **(32.20B)** Unrestricted growth is not a sustainable model for anything, especially such a crucial ecosystem that provides so many living creatures, not just humans, with life-sustaining resources. **(32.13A and 32.13B)** Please, think about the long-term effects of widening SR-210 or building a massive gondola to the top of the canyon. I am a lifelong resident of the

Wasatch Mountains, and I cannot imagine seeing towers, hundreds of feet in the air, jutting up the middle of this incredible canyon. **(32.17A)**

The history of Little Cottonwood Canyon after white colonizers pushed out Indigenous people is ridden with environmental destruction and exploitation for the sake of profit. From mining, to building a road, to cutting timber to create ski areas - it is all connected to capitalizing off of a fragile, crucial ecosystem. Whatever solution is eventually implemented, must prioritize the mountains and ecosystems above all else. **(32.29G)** Creating transportation “solutions” that will financially benefit already wealthy ski areas is a disgusting way to treat this canyon. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The cost of \$500 million is disgraceful when considering how many people will actually be served by either one of these “solutions”. I do not want my taxpayer money to go to an environmentally destructive tourist destination on our public lands. This money would be much better spent on a less costly transportation solution like bussing and a toll road in tandem with funding folks in the Salt Lake Valley who don't have access to food or housing. Funding unsustainable, costly transportation to ski areas should not be a top priority! **(32.1.2B and 32.2.7A)**

Finally, it is absolutely crucial that there be an additional 90-day public comment period following the release of the final LCC EIS report. I am unimpressed and disappointed by the lack of comprehensive research that went into the Draft EIS. **(32.29A and 32.29G)**

COMMENT #: 8614
DATE: 9/1/21 9:58 AM
SOURCE: Website
NAME: Bradley Charles

COMMENT:

doesn't seem practical **(32.29D)**

COMMENT #: 8615
DATE: 9/1/21 9:58 AM
SOURCE: Website
NAME: Ryan Mazelli

COMMENT:

I'm in support of the gondola option. **(32.2.9D)** The road expansion won't solve the avalanche problem. **(32.7A)** Which limits capacity up to the resorts. The gondola can be used almost at all times which can serve as an additional safety element when something catastrophic happens up the canyon and the roads are covered by an avy field. **(32.2.6.5H)**

While I understand the gondola will be an "eye sore" all year round, I think it's a small price to pay relative to the benefits. **(32.17A)**

COMMENT #: 8616
DATE: 9/1/21 9:58 AM
SOURCE: Website
NAME: Mario Ruiz

COMMENT:

NO TO THE GONDOLA. WHAT A DISASTER. (32.2.9E) JUST RUN MORE BUSES AND STOP INDIVIDUAL TRAVELERS. PROBLEM SOLVED !!! (32.2.2B and 32.2.4A)

COMMENT #: 8617
DATE: 9/1/21 9:58 AM
SOURCE: Website
NAME: Joseph Vickroy

COMMENT:

I support the gondola option. **(32.2.9D)** I believe it avoid excessive paving and drastic permanent changes in the canyon required by the expanded bus proposal. **(32.2.9C)** The gondola will provide a more environmentally friendly and reliable long-term solution.

COMMENT #: 8618
DATE: 9/1/21 9:58 AM
SOURCE: Website
NAME: Michael Olsen

COMMENT:

That's a slick video Snowbird and Doppelmayr have put together! Noticeably absent were ANY gondola towers. I could go back and watch it again but I'm pretty sure I didn't see any whatsoever. Why wouldn't they include towers in their marketing? Because aesthetics, of course. Aesthetics are a set of principles concerned with the nature and appreciation of beauty. What is LCC at its core? How will this monstrosity of a project impact the aesthetics of LCC? The producers of this video know. Why don't you ask them if you don't know yourself? **(32.2.9E and 32.17A)**

COMMENT #: 8619
DATE: 9/1/21 9:59 AM
SOURCE: Website
NAME: Paul Zuckerman

COMMENT:

I vehemently oppose a gondola solution. **(32.2.9E)** The canyon is first and foremost a natural place, not an amusement park. The gondola is a permanent solution to an issue that will change from year to year. Do the Zion Canyon model of dedicated bus routes. **(32.2.2B)**

COMMENT #: 8620
DATE: 9/1/21 9:59 AM
SOURCE: Website
NAME: Michael A Stahler

COMMENT:

Considering the remaining options, it seems to me that the best of these two solutions is to widen the road, add avalanche sheds, and increase bus usage. **(32.2.9B and 32.2.9K)** I cannot support the gondola option. **(32.2.9E)** It costs more and will not operate as often nor move as many people. **(32.2.6.5F and 32.2.6.5N)** UDOT is not in the "ski lift business". I think that the environmental impact will be much more significant with the gondola with less of an improvement. And Snowbird and Alta should pay for the road improvements rather than look to us taxpayers to subsidize them. Since they refuse to solve the issue by limiting access then they should not be rewarded by getting subsidies for solving the problem that they created. **(32.2.7A)**

COMMENT #: 8621
DATE: 9/1/21 9:59 AM
SOURCE: Website
NAME: Steven Schwartz

COMMENT:

I am against the gondola project. (32.2.9E) Expand the roadway and use electric busses. (32.2.9B and 32.2.6.3F)

COMMENT #: 8622
DATE: 9/1/21 10:00 AM
SOURCE: Website
NAME: Gary Matern

COMMENT:

Gondolas are the very best solutions for high visitations to our natural resources. European countries have used them for years and have had great success. They move a lot of people verses cars and buses. **(32.2.9D)**

COMMENT #: 8623
DATE: 9/1/21 10:00 AM
SOURCE: Website
NAME: Matt deRosier

COMMENT:

I'd love to see a gondola running up the canyon. I'm in favor of anything that removes congestion along Wasatch Blvd and other roads, and gets the skier traffic up the mtn. **(32.2.9D)**

COMMENT #: 8624
DATE: 9/1/21 10:00 AM
SOURCE: Website
NAME: Ashley Simmons

COMMENT:

I support the gondola, I feel we need to do everything we can to cut down emissions and keep everyone safe at the same time. **(32.2.9D and 32.10A)**

COMMENT #: 8625
DATE: 9/1/21 10:00 AM
SOURCE: Website
NAME: Michelle Tessier

COMMENT:

Hello, I am writing to voice that I ABSOLUTELY DO NOT support building a gondola in Little Cottonwood Canyon. **(32.2.9E)** I ski 4-5 days per week each winter (60% backcountry) and am a Snowbird season pass holder. This has been true for the past 6 years that I have lived in Salt Lake City. At least 10+ days per winter I wait 2-3 hours in line in my car in Little Cottonwood, and I still don't want a gondola! Here are my reasons.

1. It's super expensive! **(32.2.7C)** It seems like a bit of an extreme step to go from fairly inadequate bus service to building a gondola. Why don't we try improving the bus service first in a substantial way, or charging for parking at Alta and Snowbird to encourage car-pooling, before building a gondola? **(32.2.9A, 32.2.4A, and 32.2.2K)** It seems that almost every time I drive up canyon, I see a bus broken down on the side of the road (even in good weather). I think we should demonstrate that we can maintain a bus system before we try to maintain a gondola. **(32.2.29R)** Additionally, UDOT has still consistently failed to actually check tires on slick conditions. I have seen so many cars off the road in the canyons that have no business being in the canyons in a snowstorm. **(32.2.2M)** If we make a substantial effort to find a less costly alternative, and no effort is found, then I would consider supporting the gondola. Please do not unnecessarily waste taxpayer money. **(32.2.7A)**

2. It will detract from the beauty of the canyon. The proposed tower heights are huge, and will be an eyesore in the canyon. Many people enjoy hiking, biking, climbing, photography, and sightseeing in the canyon during all seasons, and the gondola provides no benefit to them while being a huge eye sore. **(32.17A and 32.4I)**

3. The proposed tower locations will have a negative impact on Little Cottonwood's bouldering and climbing access. **(32.4B)**

4. The gondola provides no benefit to hikers, backcountry skiers, or snowshoers. White Pine trailhead is completely full most weekends in the winter. It seems like the purpose of the gondola is to provide service and marketing potential for the resorts, while doing little to help those tax paying Utah citizens who live in Salt Lake and recreate in the canyons in all seasons! **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

5. The gondola doesn't fix what I view to be a key reason that people drive to the resorts - it's simply the fastest, easiest option! It's nice to be able to bring your own snacks, multiple sets of skis, dry clothes to put on as soon as you get done skiing, tail-gating supplies, etc. You can leave the second you want to, without waiting on a bus or gondola, which might or might not be on schedule, and you don't have to smell strangers farts on the tram. Plus, your car is always the temperature you want it to be, unlike the buses or a gondola. Thus, I think a lot of people are still going to opt for driving up canyon over taking the gondola. **(32.2.4A and 32.2.3A)**

6. There will probably be a wide variety of conditions the gondola can't operate in. You still can't run the gondola with a risk of large avalanches impacting the gondola or while avalanche control is being done. You can't run the gondola with high winds. Let's examine the tram at Snowbird. The line is almost always longer than the other lifts at Snowbird. Many times it is shut down due to high winds or avalanche control. I think the gondola is much more of a publicity stunt at the cost of Utah taxpayers than a real solution. **(32.2.6.5C, 32.2.6.5K and 32.2.6.5H)**

COMMENT #: 8626
DATE: 9/1/21 10:01 AM
SOURCE: Website
NAME: Rachael Quinn

COMMENT:

I'm in favor of the gondola system and not pouring more concrete all over our beautiful canyon.
(32.2.9D)

COMMENT #: 8627
DATE: 9/1/21 10:01 AM
SOURCE: Website
NAME: Kristian Barney

COMMENT:

A gondola in LCC is the only viable long term solution for the canyon's congestion. **(32.2.9D)**

COMMENT #: 8628
DATE: 9/1/21 10:01 AM
SOURCE: Website
NAME: Charles Warrell

COMMENT:

Enlarge the road. It will ultimately need to be done anyway. **(32.2.9B)** The Gondola will be ugly, expensive and is mechanical and will fail from time to time causing massive unpredictable backups. **(32.2.9E, 32.2.7C, and 32.2.6.5K)**

COMMENT #: 8629
DATE: 9/1/21 10:01 AM
SOURCE: Website
NAME: Lee Jensen

COMMENT:

We should not, in the name of supporting the economic profits of ski resorts, further damage the ecosystem of the canyons and impose unreasonable restricts on other canyon uses. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

For this reason we should NOT 1) widen the highway, or 2) create a Gondola system. **(32.2.9C and 32.2.9E)**

Instead the ski resorts should provide a free shuttle, paid for out of their profits, that loads people at the bottom of the canyon. **(32.1.2B and 32.2.7A)** The resorts should also charge for parking and limit their capacity so that the shuttle is encouraged. **(32.2.2K and 32.1.2B)**

COMMENT #: 8630
DATE: 9/1/21 10:01 AM
SOURCE: Website
NAME: Erik Misiak

COMMENT:

The plans to improve access to the ski resorts in LCC will destroy some of the most precious resources and activities in the canyon, climbing, bouldering, and backcountry skiing. **(32.4A, 32.4B, 32.4G, 32.4I, and 32.4P)** The solution needs to lie in improving carpooling, busing, and knowledge for travelers in the canyon **(32.2.4A and 32.2.9A)**. Please do not destroy the best part of salt lake.

COMMENT #: 8631
DATE: 9/1/21 10:01 AM
SOURCE: Email
NAME: Darcy Littlefield

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Darcy Littlefield
Dallas, TX

COMMENT #: 8632
DATE: 9/1/21 10:02 AM
SOURCE: Website
NAME: Kimberly Walsh

COMMENT:

I do not approve of the gondola at all. **(32.2.9E)** Its service is too narrow to justify the impact it will have on the beauty of the area. Gondolas don't get you to trailheads for hiking, backcountry and other uses. It serves only the resorts which are big enough **(32.1.2B, 32.1.2D, 32.2.6.5G, 32.2.7A, 32.7B, and 32.7C)**. Charge a toll to all vehicles with less than 3 people in a vehicle and widen the road slightly to provide a bit more space for bicycles to safely ride and people to safely pass. **(32.2.4A and 32.9B)** Encourage car pooling. Snowbird and Alta are both profitable at their current sizes so we need bigger ski resorts on little cottonwood? **(32.20C)** This proposal in too many ways benefits only 2 resorts not the people of Utah. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** My family skis in the winter and hikes in the summer in this canyon and unless it's bad weather seldom run into problems. **(32.1.2D)** Bad weather will slow a gondola and busses. **(32.2.6.5K and 32.2.6.3P)** Extend the shoulders a bit and call it improved safety for the people.

COMMENT #: 8633
DATE: 9/1/21 10:02 AM
SOURCE: Website
NAME: Francis Whitby

COMMENT:

DO NOT build a GONDOLA. GONDOLA IS BAD. **(32.2.9E)** Build some snow sheds for the road. **(32.2.9K)** Even if you build a gondola, the road needs maintenance anyway and so just stick with the road. Forget gondola or train ideas. **(32.2.9E and 32.2.9M)** Add snow sheds, upgrade the road, build a transit hub along Wasatch boulevard, and limit vehicle traffic in the canyons. **(32.2.9A, 32.2.4A, and 32.2.2L)** KEEP IT SIMPLE.

COMMENT #: 8634
DATE: 9/1/21 10:03 AM
SOURCE: Website
NAME: Steve Wyman

COMMENT:

If you build it they will come, and come, and come. A gondola will just attract more people to the area. **(32.20A and 32.20C)** I'm not sure this is what locals want. I for one, do not.

COMMENT #: 8635
DATE: 9/1/21 10:03 AM
SOURCE: Website
NAME: Eric Zupon

COMMENT:

Any plan involving a tram system to transport people up the canyon is a terrible idea. **(32.2.9E)** It will negatively impact the beauty of the canyon, impact wildlife, and will not solve any congestion problem. **(32.17A, 32.13A, 32.7B, and 32.7C)** It is simply building a transportation system for rich ski resorts using taxpayer money. **(32.2.7A)** A shuttle bus system with multiple stops at key points throughout the canyon is the optimal method to reduce traffic and congestion in the canyons. **(32.2.9A, 32.1.2C, 32.1.2D, and 32.2.6.3C)**

COMMENT #: 8636
DATE: 9/1/21 10:03 AM
SOURCE: Website
NAME: Nick Stecklein

COMMENT:

I strongly support this plan. The amount of traffic in both big and little cottonwood canyons is a huge issue. Being a local it has deterred me from going to these amazing resorts. If we can fix the issue it will be good for the environment and our economy. **(32.29D)**

COMMENT #: 8637
DATE: 9/1/21 10:03 AM
SOURCE: Website
NAME: Jonathan McConnell

COMMENT:

Keep even more cars out of the canyon, not to mention the benefits of a gondola in events of traffic or avalanche. **(32.2.9D and 32.2.6.5H)**

COMMENT #: 8638
DATE: 9/1/21 10:04 AM
SOURCE: Website
NAME: David Thieme

COMMENT:

No gondola please! **(32.2.9E)**
Buses are best! **(32.2.9A)**

COMMENT #: 8639
DATE: 9/1/21 10:04 AM
SOURCE: Email
NAME: Alexis Hernandez

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Alexis Hernandez
West Valley City, UT

COMMENT #: 8640
DATE: 9/1/21 10:05 AM
SOURCE: Website
NAME: Tenzin Youngtok

COMMENT:

I'm all for the gondola. I would love that. So much mess will be alleviated by the move. Yes to gondola!
(32.2.9D)

COMMENT #: 8641
DATE: 9/1/21 10:05 AM
SOURCE: Website
NAME: Finn Navidomskis

COMMENT:

I have had a Snowbird season pass for 18 years. I am against the road widening and the gondola. **(32.2.9C and 32.2.9E)** It is not worth damaging the ecosystem and ruining the bouldering areas, just for a little less traffic on a few days of the year. **(32.13A, 32.13B, 32.4A, 32.4B, and 32.1.4D)**

COMMENT #: 8642
DATE: 9/1/21 10:05 AM
SOURCE: Website
NAME: Andrea Smith

COMMENT:

I am against a Gindola and would like to suggest a train, like Trax or Frontrunner. (32.2.9E and 32.2.9F)

COMMENT #: 8643
DATE: 9/1/21 10:05 AM
SOURCE: Website
NAME: Jeffrey Clarke

COMMENT:

Very much support gondola option **(32.2.9D)**

COMMENT #: 8644
DATE: 9/1/21 10:05 AM
SOURCE: Website
NAME: Bradley Tanner

COMMENT:

I favor expanding bus service or closing the to cars on weekends during weekend winter months. **(32.2.9A or 32.2.2B)** A gondola is a waste of taxpayer dollars and only profits two resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The gondola addresses a problem that occurs Saturdays and sundays 3 months of the year. **(32.1.4D)** Traffic is not a problem the majority of the year so such a drastic and expensive solution is just gimmicky. If the environment is a primary concern cars and buses are moving toward electric vehicles and won't be as polluting in the future anyway. **(32.2.6.3F)** Lastly, winters are becoming shorter and hotter here and so will the busy ski season in 20-30 years. **(32.2.2E)**

COMMENT #: 8645
DATE: 9/1/21 10:05 AM
SOURCE: Website
NAME: Cody Berg

COMMENT:

Gondola (32.2.9D)

COMMENT #: 8646
DATE: 9/1/21 10:05 AM
SOURCE: Website
NAME: Amar Mekic

COMMENT:

The gondola is nothing but a taxpayer-funded subsidy for wealthy ski resorts. Gondola will only serve skiers and does nothing to alleviate summer congestion. **(32.1.2B, 32.1.2C, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Increaseing bus service will preserve LCC, while also providing increased access to all users. **(32.2.9A, 32.2.6.3C, and 32.1.2C)**

COMMENT #: 8647
DATE: 9/1/21 10:05 AM
SOURCE: Website
NAME: Victor Ngai

COMMENT:

Best idea since the widening of I-15 for the Olympics! We are growing and we need new ideas to address traffic. If people think building this would attract more people to come they are sadly naive and mistaken. Just like most metros in the west people will move here with or without the gondola. Time to address the yearly misery up the canyon. **(32.2.9D)**

COMMENT #: 8648
DATE: 9/1/21 10:06 AM
SOURCE: Website
NAME: Matthew L

COMMENT:

"Considering all available options, the Gondola option is the most optimal. Building and maintaining bus infrastructure makes NO sense in 2021, or 2031, or 2051! Be smart Utah!!! Vote GONDOLA!!!"
(32.2.9D)

COMMENT #: 8649
DATE: 9/1/21 10:06 AM
SOURCE: Website
NAME: Michael Tomer

COMMENT:

I am in favor of the gondola option. **(32.2.9D)**

COMMENT #: 8650
DATE: 9/1/21 10:06 AM
SOURCE: Website
NAME: Chris Morgan

COMMENT:

The gondola system is a poor decision because it uses public money to support the financial interests of two private businesses. The gondola plan is not a year round, every day solution to the congestion problems found in Little Cottonwood Canyon. **(32.2.9E, 32.1.2B, 32.1.2C, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 8651
DATE: 9/1/21 10:06 AM
SOURCE: Email
NAME: Joseph Tamasonis

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Joseph Tamasonis
Salt Lake City, UT

COMMENT #: 8652
DATE: 9/1/21 10:07 AM
SOURCE: Website
NAME: Henry Hemingway

COMMENT:

I urge you to adopt the bus plan rather than the gondola recommendation. **(32.2.9A and 32.2.9E)**

I am a Utah native who has been skiing, hiking, camping and enjoying LCC for over 50 years. I love this canyon and am truly concerned about permanently changing the character of our "little gem" so close to our home. **(32.4I)**

First, how will we get to the various trailheads, campgrounds, throughout the canyon? **(32.2.6.5G, 32.2.4A, 32.1.2C, and 32.1.2D)**

Second, this benefits the owners of Snowbird, Alta, La Cai and the other commercial businesses up the canyon. How are we, the owners of the canyon, getting compensated for the financial windfall the resorts will be receiving? Are they paying for any of Gondola or is it another taxpayer subsidy for the owners of the resorts? In my opinion, they should be shouldering the costs in either case, not the taxpayers! **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Finally, the view scape will be permanently altered! How many years has it taken Mother Nature to sculpt this beautiful canyon? With one short-term decision, we will permanently deface the beautiful this canyon for lifetimes to come. **(32.17A)**

Do the right thing, do not build the gondola! **(32.2.9E)**

Sincerely,

Henry Hemingway

COMMENT #: 8653
DATE: 9/1/21 10:07 AM
SOURCE: Website
NAME: Matthew Utley

COMMENT:

I'm opposed to the gondola plan. **(32.2.9E)** I am for widening the road and increasing parking lots. **(32.2.9B)** New parking lots could be used for future alternatives.

COMMENT #: 8654
DATE: 9/1/21 10:07 AM
SOURCE: Website
NAME: Paul Nicholas

COMMENT:

A gondola would bring emergency access anywhere in the canyon day or night, summer or winter, 24/7. Each/every other car would need a winch, an intense lighting system, and emergency/survival kits. Must be ready to go anytime. **(32.2.6.5H, 32.2.6.5K, and 32.2.9D)**

COMMENT #: 8655
DATE: 9/1/21 10:07 AM
SOURCE: Website
NAME: April Nuttall

COMMENT:

I agree with this solution and love the idea of clearing the congestion out of the canyon. **(32.29D)**

COMMENT #: 8656
DATE: 9/1/21 10:07 AM
SOURCE: Website
NAME: Oliver Koken

COMMENT:

I do not support the gondola proposal or the increased bus system in our canyons. Both will increase traffic and be a large eyesore to the surrounding areas. **(32.2.9E, 32.2.9C, 32.7C, 32.17A, and 32.17B)**

COMMENT #: 8657
DATE: 9/1/21 10:08 AM
SOURCE: Website
NAME: Elise Lisonbee

COMMENT:

I am against the gondola system, it is so disruptive of the canyons flow and an unnecessary addition to the transport system. **(32.2.9E)** I think snowbird should encourage people to take the busses by adding more busses and making parking in the resort more expensive. **(32.2.9A, 32.2.4A, and 32.2.2K)** No need to add a bus lane if more people are using the busses as opposed to driving up **(32.2.4A)**.

COMMENT #: 8658
DATE: 9/1/21 10:08 AM
SOURCE: Website
NAME: Josh Rhea

COMMENT:

Dear LCC EIS team:

I have been a season passholder at Alta and/or Snowbird off and on since 2001, when I moved to Utah. I also use Little Cottonwood for many other recreational purposes - I hike with my family (two elementary aged kids and wife), fly fish in the creek, backcountry ski, and am an avid mountain biker and cyclist. While I prefer the gondola over the widened road/bus solution due to less impact to the canyon terrain itself (I hope) vs. expanding the road, I have concerns over the limited access the gondola provides as proposed.

My concerns are primarily with access (price) and seasonality. First, will the gondola function like a bus system with fees and be free to season pass holders like the current bus system? **(32.2.4A)** I can't find any statements from the proposals covering this topic. If it is price prohibitive for many people, the gondola cannot be the answer. Second, the gondola should run in all seasons and serve all users of the canyon - not just resort skiers. **(32.1.2C, 32.2.6.5F, 32.2.6.5G, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Having experienced the efficiency and ease-of-use of travel in the Alps such as in places like Le Chable, Switzerland where a gondola in town whisks people to Verbier all year round, this seems like a no-brainer. I do not understand why the gondola is being proposed as a "ski-only" solution. **(32.1.2B and 32.1.2C)** It should be expanded for all seasons and all users, similar to how the bus system is available now.

I am also extremely concerned with the gondola's implementation - the towers should not destroy existing hiking and mountain biking trails (Quarry trail and its offshoots), nor should they destroy our world-famous bouldering and climbing spots. **(32.4B)**

Thank you,
Josh Rhea

COMMENT #: 8659
DATE: 9/1/21 10:08 AM
SOURCE: Website
NAME: Leighann Gilson

COMMENT:

One solution that has not been explored is opening the resorts at 6am to allow for earlybirds to get their ski in early. This was prohibitive in the past due to the live ammo with site distances needed for avalanche control so ski resorts needed to wait until light to deploy these live rounds. With the use of GasX now - that is no longer necessary. Most resorts already open to the ski patrol at 7am - so opening to the general public beforehand would not be that big of a stretch. It would lengthen out the morning rush - alleviating peak arrival and parking congestion and the rush would not coincide with the traditional work rush hour traffic that already maximizes the surface streets in the area. **(32.2.2VV and 32.2.2K)**

COMMENT #: 8660
DATE: 9/1/21 10:08 AM
SOURCE: Website
NAME: Greg Krumel

COMMENT:

I am against the proposed gondola. **(32.2.9E)** It will drastically harm the viewshed of LCC and only serves the two ski resorts without servicing any of the trailheads. **(32.17A, 32.2.6.5G, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** We shouldn't be using public funds to support private interests. We don't need a gondola, we need increased regular bus service. **(32.2.9A)**

COMMENT #: 8661
DATE: 9/1/21 10:08 AM
SOURCE: Website
NAME: LeLand Van Leer

COMMENT:

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

COMMENT #: 8662
DATE: 9/1/21 10:08 AM
SOURCE: Website
NAME: Craig Cook

COMMENT:

I'm in favor of the Gandola it seems the safest and most long term solution to getting skiers up this canyon. **(32.2.9D)**

COMMENT #: 8663
DATE: 9/1/21 10:09 AM
SOURCE: Website
NAME: Andy Leonard

COMMENT:

The gondola up the canyon sounds like it would cause more problems than it would solve. **(32.7B and 32.7C)** It would help alleviate parking issues, but would do nothing for the crowded mountain situation. In fact it could possibly make it worse. The last thing we need is a way to deposit more people onto the hill **(32.20A and 32.20C)**.

COMMENT #: 8664
DATE: 9/1/21 10:09 AM
SOURCE: Website
NAME: Shannon Markham

COMMENT:

The gondola provides the least flexible option as it only has stops at the big resorts. It will do very little to alleviate congestion during the summer when most users are accessing trails throughout the canyon. **(32.1.2C)** We need a more flexible option that provides more stops along the route allowing more users to access areas of the canyon other than the resorts. **(32.1.2D and 32.2.6.6A)** Busses are not used to the full extent available now. Why do we think that adding more cramped busses that rarely run on time would be helpful either. Please continue to consider a train option. **(32.2.9F)**

COMMENT #: 8665
DATE: 9/1/21 10:09 AM
SOURCE: Email
NAME: Michael Dyson

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Michael Dyson
Salt Lake City, UT

COMMENT #: 8666
DATE: 9/1/21 10:09 AM
SOURCE: Email
NAME: Bailey Hollingsworth

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Bailey Hollingsworth
Provo, UT

COMMENT #: 8667
DATE: 9/1/21 10:09 AM
SOURCE: Email
NAME: Ian Hamilton

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Ian Hamilton
South salt lake, UT

COMMENT #: 8668
DATE: 9/1/21 10:10 AM
SOURCE: Website
NAME: Chris Yeager

COMMENT:

In support of gondola **(32.2.9D)**

COMMENT #: 8669
DATE: 9/1/21 10:10 AM
SOURCE: Website
NAME: Gary New

COMMENT:

I support the new gondola over bus expansion. **(32.2.9D)**

COMMENT #: 8670
DATE: 9/1/21 10:10 AM
SOURCE: Website
NAME: Peter Lenx

COMMENT:

I do not favor any of the current proposals. The gondola is a ridiculous idea:

- 1) expensive **(32.2.7C)**
- 2) impact to the whole canyon, to benefit only skiers **(32.4I, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**
- 3) widening road is preferable to gondola **(32.2.9B)**
- 4) improving bus service is best option **(32.2.9B)**
- 5) limited lift ticket sales, and discouraging advertising of ski industry is mandatory **(32.2.2K)**.

COMMENT #: 8671
DATE: 9/1/21 10:10 AM
SOURCE: Website
NAME: Richard Perry

COMMENT:

Gondola Seems to be a better long term fix than buses that would be less reliable and still create auto congestion in the canyon (**32.2.9D and 32.7C**)

COMMENT #: 8672
DATE: 9/1/21 10:10 AM
SOURCE: Website
NAME: Brad Herkimer

COMMENT:

I grew up in Utah. I used to be able to leave school and fly up the canyon to Alta. Today - you can't play hooky on a Wednesday without experiencing heavy delays up Little Cottonwood Canyon. Our valley's air quality ranks up with the worst in the world when there is an inversion because of all the vehicles. Something must be done. This seems like the best option with small impact to our beautiful environment. **(32.29D and 32.10A)**

COMMENT #: 8673
DATE: 9/1/21 10:10 AM
SOURCE: Website
NAME: Alexis Cho

COMMENT:

I feel that the gondola would be the best option. **(32.2.9D)**. It appears to be more practical. People won't get stuck on the mountain in cases of avalanches or heavy snow. **(32.2.6.5K)** There would be less car and bus crashes, leaving emergency services available, less lives endangered, and roads open. **(32.2.6.3P)** It is a better long term solution and would bring in more money as it would draw tourist attention. Finally, it would be a big help to our environment, which the world very much needs right now.

COMMENT #: 8674
DATE: 9/1/21 10:11 AM
SOURCE: Website
NAME: Matt Horlacher

COMMENT:

Under either plan, the canyon will be impacted in a negative way, but the gondola option seems much less harmful, and is a better long term solution. Accordingly, I support moving forward with the gondola option. **(32.2.9D)**

COMMENT #: 8675
DATE: 9/1/21 10:11 AM
SOURCE: Website
NAME: Karla Rogers

COMMENT:

Good morning!

I would like to voice my support for the gondola. **(32.2.9D)** It will be less invasive as far as traffic is concerned during construction. **(32.4C)** It will be something that will give us world class status (not that we don't have that already!). It can be ridden in all seasons, especially if you put bike racks on the outside for the Mt. bikers **(32.2.6.5I)**. I would compare it's benefits to those experienced by everyone in Banff. Though nothing is ideal, I know we must do something. Hikers are complaining about the intrusion to the paths, however, there are numerous paths on that mountain if they do not feel comfortable next to the towers. **(32.4B)** With one or the other - it is the gondola for me. Thanks for listening!

COMMENT #: 8676
DATE: 9/1/21 10:11 AM
SOURCE: Website
NAME: Brian Ohlwiler

COMMENT:

Gondola is the best program in my view. That is unless this leads the way for the interconnet from Park City to little cottonwood. **(32.2.9D and 32.1.5B)**.

COMMENT #: 8677
DATE: 9/1/21 10:11 AM
SOURCE: Website
NAME: Clara Louise

COMMENT:

I am absolutely heartbroken imagining the manifold damage this project will bring to our beloved canyon. We do not need a gondola, nor do we need to decimate more areas on either side of the road. **(32.2.9E and 32.2.9C)** So much of what makes SLC a wonderful place to live is the access to nature, and this project aims to replace that access with a false promise - just for SKI RESORT's PROFIT! **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

I strongly oppose this effort, and am repulsed by the false messaging that attempts to cloak this in an environmentally conscious message.

COMMENT #: 8678
DATE: 9/1/21 10:11 AM
SOURCE: Website
NAME: Willie Maahs

COMMENT:

Why haven't effective bus services been proposed? This solution takes into account a single portion of the problem at hand. **(32.2.9A and 32.2.6.3N)** Will the gondola actually give people an option that is more efficient than driving? **(32.7C)** What if I don't want to go to Alta or Snowbird. **(32.1.2D and 32.2.6.5G)** There are so many unanswered questions. If buses were to transport everyone we could start this winter in solving our problems in the canyon. **(32.2.2B)** I don't believe people will use this proposed solution **(32.2.4A)**.

COMMENT #: 8679
DATE: 9/1/21 10:11 AM
SOURCE: Email
NAME: Robert Reynolds

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Robert Reynolds
Cottonwood Heights, UT

COMMENT #: 8680
DATE: 9/1/21 10:11 AM
SOURCE: Email
NAME: Katie Webb

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Katie Webb
Salt Lake City, UT

COMMENT #: 8681
DATE: 9/1/21 10:12 AM
SOURCE: Website
NAME: Doug Hicken

COMMENT:

Please select the gondola solution for Little Cottonwood canyon. **(32.2.9D)**

COMMENT #: 8682
DATE: 9/1/21 10:12 AM
SOURCE: Website
NAME: Daniel Munger

COMMENT:

I hike, ski, and climb in LCC, being able to enjoy a relatively quiet experience as well as enjoy views of the canyon are incredibly valuable to me and many others. I believe that the plan for a gondola and new lanes are a mistake and would negatively affect the experience many people have with the canyon permanently. **(32.2.9E, 32.2.9C, and 32.4I)**

Please consider options that do not alter the landscape or nature of LCC **(32.2.2PP and 32.2.9A)**

COMMENT #: 8683
DATE: 9/1/21 10:12 AM
SOURCE: Website
NAME: Dave Reynolds

COMMENT:

I am opposed to the Gondola B plan. **(32.2.9E)** This is NOT an environmentally friendly option. A Gondola up Little Cottonwood canyon would leave a long and wide, lasting footprint up one of Utah's treasures. **(32.17A)** Of course SKI UTAH is in favor as it will INCREASE skier visits as it will be unique and novel. **(32.20C)** There are better options to maintain the beauty and pristineness of Little Cottonwood Canyon. **(32.2.2PP and 32.2.9A)** I rode LCC on my bike this am as I do every week. The thought of an unsightly Gondola running the length of that canyon is very, very sad.

COMMENT #: 8684
DATE: 9/1/21 10:12 AM
SOURCE: Email
NAME: Sarah-Kate Ashworth

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Sarah-Kate Ashworth
Orem, UT

COMMENT #: 8685
DATE: 9/1/21 10:13 AM
SOURCE: Website
NAME: Derek Cutler

COMMENT:

A lot more parking at the base of the canyon along with a ton of electric or hydrogen powered busses designed to do exceptionally well in the snow. Busses could also be fitted with smaller snow plows to provide additional plowing as needed. **(32.2.6.2.1C, 32.2.9A, and 32.2.6.3F)**

COMMENT #: 8686
DATE: 9/1/21 10:14 AM
SOURCE: Website
NAME: Monica Bulowski

COMMENT:

This makes perfect sense. What a nightmare to think of a commuter bus hit by an avalanche. It would definitely happen! **(32.29D and 32.2.6.3P)**

COMMENT #: 8687
DATE: 9/1/21 10:14 AM
SOURCE: Website
NAME: Greg Unsicker

COMMENT:

I would support a gondola option for little cottonwood canyon, IF Snow Bird and Alta corporations are paying a substantial part of the project. They stand to benefit the most and therefore should pay the major portion **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**.

COMMENT #: 8688
DATE: 9/1/21 10:14 AM
SOURCE: Website
NAME: Evan Davis

COMMENT:

The addition of snow sheds (similar to what exist in British Columbia resorts) would make it safer for buses and car traffic and may be more cost effective than a gondola. **(32.2.9K)** If emissions is your biggest push, then advocate for electric buses. **(32.2.6.3F)** I don't see the gondola being able to transport enough people up the canyon to have a substantial impact on car traffic and we would be better served increasing the buses **(32.2.6.5N, 32.2.4A, 32.7C, and 32.2.9A)**

COMMENT #: 8689
DATE: 9/1/21 10:14 AM
SOURCE: Email
NAME: Samantha Selkirk

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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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- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** 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,
Samantha Selkirk
Murray, UT

COMMENT #: 8690
DATE: 9/1/21 10:14 AM
SOURCE: Email
NAME: Matt Bernard

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Matt Bernard
Salt lake city, UT

COMMENT #: 8691
DATE: 9/1/21 10:16 AM
SOURCE: Website
NAME: Greg Rogler

COMMENT:

I support the Gondola option as the best long term solution, providing access during times that the road must be closed and limiting vehicles upend down the canyon" **(32.2.9D)**

COMMENT #: 8692
DATE: 9/1/21 10:16 AM
SOURCE: Website
NAME: Wojciech Koziarski

COMMENT:

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

COMMENT #: 8693
DATE: 9/1/21 10:16 AM
SOURCE: Website
NAME: Patrick Shea

COMMENT:

NO. NO. NO to the gondola. **(32.2.9E)** Without an ecological ground study of the potential impact of increased human visitation during all four seasons. **(32.20A, 32.20B, and 32.20C)** A serious flaw which will be legally challenged in Court as a violation of NEPA. Be forewarned.

COMMENT #: 8694
DATE: 9/1/21 10:16 AM
SOURCE: Website
NAME: Devin Loertscher

COMMENT:

I would like to see an expanded bus service for Little Cottonwood canyon implemented. **(32.2.9A)**
I believe all canyon users need access to the trailheads and usage areas in LCC. **(32.1.2D and 32.2.6.3C)** A gondola is only going to bring more business to, an already, crowded ski resort (s). **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Please protect the beauty of Little Cottonwood Canyon and leave the gondolas in Europe **(32.2.9E)**.
-DJ Loertscher

COMMENT #: 8695
DATE: 9/1/21 10:16 AM
SOURCE: Website
NAME: Anjee Barber

COMMENT:

I would strongly urge us to not consider the gondola option for little Cottonwood Canyon. **(32.2.9E)** In addition to it being a complete eyesore, it is extremely expensive and will do nothing to actually mitigate the problem with overcrowding in the canyons which is solely caused by resorts over selling season passes. **(32.17A and 32.20C)** This canyon and it's beautiful mountains have been home to me for over 40 years and I would hate to see them destroyed so that resorts and wealthy landowners can benefit. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I would suggest a more sustainable solution which includes more frequent buses and capping the number of season passes being sold, particularly ones that permit multi resort use. **(32.2.9A and 32.2.2K)** I do not see how or why resorts wanting to cram as many people as they can onto their chair lifts should be a burden for private citizens , had to pay for and that the ultra wealthy will ultimately benefit from. **(32.2.7A)**

COMMENT #: 8696
DATE: 9/1/21 10:16 AM
SOURCE: Email
NAME: Casey Ryan

COMMENT:

Dear Utah Department of Transportation (UDOT),

Hello!

I am a Millcreek resident and live off of [REDACTED]. I firmly OPPOSE the gondola option for Little Cottonwood Canyon. An increased bus service is the best option for long term preservation of our beautiful Wasatch Mountains.

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)**

Thank you,
Casey Ryan

Sincerely,
Casey Ryan
Salt Lake City, UT

COMMENT #: 8697
DATE: 9/1/21 10:16 AM
SOURCE: Email
NAME: Martha Lamb

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

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Sincerely,
Martha Lamb
Salt Lake City, UT

COMMENT #: 8698
DATE: 9/1/21 10:17 AM
SOURCE: Website
NAME: Can Cinbis

COMMENT:

Given two choices, I support gondola option assuming it will have less detrimental environmental impact. **(32.2.9D and 32.29G)** I strongly believe there are other choices as well such as banning private cars and enhancing bus service, preferably minivans that could enhance efficiency of the service. **(32.2.2B)** If legally allowable, trained volunteers can drive the minivans with passengers as they are heading to their skiing destination. This would keep the operating cost down.

COMMENT #: 8699
DATE: 9/1/21 10:17 AM
SOURCE: Website
NAME: Bill Moore

COMMENT:

This concept makes complete sense and should be implemented as soon as feasible. My only concern is will gondola capacity meet the need. Folks were not keen on TRAX until it started and now its always full. Concept is great, you just need to insure capacity is there. **(32.2.9D and 32.2.6.5N)**

COMMENT #: 8700
DATE: 9/1/21 10:18 AM
SOURCE: Website
NAME: Cassi Knecht

COMMENT:

Yes for the gondola! (32.2.9D)

COMMENT #: 8701
DATE: 9/1/21 10:18 AM
SOURCE: Website
NAME: David Jensen

COMMENT:

Enhanced bus service is BY FAR the better of the two alternatives. **(32.2.9B)** Unfortunately, I believe that UDOT is tasked with solving a UDOT problem, traffic congestion, when there are bigger issues at play regarding the preservation and use of the canyon. I think that if other stakeholders had a voice in this process not only would the gondola option be off the table, an improved version of the enhanced bus service option could be created to go beyond the narrowminded focus of just reducing traffic. **(32.2.9E and 32.1.2B)** If it's too late for all that, I'll gladly take the enhanced bus service alternative over the gondola option.

COMMENT #: 8702
DATE: 9/1/21 10:18 AM
SOURCE: Website
NAME: Adam Quist

COMMENT:

The arial tram is the best idea to ease the traffic in the canyon and to still allow access to the canyons during avalanche danger. **(32.2.9D and 32.2.6.5H)**

COMMENT #: 8703
DATE: 9/1/21 10:18 AM
SOURCE: Website
NAME: Cody Lee

COMMENT:

As a multi season LCC user, I agree that there is a problem that needs addressed. However, the current proposed solutions severely impact Little Cottonwood's iconic bouldering areas which I will not support. **(32.4A and 32.4B)** If a road widening is possible while avoiding the established boulders then it might be the best option **(32.4A)**. On top of that, it's hard to swallow the image of a massive gondola in the middle of this gorgeous and wild place. **(32.2.9E, 32.4I and 32.17A)**

COMMENT #: 8704
DATE: 9/1/21 10:20 AM
SOURCE: Website
NAME: Whitney Ball

COMMENT:

My husband and I think the gondola option for the canyon is the best for now and future. **(32.2.9D)** Not only would the canyon not have to be paved more, but it wouldn't have to be closed due to snow on the road (which happens a ton in the winter!). Please choose the gondola. Also, it would be best for the state as there would be some tourism available for the canyon. People would pay just for a ride up and back. **(32.2.4A)** Thank you!

COMMENT #: 8705
DATE: 9/1/21 10:20 AM
SOURCE: Website
NAME: Greg Nowicki

COMMENT:

My family and I moved to Salt Lake City because of the iconic Wasatch landscape, including Little Cottonwood Canyon. We'd like to see the canyon preserved, just like we hope to preserve all natural resources in Utah. **(32.29G)** Additional permanent infrastructure in the canyon, including gondolas and road expansions would go against our wishes and the best interest of the Wasatch front community. **(32.2.9C, 32.2.9E, and 32.4I)**

UDOT's gondola and additional lane (s) proposals would have an unacceptable impact on the climbing experience as well as year-round dispersed recreation access throughout all of Little Cottonwood Canyon. **(32.4A, 32.4B, 32.4G, and 32.4P)**. UDOT must find a new alternative based on an expanded electric bus service coupled with tolling and other traffic mitigation strategies that includes dispersed recreation transit needs before any permanent changes are made to Little Cottonwood Canyon that will forever alter the landscape, **(32.2.9A, 32.2.6.3F, and 32.2.4A)**. Both UDOT proposals threaten iconic climbing throughout Little Cottonwood and at least 64 boulders and 273 boulder problems. **(32.4A and 32.4B)**. UDOT's proposed parking lot "improvements" would severely limit access to the most popular climbing in the canyon by dramatically reducing the already limited parking currently available at the Gate Buttress, Grit Mill, and at the lower Little Cottonwood Park and Ride. **(32.4N and 32.4P)**.

COMMENT #: 8706
DATE: 9/1/21 10:20 AM
SOURCE: Email
NAME: Michael Margolies

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Michael Margolies
Salt Lake City, UT

COMMENT #: 8707
DATE: 9/1/21 10:20 AM
SOURCE: Email
NAME: David Gluckman

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 11). 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? **(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. **(32.13B)** 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,
David Gluckman
Salt Lake City, UT

COMMENT #: 8708
DATE: 9/1/21 10:21 AM
SOURCE: Email
NAME: Nicholas Consiglio

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)** It will only add another Avenue for congestion likely only making park and rides and traffic to the canyons worse. **(32.2.6.2.1D and 32.2.6.5E)** It will also greatly damage the beauty of the canyon. **(32.17A)** Adding a gondola will ruin the aesthetic without solving congestion and private vehicle use. **(32.7B and 32.7C)** I know I would never use the gondola over private vehicles and everyone I have talked to feels the same. **(32.2.4A)** I would be much more inclined to use bus or other public transport but a gondola will only server as a choke point just like every other gondola on every mountain that was ever installed. **(32.2.6.5C)** Go to park city and get to mid mountain from the canyons resort side on a busy day. It ████ HOURS, there is zero factual data to support a gondola would ever reduce private vehicle congestion and I couldn't be more against the proposition. **(32.2.4A and 32.7C)**
- 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)**
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Sincerely,
Nicholas Consiglio
Midvale, UT

COMMENT #: 8709
DATE: 9/1/21 10:22 AM
SOURCE: Email
NAME: Sid Path

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.1.2C and 32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.6.3N)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.9R)**
- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20C)** I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Sid Path
Ronkonkoma, NY

COMMENT #: 8710
DATE: 9/1/21 10:22 AM
SOURCE: Website
NAME: Jeff Bennett

COMMENT:

I support building the Little Cottonwood Canyon gondola. (32.2.9D).

COMMENT #: 8711
DATE: 9/1/21 10:23 AM
SOURCE: Website
NAME: Bryan Griffith

COMMENT:

why should my tax dollars go to a solution that helps two private businesses? - neither of which I use. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** At the very least there needs to be a white pine trailhead stop **(32.2.6.3C and 32.2.6.5G)**

COMMENT #: 8712
DATE: 9/1/21 10:23 AM
SOURCE: Website
NAME: Cami Flygare

COMMENT:

Hello, I'm in favor of the gondola option. **(32.2.9D)**

COMMENT #: 8713
DATE: 9/1/21 10:24 AM
SOURCE: Email
NAME: Lucas Spann

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.2Y and 32.2.4A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A and 32.2.9R)**
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd **(32.2.2I)**
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- Traffic controls **(32.2.4A and 32.2.9R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

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Sincerely,
Lucas Spann
Portland, OR

COMMENT #: 8714
DATE: 9/1/21 10:24 AM
SOURCE: Email
NAME: Ashley Kinser

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Ashley Kinser
SLC, UT

COMMENT #: 8715
DATE: 9/1/21 10:25 AM
SOURCE: Website
NAME: Marlene Trienekens

COMMENT:

We ski Snowbird 20 days a season and have been using the bus. A gondola would be an excellent transportation alternative for environmental reasons. We are in support of such a plan.
Marlene, Willi, Julian and Stefan Trienekens **(32.2.9D)**
Rye, NY

COMMENT #: 8716
DATE: 9/1/21 10:25 AM
SOURCE: Website
NAME: Michelle Chapman

COMMENT:

Yes, I support a gondola & public transport to limit traffic & help support the preservation of our outdoor spaces, including Little Cottonwood Canyon. -Michelle Chapman **(32.2.9D)**

COMMENT #: 8717
DATE: 9/1/21 10:26 AM
SOURCE: Website
NAME: Skyler Griffith

COMMENT:

The gondola is strictly speaking the best solution we have to a complex problem, and should absolutely be the way we go about fixing the traffic issues **(32.2.9D)**

COMMENT #: 8718
DATE: 9/1/21 10:26 AM
SOURCE: Website
NAME: Beau M Carlson

COMMENT:

Please approve the Gondola initiative we love using the Canyon in the summer and with the air quality we feel really strongly about removing auto's in the canyon, would be great to ride the Gondola up patronage the business's up the canyon the ride Mtn down the canyon, thank you **(32.2.9D and 32.10A)**

COMMENT #: 8719
DATE: 9/1/21 10:26 AM
SOURCE: Website
NAME: Andy Friedman

COMMENT:

This Gondola is the best option to reduce traffic, lower environmental impact and speed up travel.
(32.2.9D and 32.7C)

COMMENT #: 8720
DATE: 9/1/21 10:26 AM
SOURCE: Website
NAME: Thomas Walker

COMMENT:

I believe that enhancements to the road would provide the biggest positive impact for travel up and down Little Cottonwood Canyon. **(32.2.9B)**

The road & bus enhancements can be beneficial year-round and improve access to the entirety of the canyon for everybody while best preserving the iconic scenes of the canyon and surrounding nature. **(32.1.2C and 32.2.6.3C)**

The gondola, as awesome and useful as it would be, imposes on the natural beauty of the canyon and only serves the ski resorts which are a small portion of the canyon. Even as a LCC skier, I cannot bring myself to endorse this proposal because of the drastic effects it will have on the aspects of the canyon that I hold dear to myself. **(32.17A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

The gondola has also been "marketed" to me at various points over the past several months. I've seen highly-produced *advertisements* for the gondola that taste similar to presidential campaigns. This kind of tactic has raised additional concerns about the driving force behind the gondola proposal. One of my fears is the continued corporatization of Little Cottonwood Canyon. I have seen this happen to some extent over the years around the resorts and I believe that the gondola option would accelerate these changes that intrude upon the canyon in an irresponsible and irreversible way. **(32.2.9E and 32.20C)**

COMMENT #: 8721
DATE: 9/1/21 10:26 AM
SOURCE: Website
NAME: Austin Jordan

COMMENT:

If there was a Gondola option I would no longer drive. I will not take a bus (32.2.9D and 32.2.4A).

COMMENT #: 8722
DATE: 9/1/21 10:26 AM
SOURCE: Email
NAME: Scott Silvers

COMMENT:

via salsalabs.org
10:26 AM (4 hours ago)
to me

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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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- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** 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,
scott silvers
salt lake city, UT

COMMENT #: 8723
DATE: 9/1/21 10:27 AM
SOURCE: Website
NAME: Rob DeGeorge

COMMENT:

I support the LCC gondola proposal. It would be the most reliable, environmentally friendly, and safest option for improving the congestion/safety issues in LCC. **(32.2.9D)**

COMMENT #: 8724
DATE: 9/1/21 10:27 AM
SOURCE: Website
NAME: Ellen Morrow

COMMENT:

I support the gondola option, in support of our environment and economy **(32.2.9D)**

COMMENT #: 8725
DATE: 9/1/21 10:27 AM
SOURCE: Website
NAME: Jared Jenkins

COMMENT:

Thanks for taking the time to consider my concerns for Little Cottonwood Canyon and the potential impact to the world class climbing/bouldering by potential road widening/gondola/parking lots to ease skiing traffic.

I moved to SLC in 1996 not for the skiing (though I love skiing) but for the climbing. In fact, it was the iconic and world class bouldering in LCC that was a large part of my draw to SLC. For 25 years I have enjoyed every inch of bouldering and climbing in LCC. It is where I have made memories with friends, it is where I have found solace in hard times, and it has even been a spiritual place for me as I have sat atop boulders and prayed. Now I and my four kids love to play and wander through these boulders with awe and with a heart of joy. I would hate to see the boulders that have been such a part of my life go away. **(32.4A and 32.4B)**

I believe the boulders and climbing in LCC are part of the great outdoor resources that UT has to offer to the world, and many come to spend money in our restaurants, hotels, stores, just to be able to climb in LCC. **(32.6D)** I would hate to see these resources destroyed just to make room for more cars. **(32.1.2B)** I do realize the cars are a problem, though climbing has been my main sport I am also an avid backcountry skier and regularly also take my kids skiing at the resorts. I also worked at Brighton ski resort for many years while in college. The increase in traffic in the canyons in the winter has been insane over the last 5-10yrs. I do not even ski on the weekends at all anymore because it is too crowded. I only ski during the week. I would like to see a solution that minimizes cars, like a mandatory parking garage somewhere in the city with regular bus access for those going to the resorts. This would keep cars off the road and should reduce the need for widening the road. **(32.2.9A, 32.2.4A, and 32.6.2.1C)** I also believe we have to ask ourselves how much usage these canyons can take, just accommodating more is not necessarily the solution **(32.20B)**. We need to find more sustainable business models for the resorts that don't demand more business, and champion the ski industry over against all other usages of these canyons. I also believe we need to find a solution that prioritizes locals and not just the tourist end of the business (though I realize that is where the dollars are). **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

I believe there are better solutions to the problems facing our canyons than destroying our natural resources. Please consider alternate solutions that protect the boulders and climbing areas in LCC for the future. These are truly an important and historical resource to our city and state. **(32.2.2PP and 32.2.9A)**

As a side-note, I remember when the LDS church decided to mine the Green A Gully for the exterior paneling of the conference center downtown. I went to town meeting after town meeting to try and save many of the boulders, but in the end the church took what it wanted, and the canyon and community lost many wonderful boulders. Please don't do the same thing, but honor and value the creation found in LCC and the recreational resources that make our state what it is. **(32.4I)**

I would love to talk with any of you personally (please call) or walk some of these areas with you and have a conversation about the area, the history, and alternate solutions.

Best regards,
Dr. Jared C. Jenkins

COMMENT #: 8726
DATE: 9/1/21 10:27 AM
SOURCE: Website
NAME: Raj Chowdhary

COMMENT:

Support the Gondola... reduce traffic and vehicles! (32.2.9D and 32.7C)

COMMENT #: 8727
DATE: 9/1/21 10:28 AM
SOURCE: Website
NAME: Leo Lines

COMMENT:

Put in the parking. People like to have a vehicle when they recreate. The gondola will expensive and not just one time money. Environmentalists want their cake and eat it to. Fix the road and put in a massive parking structure. **(32.2.6.2.1C or 32.2.2F)**

COMMENT #: 8728
DATE: 9/1/21 10:28 AM
SOURCE: Website
NAME: Jeff Parker

COMMENT:

I have been a life long season pass holder to either Alta, Snowbird or for the last 10 years both resorts. I have seen the changes over the past 20 years with the population growth and I do believe that something needs to be done. However, I think that the Gondola is a horrible idea. **(32.2.9E)** I believe that this will be an eyesore and is just more of a "Tourist Attraction" than a viable solution. **(32.17A)** On the rarest of deep powder days I can see the benefit of not having a line of cars on the road but that is just for a short time. **(32.1.4D)** I also don't see the gondola packed with people while UDOT is doing avalanche work on all the major slide paths. I still think there will be delays before the public can safely access the canyon. **(32.2.6.5K)** This is also not a good solution for those of us that enjoy backcountry skiing at White Pine. That is a long walk back up the canyon to access the gondola at Snowbird after a day of touring. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

I personally think that two things need to happen:

1) Put more of an emphasis on dedicated bus lanes and increasing the number of buses accessing the canyon. **(32.2.9B)**

2) Tolls for those that want to drive the canyon. I think you sell season toll passes for \$500-\$750 and a daily toll of \$50. By doing this I feel it would significantly reduce the number of people wanting to take there personal vehicles up the canyon. **(32.2.4A)**

Lastly I want to ask if we have seriously considered the use of snow sheds. By having these built at all the high slide areas I feel this would help with UDOT's avalanche mitigation and work. I do understand that these can be costly but would this really cost more than a gondola? I also feel that snow sheds, if done the right way, can fit in very well with the natural landscape. **(32.2.9K and 32.7A)**

I would love to hear some feedback and reasons why snow sheds are not being considered at this time.

Bottom line for me is that the gondola is the absolute worst option for the local skier.

I thank you for your time and reading my comments.

COMMENT #: 8729
DATE: 9/1/21 10:28 AM
SOURCE: Website
NAME: Colin Moffat

COMMENT:

I am 100% in favor! **(32.29D)**

COMMENT #: 8730
DATE: 9/1/21 10:28 AM
SOURCE: Email
NAME: Jake Palmer

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Jake Palmer
Moab, UT

COMMENT #: 8731
DATE: 9/1/21 10:29 AM
SOURCE: Website
NAME: Candice Blthell

COMMENT:

There HAS to be a better way than ripping up our canyon and eliminating climbing spots, some of the best in Utah, because of GREED. **(32.2.2PP, 32.2.9A, 32.4A, and 32.4B)** Skiing and snowboarding brings in more money! If you truly care for the people in this area you will NOT go through with any of these devastating plans that will do nothing but make the resorts MORE MONEY and they won't pay a dime for any of it. **(32.2.7A)** RIDICULOUS!! Please please find a better solution as any of these solutions rip up our canyon and eliminate rock climbing spots. **(32.4A and 32.4B)** THIS IS ALL ABOUT GREED and it's awful. **(32.1.2B)**

COMMENT #: 8732
DATE: 9/1/21 10:29 AM
SOURCE: Website
NAME: Vardhan Nadkarni

COMMENT:

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

COMMENT #: 8733
DATE: 9/1/21 10:29 AM
SOURCE: Website
NAME: Tucker Lund

COMMENT:

Safety in actually getting up to Snowbird and Alta is a big deal for me. The canyon is so small and narrow I'm surprised there aren't more accidents on a regular basis. A gondola seems like a safe alternative to the drive. **(32.2.9D)**

COMMENT #: 8734
DATE: 9/1/21 10:29 AM
SOURCE: Website
NAME: Hunter Wright

COMMENT:

The tram idea sucks. **(32.2.9E)** I ski snowbird 25 days a year. I come out every other weekend to ski. The bus plan is the best , cheapest and most efficient. **(32.2.9A)** If you will put heating strips in the road and cut them on only on days that it snows this would help also. Just put the strips on the parts of the road that have the steepest incline. There are only 4 of them where traffic has trouble going up the canyon and this only last a few hrs a day during heavy snowfall. **(32.2.2II)** Increasing the number of busses and making the canyon wider with more lanes would help greatly. **(32.2.9B)** However since i have been skiing snowbird for the past 30 years the last 4 years have sucked. The icon pass has changed the canyon. The lines at snowbird are terrible now and will only get worse as you move more people up the canyon. **(32.20C)** I will not be getting season passes there if this trend continues. Now it is a good 1 hr wait at the bottom just to get up the mountain and i am not talking about the road but once on the mountain. Snowbird has gone downhill since Dick and Bob no longer run the mountain. There are only about 25 days a year where traffic is a problem and they all are on days when the canyon is delayed or snow covered. **(32.1.4D)** Put snow slide covers for the road and put heat strips under road and put in more lanes on the road with more busses is the only why to fix this problem. **(32.2.9K, 32.2.9A, and 32.2.2II)** I will not ever ski snowbird if there is a tram to go up mountain. Not going to wait that long to get to mountain plus 1 hr to get on 1st chair lift just to ski little cloud chair. **(32.2.6.5C)** Alta sucks now because they do not have foot rests on their chairs anymore. My legs are shot by 2pm because of no foot rest. I can ski snowbird all day and all week without any leg pain because they still have footrest. It is because of this that i now longer ski Alta . Alta use to be my favorite mountain. There is never a problem going down the mountain it is always going up the mountain and only on snow days and road delay days . Buses must run all day long and every 5 to 10 minutes. **(32.2.6.3N)** On canyon delay days if you are not in line near the front 1 hr before mountain opens you will never get to ski that day. Buses will not help , they are always in the back of the line , so getting road covers for slides will help this a lot. **(32.2.9K)** Snowbird now charging for parking also sucks. Just one more reason why for the 1st time in my 40 year skiing i am now considering going somewhere else other that little cotton wood canyon. Hello powder mountain.

COMMENT #: 8735
DATE: 9/1/21 10:30 AM
SOURCE: Website
NAME: Dariusz Wilczynski

COMMENT:

I am in favor of the gondola plan. (32.2.9D)

COMMENT #: 8736
DATE: 9/1/21 10:30 AM
SOURCE: Website
NAME: Lori Miner

COMMENT:

I support the gondola. Anything to preserve little cottonwood canyon **(32.2.9D)**

COMMENT #: 8737
DATE: 9/1/21 10:31 AM
SOURCE: Website
NAME: Matthew Wilkinson

COMMENT:

I'm strongly in favor of the gondola option for the canyon. In addition to significantly improving the carbon emissions in the canyon, the fact that it is virtually risk-free regarding avalanches and heavy snowstorms makes it the best option in my opinion. **(32.2.9D, 32.10A, and 32.2.6.5H)**

COMMENT #: 8738
DATE: 9/1/21 10:32 AM
SOURCE: Website
NAME: John Shirley

COMMENT:

I support the gondola proposal as the best long range solution . Less disturbance during construction, more sustainable over time , and most convenient for users. **(32.2.9D)**

COMMENT #: 8739
DATE: 9/1/21 10:32 AM
SOURCE: Website
NAME: Garrett Schlag

COMMENT:

I think bussing should be given a fair shot with proper disincentives created for using personal vehicles. There should not be a gondola put in. (32.2.9A, 32.2.4A, 32.2.9E)

COMMENT #: 8740
DATE: 9/1/21 10:32 AM
SOURCE: Website
NAME: Mary Bozack

COMMENT:

I support the gondola option for Little Cottonwood Canyon transportation **(32.2.9D)**.

COMMENT #: 8741
DATE: 9/1/21 10:32 AM
SOURCE: Website
NAME: Kent Rogers

COMMENT:

Given all options, gondola feels like the most functional and smallest impact to the canyons and water shed. **(32.2.9D and 32.12A)**

COMMENT #: 8742
DATE: 9/1/21 10:32 AM
SOURCE: Email
NAME: Jack Davis

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Jack Davis
Salt Lake City, UT

COMMENT #: 8743
DATE: 9/1/21 10:33 AM
SOURCE: Website
NAME: Riley Stratton

COMMENT:

Why destroy a place so beautiful. Don't you want you kids one day to go there. What if they become interested in climbing. Or your grand kids. Stop touching nature. We've already destroyed it enough. **(32.4I, 32.17A, 32.17B, 32.4A, 32.4B, and 32.29G)**

COMMENT #: 8744
DATE: 9/1/21 10:33 AM
SOURCE: Website
NAME: Taylor Orton

COMMENT:

Gondola please!!! This is by far the best long term solution for the state of Utah. Our future should be worth the investment! **(32.2.9D)**

COMMENT #: 8745
DATE: 9/1/21 10:33 AM
SOURCE: Website
NAME: Stephanie James

COMMENT:

PLEASE, PLEASE minimize the impact on the Canyon and go with the gondola option if we must do anything. **(32.2.9D and 32.1.2B)** Myself and my family have spent our lives, every summer at Snowbird. It's a retreat during hard times, a place to go and get away from it all. It's one of the few places that isn't all developed and you can still be comfortable but enjoy the area in as natural a setting and as untouched as it possibly can be. Please do what you can to leave it that way. From my family, we implore you to go with the Gondola! Please. Thank you for hearing my comment.

COMMENT #: 8746
DATE: 9/1/21 10:34 AM
SOURCE: Website
NAME: Giselle Slotboom

COMMENT:

As a community member I would like to speak out against the proposed gondola and against de widening of the road in little cottonwood. **(32.2.9E and 32.2.9C)**. I would like UDOT to consider the very manageable option, without spending so much tax payer dollars, of putting in a bus/shuttle system like Zion National park. Users will be required to take the bus, reducing the number of cars in the canyon and not leaving open the option to drive. Permits to drive can be given to those with property up at the canyon. Optional a 4+ carpool allowing people to drive. **(32.2.2B and 32.2.4A)**

Both current options of gondola and widening the road are very very costly. Significantly impact the environment in the area. And servicing the ski area s without them putting up the money. **(32.13A, 32.13B, 32.17A, 32.17B, and 32.2.7A)** Besides that there will be no drop-offs for hiking trails. Causing the gondola to spin without much use in the summers. **(32.2.6.5G)**. All these negatives exist while there is a very reasonable third option which is not being considered. Please cancel the gondola and the widening of the road so that our tax payer money can be spend on more crucial things that do not service private companies (ski resorts) but the whole community. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 8747
DATE: 9/1/21 10:34 AM
SOURCE: Website
NAME: Brent Cromar

COMMENT:

In favor on a scale of 1 to 10 I am a 6 **(32.29D)**

COMMENT #: 8748
DATE: 9/1/21 10:34 AM
SOURCE: Email
NAME: Harper Mack

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Harper Mack
Salt Lake City, UT

COMMENT #: 8749
DATE: 9/1/21 10:34 AM
SOURCE: Website
NAME: Jacob Watabe

COMMENT:

As a resident of Utah and a skier who enjoys Snowbird and Alta very much, I love the idea of a gondola system going up Little Cottonwood Canyon. **(32.2.9D)** I understand the concerns surrounding budget and implementation, but I think the extra money is a worthy investment into both protecting the watershed and creating something state-of-the-art not 45 minutes away from where I live. **(32.12A)** The only concern I hold for myself is that the attention drawn by such a large and ambitious gondola system would bring in larger crowds to two of my favorite ski resorts. I'm happy to share what Little Cottonwood Canyon has with other skiers and snowboarders from around the world, but on a selfish note I understand this will potentially have a negative impact on my experience there. **(32.20C)** Again, I think the gondola system would be amazing in and of itself, and I'm not ignorant to the fact that traffic to and from Snowbird and Alta will be increasing anyway, so I'm still largely in support of the proposal. My only request would be for Snowbird and Alta to continue to prioritize customer experience and not sacrifice reasonable lift lines and fresh patches of powder when chasing additional revenue from added crowds.

COMMENT #: 8750
DATE: 9/1/21 10:35 AM
SOURCE: Website
NAME: Greg Jamison

COMMENT:

If the goal is to reduce pollution and preserve LCC, the gondola is the way to go. Once we pave the canyon it will never be the same again. Less impact is best. **(32.1.2B and 32.2.9D)**

COMMENT #: 8751
DATE: 9/1/21 10:35 AM
SOURCE: Website
NAME: Lorraine Brown

COMMENT:

I think this is a great long term solution for the environment, residents, and ski business. Please, make it so large it will benefit many generations yet to come **(32.29D)**.

COMMENT #: 8752
DATE: 9/1/21 10:36 AM
SOURCE: Website
NAME: Nicholas Chilton

COMMENT:

We need a new third party estimate of all of the options, including the extension of Trax up the canyon. Over the lifetime of the options, a train is the better option. **(32.2.6.6B, 32.2.7C and 32.2.7E)**

We live in a place where a lot of people sadly look down on busses, that will not change with an expansion of bus service. The same people that clog the canyon on a powder day rush will continue to opt for a car. **(32.2.4A)**

A gondola is a gimmick, and while it might have a lot of people at the beginning, will surely become a tourist ride rather than legitimate transportation. **(32.7C)** If gondolas were the best option and not a tourist gimmick, then why are they not more prevalent throughout the developed world as a form of mass transportation? See the Telefric de Montjuc in Barcelona, which has more gondola cars than this Cottonwood option, and still is not a legitimate form of transportation **(32.7C)**.

To be able to jump on Trax anywhere along the Wasatch Front and ride that tax payer system directly up the canyon, is obviously the best option. **(32.2.2I and 32.2.9F)** To have two options that start at the mouth of the canyon means you are just shifting the guilt of a car clogged canyon to the mouth of the canyon, rather than relying on the transit system we have paid to develop since the 2002 Olympics. **(32.2.6.5E and 32.2.6.2.1D)**

Both options are terrible, let's re-estimate the train option and invest in something nice for the long run, think of The Gateway vs City Creek as a case study of good materials and investment. **(32.2.9C, 32.2.9E, and 32.2.9F)**

COMMENT #: 8753
DATE: 9/1/21 10:36 AM
SOURCE: Website
NAME: Jeremy Jensen

COMMENT:

As a frequent user of LCC over the past 3 decades I am extremely opposed to the gondola option (32.2.9E).

COMMENT #: 8754
DATE: 9/1/21 10:36 AM
SOURCE: Website
NAME: Grant Hindsley

COMMENT:

The gondola is a silly stop gap that will not alleviate traffic or have any positive effect on the environment. (32.2.9E, 32.7B, and 32.7C) It's to make the resort more money. (32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C) I cannot think of a single positive beyond that. Not to mention snow and a reliable ski season is going to be a thing of the past shortly. (32.2.2E) Why can't we use eco-friendly buses, with stops, to get people up the pass for a variety of reasons? (32.2.9A, 32.1.2C, and 32.2.6.3C)

COMMENT #: 8755
DATE: 9/1/21 10:36 AM
SOURCE: Email
NAME: Ryan Mann

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Ryan Mann
Sandy, UT

COMMENT #: 8756
DATE: 9/1/21 10:36 AM
SOURCE: Email
NAME: Dave Baird

COMMENT:

Dear Utah Department of Transportation (UDOT),

Little Cottonwood Canyon is loved by a lot of user groups that are not resort skiers at Alta or Snowbird, though the gondola proposal only provides value to those users. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Hikers, backcountry skiers/ boarders, bikers, climbers, etc all would not find any benefit to a gondola that only stops at Snowbird and Alta. **(32.2.6.5G)**

Some kind of improved bus system would be the ideal plan to provide a solution for all user groups. **(32.2.9A, 32.1.2D, and 32.2.6.3C)** Things like expanded parking at the mouth, integration with city/ valley public transit, direct busses to Alta or Snowbird rather than 1 route for all, added stop at White Pine, improved storage and lockers at both resorts, incentives on riding the bus from resorts, year round bus service, etc. **(32.1.2C, 32.2.2I, 32.2.6.3C, and 32.2.3A)**

I travel up the canyon 75+ days a winter, previously worked at Alta, and have ridden the bus or a UTA van for probably 50% of my days each season. For someone in my situation it works great, however understand the hassle for families or other people who might have different needs. I think the road needs to remain open for these folks, but some kind of incentive needs to be there for everyone else to ride the bus. **(32.2.4A)**

Snowsheds on the highway in known historic paths that frequently hit the road could also reduce traffic and closure time. **(32.2.9K)**

LCC is definitely changing but I don't believe the gondola provides any kind of positive benefit for the future of the canyon. **(32.2.9E)**

Sincerely,
Dave Baird
Holladay, UT

COMMENT #: 8757
DATE: 9/1/21 10:36 AM
SOURCE: Website
NAME: Chandler Anderson

COMMENT:

I am in favor of the gondola. (32.2.9D)

COMMENT #: 8758
DATE: 9/1/21 10:37 AM
SOURCE: Website
NAME: Bob Hutchins

COMMENT:

I am for the gondola 100%. Europe uses a variety of transportation systems to convey people. The gondola will guarantee that people will be able to get in and out of the canyon under any conditions **(32.2.9D)**.

COMMENT #: 8759
DATE: 9/1/21 10:37 AM
SOURCE: Website
NAME: Alexander Martin

COMMENT:

As a frequent user of both Cottonwood Canyons for Climbing, Skiing, Biking, and Hiking, I strongly oppose the Gondola and Expanded Bus Service (with additional lanes) options. **(32.2.9E and 32.2.9C)** Both options would permanently alter Little Cottonwood Canyon, and would destroy hundreds of Bouldering Problems that help make Little Cottonwood climbing some of the best in the world. **(32.4A and 32.4B)** Furthermore, the Gondola would essentially use taxpayer money to subsidize two private businesses, Snowbird and Alta, since the gondola would only stop at those two locations. I frequently ski at both of these ski areas, but using taxpayer money to fund a transit solution that only services these two businesses seems wrong. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Additionally, I believe that non-destructive solutions exist and should be implemented before permanently changing the landscape of our world-famous resource. For example, actively enforcing current traction laws, and heavily tolling personal vehicle use during peak ski season would get enough cars out of the canyon to increase bus service without needing to add additional lanes. **(32.2.2M, 32.2.4A, and 32.2.9A)** If that doesn't work, I would strongly support closing the canyon during the winter to all personal vehicle travel, with the obvious exception of residents and employees of businesses up canyon. This would allow the entire road to be utilized by buses, and bus service could be heavily expanded without needing additional lanes. **(32.2.2B)**

At the end of the day, I realize that canyon traffic is a massive problem, and something needs to be done about it. With that being said, I feel it would be incredibly stupid to jump straight to extreme, destructive, "solutions" without first trying to solve the problem in a non-destructive way. **(32.2.29R)**

COMMENT #: 8760
DATE: 9/1/21 10:37 AM
SOURCE: Website
NAME: Mark Parry

COMMENT:

I support the gondola alternative. Not only will the gondola provide an exciting and beautiful way to see the canyon, but it would avoid the drastic permanent changes that would have to be made to the canyon for the bus alternative. **(32.2.9D)**

COMMENT #: 8761
DATE: 9/1/21 10:37 AM
SOURCE: Email
NAME: Joan Benson

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Joan Benson
Park City, UT

COMMENT #: 8762
DATE: 9/1/21 10:37 AM
SOURCE: Email
NAME: Connor Peterson

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Connor Peterson
South Jordan, UT

COMMENT #: 8763
DATE: 9/1/21 10:38 AM
SOURCE: Website
NAME: Paula Colman

COMMENT:

1. Contraflow (one way, both lanes, bus in one/cars the other) uphill traffic from 7-9am. NO COST **(32.2.2D)**
2. Put ski school and ski team kids on buses at the bottom of LCC removing hundreds of cars from road at prime times. COST ABSORBED BY RESORTS AND USERS. **(32.2.2HHH)**
3. No gondola. Will not solve traffic, will increase travel time to resorts, too dependent on weather for use, environmental impact, impact on homeowners below. **(32.2.9E, 32.7C, 32.2.6.5K, and 32.4E)**

COMMENT #: 8764
DATE: 9/1/21 10:39 AM
SOURCE: Email
NAME: Kelbie Ockey

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Kelbie Ockey
SLC, UT

COMMENT #: 8765
DATE: 9/1/21 10:39 AM
SOURCE: Website
NAME: Russell Ferguson

COMMENT:

I'm for the gondola option **(32.2.9D)**

COMMENT #: 8766
DATE: 9/1/21 10:40 AM
SOURCE: Website
NAME: Theresa Heinrich

COMMENT:

Today September 1, 2021 I received an email from Snowbird. It is a video saying " Save Little Cottonwood Canyon" . Couldn't be the furthest from the truth. They must be getting scared that the gondola project is not popular so they have to put out this propaganda. It couldn't be farther from the truth. The gondola will not save our canyon. It will have a huge impact for years to come. **(32.4I and 32.17A)** I had a meet & greet at my home last night for all of my neighbors to meet city council candidates in Sandy. I live at the mouth of LCC. All people wanted to talk about was the gondola. They are unanimous in their feelings against it. **(32.2.9E)** That 1500 car parking structure in the video is obscene, worse than I could have imagined. People live in that neighborhood. How can you possibly think it is ok to put that structure in? **(32.4M)** Please think about the future of our community. We are Utahns who want planned communities with sensible transportation alternatives. The gondola is not the best alternative. We need to rethink this plan, especially in light of the fact that a huge percentage of our population is against it. **(32.2.9N)** Do what the people want in Utah!

COMMENT #: 8767
DATE: 9/1/21 10:40 AM
SOURCE: Website
NAME: Jason Whitney

COMMENT:

Snowbird and Alta have exacerbated the mountain crowding and traffic issues by accepting IKON and prioritizing the almighty \$ over everything else. The mountain experience has deteriorated significantly in the 7 years I've lived here due to traffic and long lift lines, mostly in the last 3 years since IKON. Ski resorts need account for how many riders the mountain can handle rather than figuring out how to drive even more riders to the mountains creating an even more miserable consumer experience. **(32.20B)** The reservation system at Snowbird worked great last year but ONLY because I was out of work last ski season and could ski on the weekdays. Weekends were an absolute cluster, in the event you could even make a parking reservation at Snowbird for a weekend day. Snowbird and Alta should limit the number of riders on the mountain each day, give priority access to local Alta, Snowbird, or Alta/Bird season pass holders (NOT IKON), PERIOD. **(32.2.2K)**

COMMENT #: 8768
DATE: 9/1/21 10:40 AM
SOURCE: Website
NAME: Kimberly Campbell

COMMENT:

I have skied at Snowbird for 32 years and I am a big fan of this resort. My concern is who is paying for this gondola? It should not be taxpayer dollars. It should be Snowbird and Alta. **(32.2.7A)** They are the ones that benefit the most from this which is why they are pushing for it so hard. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 8769
DATE: 9/1/21 10:41 AM
SOURCE: Website
NAME: Maureen Morris

COMMENT:

I am not opposed necessarily with a Gondola system, something clearly has to be done but your offer of contributing 1000 acre easement if you get the Gondola is ridiculous. If it truly is in the interest or preservation and sustainability, you should give the acreage up anyway. **(32.2.6.5FF)** No doubt something needs to be done. **(32.1.2B)**

COMMENT #: 8770
DATE: 9/1/21 10:41 AM
SOURCE: Website
NAME: Donna Gramse

COMMENT:

I would really like to see the Gondola installed as it will protect the canyon from further vehicle traffic with emissions and wider roads also will remain open in case of avalanche road closures. **(32.2.9D, 32.10A, and 32.2.6.5H)**

COMMENT #: 8771
DATE: 9/1/21 10:41 AM
SOURCE: Website
NAME: Aaron Moran

COMMENT:

100% for the gondola plan. **(32.2.9D)**

-Road closers won't matter for employees or riders if there is pre-emptive staffing

-MUCH better rider experience for locals and tourists alike. Great views!

-Better in the long run for mountain access in every way

-Visual "eye-sore" is a temporary mindset, so long as it's maintained and colored appropriately.

(32.17A)

-Basically zero noise pollution. **(32.11D)**

-Adds to the feel of being a modern city with modern solutions.

-Less environmental impact **(32.12A, 32.13B, and 32.17A)**

-The riding experience of busses is terrible, and contributes to the fact that people would rather drive.

Motion sickness, nothing to look at, loud, annoying, feels like mass-transit. The people with enough money to ski don't want to ride busses, they all have AWD cars and want an enjoyable experience.

(32.2.9C and 32.2.4A)

COMMENT #: 8772
DATE: 9/1/21 10:41 AM
SOURCE: Website
NAME: Derek Johnson

COMMENT:

I support the Gondola over bussing! **(32.2.9D and 32.2.9C)** I grew up in SLC and Snowbird/Alta are my Favorite resorts to ski at! I lived in Northern CA for many years and skied at Squaw Valley, Alpine Meadows, Northstar, Heavenly and others. Heavenly has an excellent Gondola which takes skiers (and summer hikers) from south lake Tahoe up to where the ski lifts start. The gondola has excellent access from the town, is quick and efficient. Squaw also uses Gondolas a lot on the mountain itself. But the heavenly one I'm referring to is more in line with what little cottonwood canyon is hoping to achieve. I moved back to Utah 4 years ago, partially because I still love skiing and Tahoe is just too much of a hassle from the bay area! The Gondola would probably be faster than busses as well and free up thousands of cars on little cottonwood canyon. **(32.7C, 32.2.6.5C, and 32.2.6.3P)** My kids all ski and find it very difficult to get up the canyon especially on the weekends. Have to leave very early to get up and park somewhere. Buses can't handle the volume a Gondola can. Having said all this. I would hope the mountains can build more lifts and have more terrain coverage as this would enable significantly more skiers up the canyon. **(32.20C)** I would probably prefer to park and take the Gondola rather than Drive up/park/walk etc to the resorts. especially on a snowy day.

btw, I hate taking buses up the canyon, i've done it several times but do NOT like it. They are jam packed and I feel I'm going to choke/passout from all the diesel fumes! **(32.2.6.3F)** And then getting back down the canyon, is more of a hassle as buses are full before they get to secondary or tertiary bus stops **(32.2.6.2.1C and 32.2.6.3N)**.

Sincerely

Derek.

COMMENT #: 8773
DATE: 9/1/21 10:41 AM
SOURCE: Website
NAME: Eli Davis

COMMENT:

Please DO NOT build a gondola in LCC **(32.2.9E)**.

- It will not solve the problem of congestion in the canyon. **(32.7C)**
- It does not provide a convenient method of travel up the canyon, mainly in terms of travel time. **(32.2.6.5C)**
- It will be an eyesore in one of the more beautiful places in our community. **(32.17A)**

COMMENT #: 8774
DATE: 9/1/21 10:42 AM
SOURCE: Website
NAME: Tara Cluff

COMMENT:

I support the gondola. I believe it will help to preserve the canyon long term (32.2.9D)

COMMENT #: 8775
DATE: 9/1/21 10:42 AM
SOURCE: Website
NAME: Dave Lindsay

COMMENT:

No to the Gondola. Absolute NOOO!! **(32.2.9E)** The towers needed to support and carry the Gondola will ruin the views and beauty of the canyon. **(32.17A)** The crowded roads in the canyon are for just a small portion and times during the year. **(32.1.2B and 32.1.4D)** What is the real problem here? A few crowded mornings and afternoons on ski days? **(32.1.2B)** This seems like just another way for UDOT to get another huge expensive project under their belts. Just increase bus service a little and that should take care of it. **(32.2.9A)** The Gondola is way too expensive and will be an eyesore. I live not far from the mouth of Little Cottonwood Canyon and my family and I are all opposed to the Gondola.

COMMENT #: 8776
DATE: 9/1/21 10:43 AM
SOURCE: Website
NAME: Micah Kagan

COMMENT:

Under no circumstances should the road be widened. **(32.2.2P and 32.2.9C)** Widening the road will only encourage more automobile traffic up the canyon (induced demand), further degrading the natural environment and not solving the problem that is attempting to be solved. **(32.2.6.3B and 32.20E)** Any and all alternatives to road widening should be explored. **(32.2.2PP)**

COMMENT #: 8777
DATE: 9/1/21 10:43 AM
SOURCE: Website
NAME: Luca Signorelli

COMMENT:

I support the gondola option for two reasons: **(32.2.9D)** 1) it will take more vehicles off the already busy road through the LCC, reducing emissions compared to the bus option, **(32.7C)** and 2) it will be more reliable during times of heavy snowfall and increased avalanche risk, enabling people to get out of the canyon faster and allow more time for UDOT to perform mitigation **(32.2.6.5H)**.

COMMENT #: 8778
DATE: 9/1/21 10:43 AM
SOURCE: Website
NAME: Cassia Dippo

COMMENT:

I stand in opposition to the Gondola as a transportation option for Little Cottonwood Canyon. **(32.2.9E)** I am in favor of looking at a variety of ways to enhance bus travel and carpooling to reduce the number of cars on the road. **(32.2.9A and 32.2.4A)**

Let's think of creative solutions now that don't leave us with a legacy that will change the Canyon forever. "First, do no harm." **(32.1.2B and 32.1.2F)**

My concerns regarding the Gondola are many.

First, is that we haven't done an adequate capacity study of the canyon. The Gondola would carry massive numbers of people into a fragile eco-system, a watershed that supplies a water to the valley. Lack of available infrastructure for this number of people, in regards to restrooms, food, and shelter is also a concern. **(32.20B, 32.20C, 32.13A, and 32.12A)**

Second, the inconvenience of accessing and riding the Gondola. The parking lot proposed at La Caille would be full within the first couple of hours of operation. Therefore, a family would need to find a satellite parking area, then they would wait for a bus, then transfer to the Gondola at which time a 40-50 minute ride (depends on which report I read - maximum speed of 8 mph on the best days) gets you to Snowbird where you transfer Gondolas to get to Alta (short ride) and again carry your equipment (hoping to find a locker to put your shoes etc.) to the doorway to start your ski day. (What about backcountry skiers and others who want to access other parts of the canyon?) **(32.2.6.5J and 32.2.6.5G)**

Third, is the possibility of equipment failure. What if the gondola, touted to be one of the longest, if not the longest, in the world, happens to have a design flaw? We would then be stuck with all of its infrastructure forever - a dinosaur which won't go extinct. What if the gondola breaks down, how are all the thousands and thousands of people going to get back down the canyon? **(32.2.6.5K and 32.2.6.5BB)**

Fourth, the gondola has been touted as a means to get up and down the canyon when the road is closed. The road closes when there is a high risk of avalanches. It is also when the Town of Alta and Snowbird impose interlodge travel restrictions. The gondola won't be able to run at these times. If there is a large avalanche that has crossed the road, I have read that the gondola will have to undergo inspection before it can be used. This could take several hours. **(32.2.6.5H)**
The only real threat to people's lives, fire, won't be solved by the gondola, because you definitely shouldn't get on a gondola during a fire, and besides they are not planning on running it in the summer. **(32.2.6.5F)**

Bus: Easily scalable to meet demand. **(32.2.6.3D))**

How to make the bus more desirable?

Possibilities: First, express buses to Alta or Snowbird from a variety of parking locations. Options for letting off passengers at key locations within the canyon **(32.2.6.5N, 32.2.2I, and 32.2.6.3C)**.

Second, tolling the road. **(32.2.4A)**

Third, paying for parking - decreases for carpoolers. **(32.2.2K)**

Fourth, limiting the road to only buses during early morning hours on weekends and holidays. **(32.2.2B)**

3rd lane covers around a 1/5 to a 1/4 of the road as it is now configured, and could be more if wide shoulders were paved. Buses only in 3rd lane. **(32.2.9B)**

Fifth, buses could also be used in the summer especially during weekends and Oktoberfest. **(32.1.2C and 32.2.6.3C)**

Let's start small and see what works !

COMMENT #: 8779
DATE: 9/1/21 10:44 AM
SOURCE: Website
NAME: Brett Davis

COMMENT:

I don't see how the gondola is a long-term solution. **(32.2.9E)** The traffic will be worse leading up to the canyons the surrounding neighborhoods. **(32.2.6.5E)** By the time the gondola is completed, it will be basically useless. **(32.7C)** I am in full support of that a solution is required and I understand that there will be some sort of disruption to the natural landscape. **(32.17A)** I just don't believe the gondola provides that.

Expanded road + buses + snow sheds may be a good solution that can be scaled up in the future. **(32.2.9B)** However, it still has the same adjacent neighborhood (Wasatch blvd) traffic problems. **(32.2.6.2.2A and 32.2.6.2.1D)** In a matter of a couple of years, there will be so much traffic just trying to get to parking and onto the buses, it will still be insane.

I feel like a train system is the best.. **(32.2.9F)** BUT it would require new trains in the city that bring you to the LCC train. A train from different regions of the valley that expedite riders to LCC train system. This could be a long-term solution and eventually expanded into BCC and maybe even into PC and return back to SLC. **(32.2.2I)**

COMMENT #: 8780
DATE: 9/1/21 10:44 AM
SOURCE: Website
NAME: Ben Johnson

COMMENT:

I support the Gondola option for Little Cottonwood Canyon. As a resident of Cottonwood Heights I have skied and hiked LCC for over 20 years. I believe the gondola is the best option for traffic mitigation, especially on avalanche days, or times when an accident blocks the road for hours. This is a great investment for the future. **(32.2.9D and 32.2.6.5H)**

COMMENT #: 8781
DATE: 9/1/21 10:44 AM
SOURCE: Website
NAME: Kim Johnson

COMMENT:

I support the Gondola option for Little Cottonwood Canyon. As a resident of Cottonwood Heights I have skied and hiked LCC for over 20 years. I believe the gondola is the best option for traffic mitigation, especially on avalanche days, or times when an accident blocks the road for hours. This is a great investment for the future. **(32.2.9D and 32.2.6.5H)**

COMMENT #: 8782
DATE: 9/1/21 10:44 AM
SOURCE: Email
NAME: Heidi Ewell

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Heidi Ewell
Holladay, UT

COMMENT #: 8783
DATE: 9/1/21 10:45 AM
SOURCE: Website
NAME: Bryan Henderson

COMMENT:

I support Gondola transportation. For both practical and environmental and ease of access reasons.
(32.2.9D)

COMMENT #: 8784
DATE: 9/1/21 10:45 AM
SOURCE: Website
NAME: Max Johnson

COMMENT:

I support the Gondola option for Little Cottonwood Canyon. As a resident of Cottonwood Heights I have skied and hiked LCC for over 20 years. I believe the gondola is the best option for traffic mitigation, especially on avalanche days, or times when an accident blocks the road for hours. This is a great investment for the future. **(32.2.9D and 32.2.6.5H)**

COMMENT #: 8785
DATE: 9/1/21 10:45 AM
SOURCE: Website
NAME: Riley Hodgson

COMMENT:

As an avid user of Little Cottonwood Canyon, I am vehemently opposed to alternative B, the gondola. **(32.2.9E)** This proposition not only destroys a vast number of recreation opportunities, such as climbing and bouldering routes, it also cannot be scaled to accommodate more users like the bus option could. **(32.4A, 32.4B, and 32.2.6.5A)** Busses can run more frequently to accommodate more users, but the gondola would be unable to grow over time. **(32.2.6.5N)** Additionally, commute times to the top of the canyon would be much shorter on a bus than on a gondola. It makes much more sense from an environmental, recreational, cost, and convenience point of view to go with option A, the bus option **(32.2.9B)**.

COMMENT #: 8786
DATE: 9/1/21 10:45 AM
SOURCE: Website
NAME: Anne Kilgore

COMMENT:

I encourage you to use the expanded bus option. **(32.2.9A or 32.2.9B)** The gondola would be an eye sore up the canyon, would not reduce the parking problem at White Pine Canyon. **(32.17A and 32.2.6.3C)**

COMMENT #: 8787
DATE: 9/1/21 10:46 AM
SOURCE: Website
NAME: RyLee Bradley

COMMENT:

Please don't ruin nature by putting a gondola right in the middle of it. **(32.2.9E, 32.4I, and 32.17A)** The traffic is only an issue for a small section of the year just add more buses during that time period. **(32.1.4D and 32.2.9A)**

COMMENT #: 8788
DATE: 9/1/21 10:46 AM
SOURCE: Website
NAME: Jack Johnson

COMMENT:

I support the Gondola option for Little Cottonwood Canyon. As a resident of Cottonwood Heights I have skied and hiked LCC for over 20 years. I believe the gondola is the best option for traffic mitigation, especially on avalanche days, or times when an accident blocks the road for hours. This is a great investment for the future. **(32.2.9D and 32.2.6.5H)**

COMMENT #: 8789
DATE: 9/1/21 10:46 AM
SOURCE: Website
NAME: Jessica Muse

COMMENT:

Before we move forward with making permanent changes to our canyon and losing some of its beauty and excellent climbing, we need to honestly try options that don't destroy this precious resource in the name access to two private ski resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I have been climbing in little cottonwood canyon for over ten years. Many of the most unique and accessible boulders would be destroyed by road widening and the gondola options. **(32.4A and 32.4B)** Once those are gone, they will never come back. Climbing is a sport that is ever growing in popularity, and it is critical that we preserve the existence and access to the amazing climbing and bouldering routes in our canyon. While I also love to ski in the resort and back country, I feel that the road delays can largely be avoided, and only a few days a year is the congestion severe. **(32.1.4D)** While avalanche sheds seem like a good way to improve safety on the road, I'm not confident it would prevent it for closing for avalanche mitigation. **(32.7A)** The gondola is a terrible plan that will do nothing to improve traffic conditions and will only permanently scar our canyon in the name of creating a tourist trap. **(32.2.9E, 32.7C, and 32.17A)**

Some better nondestructive options include things like a toll or canyon pass, mandatory bus/shuttle days during high use periods (with more available stops and hours of operation to accommodate back country use.) Zion canyon switches to a shuttle only version in high use periods and did not try to blow out the canyon walls for a wider road or ruin the view with a hideous gondola. **(32.2.4A and 32.2.2B)** We can and must do better than these two suggested plans both for present and future users of lcc of all types.

COMMENT #: 8790
DATE: 9/1/21 10:46 AM
SOURCE: Website
NAME: Pahoran Dasilva

COMMENT:

Please go with the gondola option and keep our canyon untouched! Thank you **(32.2.9D)**

COMMENT #: 8791
DATE: 9/1/21 10:47 AM
SOURCE: Website
NAME: Jolene Christiansen

COMMENT:

PLEASE do the Gondola! Not only would it save on traffic, emissions, congestion, but it would be a beautiful scenic destination for everyone and quite the adventure for tourists! **(32.2.9D, 32.7C, and 32.10A)**

COMMENT #: 8792
DATE: 9/1/21 10:47 AM
SOURCE: Website
NAME: Tamar Economides

COMMENT:

Why would the gondola station be inside a crowded residential neighborhood rather than in the dormant quarry area adjacent to the I 215 intersection? From a traffic flow perspective that seems more logical .
(32.2.2R)

COMMENT #: 8793
DATE: 9/1/21 10:47 AM
SOURCE: Website
NAME: Kate Johnson

COMMENT:

I support the Gondola option for Little Cottonwood Canyon. As a resident of Cottonwood Heights I have skied and hiked LCC for over 20 years. I believe the gondola is the best option for traffic mitigation, especially on avalanche days, or times when an accident blocks the road for hours. This is a great investment for the future **(32.2.9D and 32.2.6.5H)**.

COMMENT #: 8794
DATE: 9/1/21 10:47 AM
SOURCE: Website
NAME: Brad Burton

COMMENT:

Please do not install a gondola in LCC. **(32.2.9E)**

1) Gondola will not allow for drop off points that are lower down in the canyon; namely anything other than Alta/Bird **(32.2.6.5G)**

2) Yearly Avalanches would likely destroy sections of the Gondola...forcing it to be closed for a time and using more taxpayer dollars to rebuild. **(32.2.6.5K)**

2a) Back to square one with traffic if the gondola is down

COMMENT #: 8795
DATE: 9/1/21 10:48 AM
SOURCE: Website
NAME: Steve Morrell

COMMENT:

I support the gondola in LCC but only if Alta/Snowbird pay for AT MINIMUM 65% of the cost and ongoing maintenance. They will receive 90% of the benefit so tax payers shouldn't be subsidizing their profits. **(32.2.9D and 32.2.7A)**

COMMENT #: 8796
DATE: 9/1/21 10:48 AM
SOURCE: Website
NAME: Vikki Nelson

COMMENT:

I believe it's a waste of tax payers money. Not a long term solution (**32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C**). Do it tight. A train system is the only options. You also need to limit the amount of skiers. No cars (**32.2.9F, 32.2.4A, and 32.2.2L**).

COMMENT #: 8797
DATE: 9/1/21 10:49 AM
SOURCE: Website
NAME: Joseph Bird

COMMENT:

Gondola or train only. Rail might be expensive, but makes a lot of sense as possibility for expansion to BCC and PC. (32.2.9F, 32.2.2N, and 32.2.2Q)

COMMENT #: 8798
DATE: 9/1/21 10:49 AM
SOURCE: Website
NAME: Alex Bocock

COMMENT:

I strongly support the gondola idea. I have been a Snowbird season pass holder for years. It has become absurdly difficult to get up to Snowbird on powder days. The traffic is so bad that it almost takes the fun out of going. Anything to reduce the traffic would be a blessing. I support the gondola over the bus lane because I think it would be both cooler from an experience perspective and more effective at getting people up and down in bad weather **(32.2.9D and 32.2.6.5K)**.

COMMENT #: 8799
DATE: 9/1/21 10:49 AM
SOURCE: Website
NAME: Thomas Conway

COMMENT:

I support the gondola option for Little Cottonwood Canyon as the best solution to current congestion in the canyon. **(32.2.9D)**

COMMENT #: 8800
DATE: 9/1/21 10:49 AM
SOURCE: Website
NAME: Sylvia Semper

COMMENT:

I support the Gondola B alternative **(32.2.9D)**

COMMENT #: 8801
DATE: 9/1/21 10:50 AM
SOURCE: Website
NAME: Laurence Taylor

COMMENT:

I'm opposed to the gondola plan. **(32.2.9E)** I feel that the bus plan is much more scalable over time and will have the least impact to our canyons. **(32.2.9B and 32.2.6.3D)**

COMMENT #: 8802
DATE: 9/1/21 10:50 AM
SOURCE: Website
NAME: Kim Griesemer

COMMENT:

I am a time-share owner at Iron Blossam and I FAVOR the gondola solution. It will make canyon travel safer. (32.2.9D)

COMMENT #: 8803
DATE: 9/1/21 10:50 AM
SOURCE: Website
NAME: Eric Salmanson

COMMENT:

The gondola is the only long-term solution. **(32.2.9D)** The bus option has greater impact on both the environmental and visual aspects of the canyon **(32.13A, 32.13B, 32.17A, and 32.17B)**. What is the worst part of hiking in the canyon? Coming out of the forest only to see concrete, cars, and the road below..a clear reminder that you are all too near the sprawl of civilization. The bus option will only magnify this reality, further diminishing the ability to “get away from it all” in this beautiful canyon. More buses will quite literally do nothing to resolve any of the current problems in the winter either. This one was clearly proposed by someone with short-term “in the box” blinders on..ignorance at its finest at the taxpayers expense. **(32.2.9C and 32.2.6.3P)**

Stop with the funny business and give us the only viable long term solution THE GONDOLA!!!

COMMENT #: 8804
DATE: 9/1/21 10:50 AM
SOURCE: Website
NAME: Luke Bennink

COMMENT:

I think the expanded bus system would be the way to go. **(32.2.9A)** More parking at the base, more frequent bus service, increased number of buses and an incentive to take public transit would be less impact. **(32.2.6.2.1C, 32.2.6.5N, and 32.2.4A)** It will remove cars from the road, be applicable to both LCC and BCC and cost less.

COMMENT #: 8805
DATE: 9/1/21 10:50 AM
SOURCE: Website
NAME: Sydney Szabo

COMMENT:

I'm in support of the gondola. **(32.2.9D)** It allows for larger groups of people to be brought up the canyon with no emissions, less cars in the canyon leading to fewer accidents. **(32.10A and 32.7C)** Ideally, traffic would be controlled better in the canyon but if the bus system or gondola are the two options; the gondola is the superior choice. It also doesn't destroy the natural habitat of the canyon (not to the extent that the bus system would with the expansion of the road). **(32.13A and 32.13B)** The gondola would also allow people to experience a gorgeous ride up the canyon. There needs to be extra parking at the base for people so they can ride up without having to worry about where to park. **(32.2.6.5J)** Additionally, there needs to be a locker system (that should be free if one provides their own lock. People need a place to put stuff, especially if they have kids!). **(32.2.3A)** Also, the price of the gondola should be included in the price of the ski pass and should not be extra. That would be a big bummer if we have to pay for the gondola every time we wanted to ski. **(32.2.4A)**. Another thing, there should be a system set in place that allows a certain number of cars to go up the canyon and that is all. **(32.2.2L and 32.2.4A)** The rest of the people would need to ride the gondola or wait until later in the day to ski. If that requires someone to work at the base and manage traffic, then that needs to happen. Last season, Alta has a "parking lot full" sign and that did NOT deter people from driving up the canyon. It prevented some from parking (if there were legit no spots, but it's the emissions and extra cars that are impacting the canyon, not the people at the resorts, once they're parked). Maybe there needs to be a booth - to pay to go up the canyon/get a pass for the year like Millcreek canyon. That may help with traffic as well. **(32.2.4A)**

I appreciate what you're all doing to help out the canyon and I know you're doing your best. Thank you and I look forward to doing my part!

COMMENT #: 8806
DATE: 9/1/21 10:51 AM
SOURCE: Website
NAME: Mark Hardman

COMMENT:

I support the gondola option for little cottonwood canyon. It has the least amount of negative impact on the canyon. **(32.2.9D)**

COMMENT #: 8807
DATE: 9/1/21 10:51 AM
SOURCE: Website
NAME: Clark Nichol

COMMENT:

support for gondola (32.2.9D)

COMMENT #: 8808
DATE: 9/1/21 10:51 AM
SOURCE: Email
NAME: Nathan Clevenger

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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)**

Nobody wants your f*cking gondola **(32.2.9E)**

Sincerely,
Nathan Clevenger
Bellevue, KY

COMMENT #: 8809
DATE: 9/1/21 10:52 AM
SOURCE: Website
NAME: Spencer Shaffer

COMMENT:

I am favor of the gondola option in Little Cottonwood Canyon to reduce the impact to the environment by personal vehicles & buses. This is the best offered solution. **(32.2.9D)**

COMMENT #: 8810
DATE: 9/1/21 10:52 AM
SOURCE: Email
NAME: Julia Edwards

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Julia Edwards
Oakley, UT

COMMENT #: 8811
DATE: 9/1/21 10:53 AM
SOURCE: Website
NAME: Amber DeDen

COMMENT:

I think this could be a great solution to the traffic in the canyons and needs to happen. If this gondola project does happen I hope it is not heavily advertised because that could draw more people to the area. **(32.2.9D)**

COMMENT #: 8812
DATE: 9/1/21 10:53 AM
SOURCE: Website
NAME: Ron Wilson

COMMENT:

I believe the gondola is a great idea. Far better than additional buses or parking lots up the canyon.
(32.2.9D)

COMMENT #: 8813
DATE: 9/1/21 10:53 AM
SOURCE: Website
NAME: Alexandre Chanoux

COMMENT:

I am in support of the mass transit gondola system as it both offers a great transportation solution & decrease environmental impact. A toll for road use should be setup to contribute to costs and electric buses granted free access as well if/where needed to complement the gondola system (**32.2.9D**, **32.2.4A**, **32.2.6.3F**, and **32.2.2W**).

COMMENT #: 8814
DATE: 9/1/21 10:53 AM
SOURCE: Website
NAME: Erik Hanson

COMMENT:

I oppose the gondola. **(32.2.9E)** I feel it will not help out problem. **(32.7B and 32.7C)** It will be an eye sore. **(32.17A)** Building a gondola will damage the environment. It will make some people richer and we will still have the same issue. **(32.2.7A)**. I suggest a toll road, increased traction enforcement and remove the ikon pass from the canyon and charge more for season passes. **(32.2.4A, 32.2.2Y, 32.2.2M, and 32.2.2K)**

COMMENT #: 8815
DATE: 9/1/21 10:53 AM
SOURCE: Email
NAME: Karen Collett

COMMENT:

Dear Utah Department of Transportation (UDOT),

I appreciate the wildness and beauty of the Wasatch Mountains. Thank you for the opportunity to comment on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

Year round canyon visitation, whether to ski areas or summer trailhead is not served by a gondola with two destination areas at Alta Ski Resort and Snowbird Resort. **(32.1.2C and 32.2.6.5G)**

Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** 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,
KAREN COLLETT
BOUNTIFUL, UT

COMMENT #: 8816
DATE: 9/1/21 10:53 AM
SOURCE: Email
NAME: Kody Gubler

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Kody Gubler
Salt Lake City, UT

COMMENT #: 8817
DATE: 9/1/21 10:54 AM
SOURCE: Website
NAME: Jeff Haymond

COMMENT:

Expanded bus system with snow sheds (32.2.9A and 32.2.9K)

COMMENT #: 8818
DATE: 9/1/21 10:54 AM
SOURCE: Website
NAME: Lance Adams

COMMENT:

Please do not put a gondola in LCC! **(32.2.9E)** Please seriously reconsider widening the road!
(32.2.9C) Promotion of wealth for private companies utilizing public lands is criminal and immoral.
(32.2.7A) The canyon should be available for people of all backgrounds to do any outdoor activities they like, not a money cannon sending tourists wallets to the resorts while decimating the wild areas and animal populations of the lower canyon. **(32.5A, 32.1.2B, and 32.1.2D)** I'm sure you [REDACTED] make a pretty penny from this deal and that anyone in charge of this sort of bs sold their soul for a greenback the first chance they got but try to focus a little on the community you're meant to represent and not the money you've been promised. The climate crisis doesn't need 100s of millions of destruction so they can make that much more.... **(32.10A)**

COMMENT #: 8819
DATE: 9/1/21 10:55 AM
SOURCE: Website
NAME: Allene Lemons

COMMENT:

I don't believe a gondola solves the issue especially on powder days. **(32.7C)** It will cause a backup further down canyon and all this does is make snowbird money! It doesn't help with trailhead parking all summer which has seen hundredfold increase in use. **(32.1.2B, 32.1.2C, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I believe that busing from many points to the canyon would help more. I live south of 9400 on Wasatch and many powder days I can't get into wasatch south so I think a gondola would make for more traffic lineups and more anger. **(32.2.6.5E)** I also think it makes two little ski areas look better so they can make money. **(32.2.7A)** I think buses especially electric and continuous running. **(32.2.6.3F and 32.2.6.3N)** You've never even tried to address the traffic coming from daybreak and Lehi and from park city. **(32.2.2J, 32.2.2N, and 32.2.2I)**

COMMENT #: 8820
DATE: 9/1/21 10:55 AM
SOURCE: Website
NAME: Wynnette Erickson

COMMENT:

I really oppose a gondola going up LCC (32.2.9E). Electric buses make much better sense (32.2.9A and 32.2.6.3F)

COMMENT #: 8821
DATE: 9/1/21 10:55 AM
SOURCE: Website
NAME: Jason Taylor

COMMENT:

The Gondola will scar the mountains. **(32.17A)** Please consider adding a dedicated bus lane instead **(32.2.9B)**.

COMMENT #: 8822
DATE: 9/1/21 10:56 AM
SOURCE: Website
NAME: Chris Hoefelmeier

COMMENT:

Widening the road is a terrible idea! **(32.2.9C)** The La Caille gondola option is the best idea. Don't widen canyon road!!! **(32.2.9D)**

COMMENT #: 8823
DATE: 9/1/21 10:56 AM
SOURCE: Website
NAME: Mike Menacho

COMMENT:

Just want to say that I approve of this 100%. Parking has become so difficult I am no longer getting a season pass to snowbird. I hope this gets resolved soon so that I can start bringing my family there again **(32.29D)**

COMMENT #: 8824
DATE: 9/1/21 10:56 AM
SOURCE: Website
NAME: Chelsey Jorgensen

COMMENT:

I am in support of the gondola system. **(32.2.9D)** It is more cost efficient than the proposed bus system. **(32.2.7C)** More importantly, it is the most environmentally sustainable option. Many world class resorts successfully employ a gondola. This would be an asset to the Salt Lake Valley. Continually expanding the road system is not sustainable. We need to pursue the option that protects our most valuable asset, our incredible mountain playground. **(32.2.9D)**

COMMENT #: 8825
DATE: 9/1/21 10:56 AM
SOURCE: Email
NAME: Sarah Longoria

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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? **(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. **(32.13B)** 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,
Sarah Longoria
Salt Lake City, UT

COMMENT #: 8826
DATE: 9/1/21 10:57 AM
SOURCE: Website
NAME: Jacob Corsi

COMMENT:

I have lived by little cottonwood canyon most of my life and love the canyon and all it offers. I think the gondola option would provide the access people want and need to the canyon year round with having the least impact on the beautiful nature there. I fully support the gondola. **(32.2.9D)**

COMMENT #: 8827
DATE: 9/1/21 10:57 AM
SOURCE: Website
NAME: Stephen Spencer

COMMENT:

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

COMMENT #: 8828
DATE: 9/1/21 10:57 AM
SOURCE: Website
NAME: Paul Hetzel

COMMENT:

I do support the idea of the gondola. **(32.2.9D)** If we look at European countries that use rails and systems like a gondolas to transport the public, it works and allows access with minimal impact comparatively. I wonder how this would be funded, but do think it is a bolder, long-term solution to over-crowding and access. **(32.2.7A)**

COMMENT #: 8829
DATE: 9/1/21 10:58 AM
SOURCE: Email
NAME: Erin Stearns

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Erin Stearns
Salt Lake City, UT

COMMENT #: 8830
DATE: 9/1/21 10:59 AM
SOURCE: Website
NAME: Polly Parkinson

COMMENT:

This is simple. Make the bus mandatory, like at Zion National Park. Build a huge parking garage funded by every person who goes up the canyon. **(32.2.2B)** Save the Canyon and insist people take the bus.

COMMENT #: 8831
DATE: 9/1/21 10:59 AM
SOURCE: Email
NAME: Madi McIntyre

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Madi McIntyre
Park City, UT

COMMENT #: 8832
DATE: 9/1/21 10:59 AM
SOURCE: Email
NAME: Jon Hager

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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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- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** 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,
Jon Hager
Riverton, UT

COMMENT #: 8833
DATE: 9/1/21 10:59 AM
SOURCE: Email
NAME: Stephen D and Jane Santora

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
StephenD Santora and Jane Santora
Salt Lake City, UT

COMMENT #: 8834
DATE: 9/1/21 11:00 AM
SOURCE: Email
NAME: Adam Sandoval

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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. **(32.13B)** 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,
Adam Sandoval
Salt Lake City, UT