

APPENDIX 32B

Reproductions of Comments on the Draft EIS

Comments 08835–11677

COMMENT #: 8835
DATE: 8/31/21 3:23 PM
SOURCE: Email
NAME: Andy Weuling

COMMENT:

Dear Utah Department of Transportation,

Emotions are running high for this project. The old phrase 'if you have to ask, you probably shouldn't do it' comes to mind. However, I will offer a constructive opinion as a professional in the field of sustainable architecture and planning;

An efficient bus system will utilize existing infrastructure and won't have a year round impact on the canyon. In the summer the canyon would stay almost the same as it is now (this verse a stationary gondola). If low impact is the goal, this is how that is met. **(32.2.9A)**

Using the existing two lanes leaves options open for future changes. Even if we have no choice but to widen the road this will still be a more future proof and flexible solution. The world is changing and we need to leave our options open down the road (some pun intended). **(32.2.6.3D)**

When talking about environmental impact the sheer amount of CO2 that will be emitted through production of steel towers, transporting and erecting the towers, as well as then running the equipment will not be offset by its replacement of cars within our lifetime. We already are directly experiencing the effects of climate change... just look out your window at the smoke... Please don't make it worse for us. **(32.10A and 32.19C)**

I hope that you choose to do the right thing by us, our children, and our planet and do not build a gondola in Little Cottonwood Canyon. **(32.2.9E and 32.29D)**

Sincerely,
Andy Weuling
Salt Lake City, UT

COMMENT #: 8836
DATE: 8/31/21 3:38 PM
SOURCE: Email
NAME: Daniel Bell

COMMENT:

Dear Utah Department of Transportation (UDOT),

A gondola is not a solution to LCCs traffic problem. **(32.2.9E)** Its an expensive marketing tool that will dig deep into taxpayers pockets and only benefit 2 private businesses. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. I've been skiing both cottonwood canyons for 15 years. How can a huge infrastructure investment solve the problem when UDOT and the SLC Sheriff cannot keep staff at the bottom of the canyons to enforce traction laws? **(32.2.2M)**

Snowsheds over the slide paths, widening the road, increasing bus services, increasing funding for plowing, and increasing public education on canyon driving conditions will be more effective at solving the traffic flow problem. **(32.2.9K and 32.2.9B)**

Gondolas will still have to cease operation in winter storms due to the incredible amount of wind. **(32.2.6.5K)**

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Daniel Bell
Kamas, UT

COMMENT #: 8837
DATE: 8/31/21 3:48 PM
SOURCE: Email
NAME: Amanda Shirley

COMMENT:

Dear Utah Department of Transportation,

PLEASE IMPLEMENT CHANGE THAT DOESN'T INCUR THIS TYPE OF COST AND CAN BE BETTER UTILIZED BY THE POPULATION THAT ACTUALLY USE THE CANYON YEAR ROUND. **(32.2.2PP and 32.1.2C)** BUSES, PARKING PASSES, TOLL BOOTHS. These are options that can be implemented with less cost and without years of construction and DESTRUCTION to our canyons. **(32.2.9A and 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:

- 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,
Amanda Shirley
Salt Lake City, UT

COMMENT #: 8838
DATE: 8/31/21 3:51 PM
SOURCE: Email
NAME: Berk Forbes

COMMENT:

Dear Utah Department of Transportation,

LCC is a natural treasure to SLC and Utah. It serves not only as a world class skiing destination but also a world class climbing, biking, and hiking destination. Its use as a watershed provides an obvious supply of drinking water to the valley, its natural ecosystems a home to stunning wildlife, its roaring creekside a space of peace and relaxation through spring summer and fall. To tear up classic boulders that have been a staple to the climbing community, install unsightly gondolas that operate at only very specific times of the day and year, and have such disregard for the essence of the canyon is purely a short-sighted and self-serving approach so typical of the behavior and mindset that has tumbled humanity down a path of devastating climate change. To put the financial burden of all of that on the tax paying public is absolutely criminal. **(32.4I, 32.12A, 32.12B, 32.17A, 32.4A, and 32.4B)**

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,
Berk Forbes
Salt Lake City, UT

COMMENT #: 8839
DATE: 9/1/21 11:00 AM
SOURCE: Website
NAME: Larry Newton

COMMENT:

A gondola is the best option available. A stress free ride up and down the canyon winter or anytime of year. I am in favor of it. **(32.2.9D)**

COMMENT #: 8840
DATE: 9/1/21 11:00 AM
SOURCE: Website
NAME: Kai Fletcher

COMMENT:

I believe that neither option is the best option for the people that are enjoying Little Cottonwood and for those that call this place home. **(32.2.9C and 32.2.9E)** Either option would help the issue with getting more people to the resorts and faster, but this isn't the goal. **(32.1.2B and 32.7C)** I VOTE AGAINST BOTH OF THESE OPTIONS AND BELIEVE THE INFRASTRUCTURE IS PLENTY AS IS. **(32.2.9G)**

COMMENT #: 8841
DATE: 9/1/21 11:00 AM
SOURCE: Website
NAME: Mark Burnett

COMMENT:

This is the most ridiculous idea, it is not one that benefits the residents of SLC, but it is one that will line the pockets of snowbird and Alta as they continue to cram and pack more and more people into LCC. **(32.20A, 32.20C, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** This is not the best option, and it will be UGLY to see something of this magnitude in LCC. **(32.17A)** This is irresponsible business practices

COMMENT #: 8842
DATE: 9/1/21 11:01 AM
SOURCE: Website
NAME: Brian Johnson

COMMENT:

I am opposed to the gondola proposal. **(32.2.9E)** I believe the best option would be increased funding for busing. **(32.2.9A)** If there is an option where the canyons are permitted and you need a \$5 permit in peak winter season to go in I think that would encourage people to carpool or take bussing. **(32.2.4A)** I believe the gondola is short sighted and extremely destructive to the canyon. It would impact much of the recreating that I enjoy doing in little. **(32.4I)**

COMMENT #: 8843
DATE: 9/1/21 11:01 AM
SOURCE: Email
NAME: Dave Sterret

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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 PLEASE listen to the citizens, as government should. Please do not exploit this canyon at the expense of TWO private businesses. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** LCC is the way it is because it is still wild. Please leave it that way. **(32.29G)** There are much better methods to accomplish responsible recreation without permanently altering our beautiful canyon. **(3.2.2PP)**

Sincerely,
Dave Sterret
Pleasant Grove, UT

COMMENT #: 8844
DATE: 9/1/21 11:01 AM
SOURCE: Email
NAME: Elwood Hullinger

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Elwood Hullinger
Salt Lake City, UT

COMMENT #: 8845
DATE: 9/1/21 11:01 AM
SOURCE: Email
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,
Jared C. Jenkins, Ph.D.

COMMENT #: 8846
DATE: 9/1/21 11:02 AM
SOURCE: Website
NAME: Eileen May-West

COMMENT:

I have had to review the options presented in-depth in my professional capacity and I am submitting my personal comment to express my belief that none of the preferred options presented for LCC actually address the most pressing needs that you have laid out in your needs assessment. **(32.1.2B)** I believe that beginning with increased busses, tolling, and snow sheds, we will see gains made in traffic management without the massive amounts of time, money, and infrastructure you are proposing. **(32.2.9A, 32.2.9K, and 32.2.4A)**

The most relevant reasons for my comment above include:

1. There is a limit to the number of people that can fit in the canyon before the safety of those individuals and the environment is compromised. Perhaps that's not a popular opinion, but it is one I would hope those responsible for our community's future would consider. **(32.20B)**
2. People will use the most convenient option. Full stop. It doesn't matter how great you tell people something is, if it takes longer and costs more, the majority of people will not make the change. As proposed, none of the options is compelling enough for large numbers of people to change their habits. **(32.2.4A)**

For context, my personal lens is that of an employee who works in the canyon, a mother of small children, a member of the middle socioeconomic class, and a disability access advocate. My considerations and those of many with similar situations are that with toddlers and all of their gear in tow, driving my car is infinitely quicker and easier than transferring all of that from one mode of transportation to another and spending more time in transit all for a ski outing that will last an hour if I'm lucky. In addition, on days that I am working in the canyon and my kids are in daycare in SLC, I can't afford for it to take an hour to get down the canyon every day...if I need to wait 40 minutes for a bus that might be full or a gondola is going to take 45 minutes, I will not take that risk when I am responsible for responding to an urgent need for them. **(32.2.4A)**

As it relates to individuals with disabilities accessing the canyon, none of the proposed options creates easier or more convenient access. Driving from one's home directly to their destination still provides the most accessible path to recreation in the canyon. **(32.2.4A)**. From what I can interpret from the draft, the days which cause the most congestion are heavy snow days with high avalanche control needs and poor road conditions. **(32.1.4D)** It would seem irresponsible to begin a response that seems to only address those specific days with a multi-year, multi-billion dollar project that will take years to come into operation without first attempting to pilot increased resources to the existing canyon. **(32.29R)**

Respectfully,
Eileen May-West

COMMENT #: 8847
DATE: 9/1/21 11:02 AM
SOURCE: Website
NAME: Britt Campbell

COMMENT:

I vote against either one of these plans being implemented. (32.2.9C and 32.2.9E) I see the increase flow of humans into this pristine forest land as a negative on top of the increase in visual and emission pollution that these concepts would bring. (32.20A, 32.20B, 32.20C, 32.17A, 32.17B, and 32.10A)

COMMENT #: 8848
DATE: 9/1/21 11:02 AM
SOURCE: Website
NAME: Gretchen Hambke

COMMENT:

I do not support either of the proposed initiatives (gondola or widening of the road for bus service). **(32.2.9E and 32.2.9C)** The gondola basically only services big ski resorts and will be a massive and disruptive project that threatens ecosystems and ruins the aesthetic beauty of the canyon. This ignores the needs of many other types of people who enjoy outdoor recreation in the canyons, including climbers, hikers, cyclists, and backcountry skiers. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, 32.7C, 32.13A, and 32.17A)** Similarly, widening of the road would remove many iconic bouldering destinations. **(32.4A)** It would be better to explore incentivized ridership on buses, greatly expanded and more reliable bus service, incentives to carpool, better and expanded parking and more stops at park & rides before pursuing costly and disruptive alternatives. **(32.2.9A, 32.2.4A, and 32.2.6.2.1C)** There are options that provide better, cheaper, more accessible and inclusive service to the canyon and are more welcoming to all types of outdoor recreation. **(32.2.2PP)**

COMMENT #: 8849
DATE: 9/1/21 11:03 AM
SOURCE: Website
NAME: Olivier Lesage

COMMENT:

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

COMMENT #: 8850
DATE: 9/1/21 11:04 AM
SOURCE: Website
NAME: Suzanne Mellor

COMMENT:

I vote for the extended bus system. **(32.2.9A)** I am sick and tired of the rich people getting whatever they want at the expense of the rest of us. The gondola would mess up the canyon, no matter how the proponents say nice things about it. **(32.2.9E, 32.4I, and 32.17A)** They are going to get richer if it goes through. The extended bus system makes more sense on all counts.

COMMENT #: 8851
DATE: 9/1/21 11:04 AM
SOURCE: Website
NAME: Kacey Hazam

COMMENT:

Neither of the proposed options make much sense to me. **(32.2.9C and 32.2.9E)** They won't decrease traffic- they'll merely shift it further down Wasatch and likely increase the number of people in the canyon in total. **(32.2.6.2.2A, 32.7B, 32.7C, 32.20C)** Cars will still be idling and lines at the resorts will still be long. And taxpayers will be financing increased business for Snowbird and Alta, while paying for a transportation method that doesn't serve any other canyon use. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I can't imagine many locals will willingly take a commute from 30 minutes and bump it to over 40 (not counting their time spent to the hub and getting on a bus or gondola). **(32.2.4A)** Either option is still subject to inclement weather- the gondola won't be in use during avalanche mitigation either. **(32.2.6.3P and 32.2.6.5H)** I don't have the perfect solution but I have to think that waiting for it, instead of approving a plan for billions of dollars that doesn't serve the community, is the better option.

COMMENT #: 8852
DATE: 9/1/21 11:04 AM
SOURCE: Website
NAME: Patrick Rich

COMMENT:

Im for the gondola, but I have serious questions about the true costs and effectiveness of the solution. **(32.2.9D)** I look at the numbers and think that there is no way they could be that low, I also wonder about the uptime and cost of service over time. **(32.2.7C)** What are the contingencies in the plan for cost overruns. **(32.2.7C)** Who's paying for that? **(32.2.7A)**

COMMENT #: 8853
DATE: 9/1/21 11:04 AM
SOURCE: Website
NAME: Landon Meier

COMMENT:

Local born and raised in SL Valley. Ski enthusiast. I want to see a Little Cottonwood Canyon Gondola. Its a no brainer really. **(32.2.9D)**

COMMENT #: 8854
DATE: 9/1/21 11:04 AM
SOURCE: Website
NAME: Paula Lee

COMMENT:

I believe the canyon experience needs to be preserved for ALL users not just skiers. As such, neither a gondola OR a widened road are good options. **(32.2.9E and 32.2.9C)** Providing more effective electric shuttle service on the existing canyon road would be a more equitable solution for all users. **(32.2.9A and 32.2.6.3F)**

COMMENT #: 8855
DATE: 9/1/21 11:04 AM
SOURCE: Website
NAME: Don Augustus

COMMENT:

Either one of these plans go against the charm that Alta and Snowbird have helped the ski industry hold onto during this mass migration toward full-coverage ski passes supporting inundations of fair weather ski travelers. **(32.2.9C and 3.2.9E)** This will ruin the forest, ski resorts, and experience of those skiers that call this place their home resort. **(32.4I)**

COMMENT #: 8856
DATE: 9/1/21 11:06 AM
SOURCE: Website
NAME: Erin Fischer

COMMENT:

My parents moved into the mouth of LLC to enjoy peace and quiet and beautiful views. The last thing they - or any of their property-owning neighbors - want is to see a giant GODOLA obstructing their views and the environment. **(32.2.9E and 32.17A)** Forget about the people who owned the land, adding a gondola OR tram would ruin the natural environment that so many love near and dear. **(32.4I)** Not including that Alta and Snowbird are just being greedy about this all, so much "locals mountains" after this project. **(32.2.7A)**

COMMENT #: 8857
DATE: 9/1/21 11:06 AM
SOURCE: Website
NAME: Conner Nelson

COMMENT:

The gondola is not the solution to the traffic problem. **(32.2.9E and 32.7C)** Implementation of a toll (charge less for carpooling) on weekends and holidays would be a much more beneficial and wouldn't use tax payer money to support private resorts. **(32.2.4A and 32.2.2Y)**

COMMENT #: 8858
DATE: 9/1/21 11:06 AM
SOURCE: Website
NAME: Marshall Baillie

COMMENT:

As a taxpayer and an LCC public lands user, I am totally against the gondola. **(32.2.9E)** It will not suit my needs the majority of the time when I use the canyon for recreating. I don't ski, climb, bike, and or run where the gondola would drop transitters off. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I want the use of busses, with the main transit hub at the base of the canyon and direct satellite services from around the valley up the canyon. **(32.2.6.2.1C and 32.2.2I)** Additionally, the busses used in the canyon are older city busses that would be eventually shuttered lending to an increase of the ROI for that mode of transit and the taxpayers. **(32.2.7E)** A system that only drops off folks at SB and Alta should be paid for by the benefactors of that said transportation. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 8859
DATE: 9/1/21 11:06 AM
SOURCE: Website
NAME: Robert Serino

COMMENT:

Expanding the roadway up Cottonwood Canyon would be very bad environmentally and would not be reliable given the storms that often occur in the area. **(32.2.9C and 32.2.6.3P)**

COMMENT #: 8860
DATE: 9/1/21 11:06 AM
SOURCE: Website
NAME: Christie Wnukowski

COMMENT:

I do not know the statistics on how many people will use alternative transportation options (gondola or bus), the cost, damage to the mountains, etc. However, I do think that the final decision should consider a simulation of the above factors or actual numbers and prioritize the following 1. Air quality, 2. Minimal "damage" to the mountain, 3. Money. Thanks. **(32.10A, 32.4I, 32.13A, 32.13B, 32.2.7C, and 32.2.9N)**

COMMENT #: 8861
DATE: 9/1/21 11:06 AM
SOURCE: Website
NAME: Mitchell Murphy

COMMENT:

The gondola plan is foolish. **(32.2.9E)** You will ruin more natural land that is enjoyed in Little Cottonwood and charge tax payers an insane amount of money. **(32.4I and 32.2.7C)** Taking the bus option is a much better idea for now, either way, gondola or more buses won't solve the issue long term. **(32.2.9A, 32.7B, and 32.7C)** The only thing the gondola will do is put excessive amounts of traffic in other places, places that are already under heavy traffic considering the growth of Utah. **(32.2.6.5E)** The best solution in my opinion is to expand the busing system and hours, require carpooling, and to get rid of the ikon pass. **(32.2.9A, 32.2.4A, and 32.2.2K)**

COMMENT #: 8862
DATE: 9/1/21 11:06 AM
SOURCE: Website
NAME: David Blair

COMMENT:

Don't put in a gondola or widen the road. **(32.2.9E and 32.2.9C)** Both of these solutions are way to expensive and damaging to the environment for the few days each ski season that they would be needed. **(32.1.4D)** Rather, close the canyons on those days and require skiers to ride shuttle buses like they do at Zion National Park. **(32.2.2B)**

COMMENT #: 8863
DATE: 9/1/21 11:07 AM
SOURCE: Website
NAME: Ryan Quarles

COMMENT:

I support the gondola option for Little Cottonwood Canyon! **(32.2.9D)**

COMMENT #: 8864
DATE: 9/1/21 11:07 AM
SOURCE: Website
NAME: Alan Dent

COMMENT:

My entire family skis and we typically all travel as a group in a single vehicle. This includes young and small children and it is important to me that I'm still able to drive to the mountain and park near the lifts as the logistics to try and carry all the gear and equipment for myself and children on a bus and/or gondola becomes an unworkable endeavor and would ruin the experience. **(32.2.4A)** Furthermore, having a large skiing family, simply accessing the mountain (lift passes) has become astronomically expensive and for this sport to continue to be affordable and enjoyable I also need the ability to bring my own food to the mountain for my entire family. Paying for a large family to eat on the mountain for a single day is prohibitively expensive for me. Riding a bus or gondola would make bringing my own food next to impossible given that we would already have to carry all our ski gear and many mountains do not welcome brown baggers and so we need our car to retreat to for a lunch break. **(32.2.4A and 32.2.3A)**

For solo skiers added bus capacity or a gondola would be helpful and welcome, but at the end of the day there still needs to be a way in which to drive medium and large groups/families of skiers directly to the mountain's base.

Bottom line: I would be opposed to any solution that makes it more difficult and/or more costly (i.e., parking fees) for families of modest means to access LCC by vehicle. **(32.2.4A)**

COMMENT #: 8865
DATE: 9/1/21 11:08 AM
SOURCE: Website
NAME: Sara Levitt

COMMENT:

I am a lifelong Alta resident and business owner. I am deeply concerned about the negative impact the gondola would have on residents here. **(32.2.9E)** This isn't a lift company issue; Alta is first and foremost a town and that should be taken into greater consideration. **(32.40)** No gondola, please!

COMMENT #: 8866
DATE: 9/1/21 11:08 AM
SOURCE: Website
NAME: Lori Gibbs

COMMENT:

Snowbord 30 years gondola from Lacallie will help the traffic congestion. **(32.7C)** Udot and unified need to work better together! Front and two wheel drive cars must not be allowed at anytime during the winter! This is part of the problem. Patrol car needs to be at mouth of little cottonwood canyon from 6am to 4pm everyday. The rental cars and locals who do not have proper tires certifications should not be allowed ever up this canyon !! Thank you for reading this Good luck to whatever you decide to do. **(32.2.2M)** Sincerely Lori Gibbs

COMMENT #: 8867
DATE: 9/1/21 11:08 AM
SOURCE: Email
NAME: Carly Poth

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Carly Poth
Salt Lake City, UT

COMMENT #: 8868
DATE: 9/1/21 11:09 AM
SOURCE: Website
NAME: David Amirkhanashvili

COMMENT:

One of the biggest issues we have in LCC is the avalanches bringing traffic to a standstill. **(32.1.2B and 32.7B)** The Gondola option would mitigate that. You'd also be able to start charging a toll for those who choose not to use the gondola and still drive up the canyon bringing in an additional source of revenue. I think in the long run the Gondola is the more economic and eco-friendly option and should have been done long ago. **(32.2.4A and 32.2.9D)**

COMMENT #: 8869
DATE: 9/1/21 11:09 AM
SOURCE: Website
NAME: Adam LaFortune

COMMENT:

Apart from obvious detrimental impacts to the environment, character, and vistas of Little Cottonwood, a gondola is much less versatile, flexible, and future-proof than a bus/tram system would be. **(32.2.6.5A)**

Ground vehicles would be able to serve the entire canyon, not favoring skiers only, but providing equal access to trails and other activities to all residents and visitors. **(32.2.6.3C and 32.1.2D)**

Buses/trams would also be much more practical to maintain as vehicles age and to update as technology evolves. The routes, stops, etc. could also be adjusted to best adapt to seasonal volume and unforeseen future growth. **(32.2.6.3D and 32.2.6.3C)**

The sheer volume of people a sophisticated bus/tram system could handle compared to a gondola should leave no question as to the best decision. A ground vehicle system could be easily expanded, reduced, or shuttered altogether as needed, where a gondola would be forever fixed in place with no option to accommodate growth without major added expense. **(32.2.6.3D and 32.2.6.5J)**

To conclude, I think a gondola in Little Cottonwood Canyon is an absolutely terrible idea. **(32.2.9E)** The primary beneficiaries of this would be ski resort ownership at the expense of the public and the canyon itself. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Frankly, it's embarrassing that the discussion has gone this far without arriving at the conclusion that best serves the vast majority of nearby residents while also preserving the dignity and natural majesty of the Canyon for future generations.

Thank you.

COMMENT #: 8870
DATE: 9/1/21 11:09 AM
SOURCE: Website
NAME: Mark Seltenrich

COMMENT:

Go for the Gondola! **(32.2.9D)**

COMMENT #: 8871
DATE: 9/1/21 11:09 AM
SOURCE: Website
NAME: Jeremy Cummings

COMMENT:

All the negative impacts that a gondola system would have on Little Cottonwood far outweigh the benefits. **(32.2.9E)** I am concerned that fully funded, effective bus system and toll has never been explored or tried. **(32.2.9A and 32.2.4A)** A gondola would only serve the interests of two private companies. Why aren't Snowbird and Alta paying for it? Please reconsider the proposal to erect a gondola in LCC. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Thanks.

COMMENT #: 8872
DATE: 9/1/21 11:09 AM
SOURCE: Website
NAME: Kenneth R. Jones

COMMENT:

I am tired of waiting in traffic. The Utah Ski Resorts have been very good stewards of their and Forest Service lands. It is in their best interest and the public to keep as much traffic out of Little Cottonwood Canyon as possible. **(32.2.4A and 32.7C)** This would also help with air quality issues. **(32.10A)**

COMMENT #: 8873
DATE: 9/1/21 11:10 AM
SOURCE: Website
NAME: David Pringle

COMMENT:

I feel the gondola approach is the best solution **(32.2.9D)**

COMMENT #: 8874
DATE: 9/1/21 11:10 AM
SOURCE: Website
NAME: Mike Kotok

COMMENT:

UDOT,

I would like UDOT to seriously consider putting either an 8' or 10' wall along the North side of 209 near the "V". There is a proposed Wall #15 protecting some of the homes in our neighborhood but nothing up near Canyon View Place. Since this is the only single loaded part of the road, a wall is more needed here than anywhere else in the neighborhood.

Please consider this wall to guard against noise pollution from additional traffic on 209 as well as safety for our residents. I know a lot of kids and pets live on our street. Hopefully udot can be proactive in preventing any future issues. **(32.11F)**

Sincerely,
Mike

COMMENT #: 8875
DATE: 9/1/21 11:11 AM
SOURCE: Website
NAME: Clark Petschek

COMMENT:

I fully support the gondola proposal for LCC. It's good for skiers, good for Utah, and good for the environment. **(32.2.9D)**

COMMENT #: 8876
DATE: 9/1/21 11:11 AM
SOURCE: Website
NAME: Joanne Kotok

COMMENT:

UDOT,

I would like UDOT to seriously consider putting either an 8' or 10' wall along the North side of 209 near the "V". There is a proposed Wall #15 protecting some of the homes in our neighborhood but nothing up near Canyon View Place. Since this is the only single loaded part of the road, a wall is more needed here than anywhere else in the neighborhood.

Please consider this wall to guard against noise pollution from additional traffic on 209 as well as safety for our residents. I know a lot of kids and pets live on our street. Hopefully udot can be proactive in preventing any future issues. **(32.11F)**

Sincerely,
Joanne

COMMENT #: 8877
DATE: 9/1/21 11:11 AM
SOURCE: Email
NAME: William Tedesco

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,
William Tedesco
Cottonwood Heights, UT

COMMENT #: 8878
DATE: 9/1/21 11:12 AM
SOURCE: Website
NAME: Kyle Greenberg

COMMENT:

It seems that Senate Bill 277, Highway General Obligation Bonds Authorization has been interpreted by UDOT to subsidize just a handful of private businesses in Little Cottonwood Canyon. How do the two preferred alternatives also provide and yield easier access to public lands along the S.R. 210 corridor and not just access to private businesses? (How can the Gondola Alternative be interpreted any other way than just providing access to Snowbird, Alta, and a few other private businesses located within walking distances from the Snowbird and Alta stations? The enhanced bus service alternatives also makes no mention of adding stops and access to trailheads along S.R. 210. What is the purpose of Senate Bill 277 - to deny and limit access to public lands and only service private businesses? **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, 32.7C, and 32.2.6.3C)** If the sole purpose of this project is to supplement the profits of Snowbird and Alta; how long would it take for the tax revenues of these select businesses be to recuperate the year-of-expenditure costs of \$724,662,280 for the gondola alternative or \$782,446,651 for the Enhanced Bus Service in Peak-Period Shoulder Lane? **(32.1.2B and 32.2.7C)** What is the incentive for a tax paying citizen to condone a project like this, when it appears that the preferred solutions limit access to public lands along S.R. 210 while subsidizing a few local businesses with no estimated rate of return on spent tax payer dollars from these businesses?" **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 8879
DATE: 9/1/21 11:12 AM
SOURCE: Email
NAME: Todd Pellmann

COMMENT:

Dear Utah Department of Transportation (UDOT),

Considering only two alternatives when there are less expensive options that haven't been tried or considered seems to be playing into the hands of construction firms. **(32.2.2PP)**

The first option which should have been enacted years ago is increasing the number of buses. **(32.2.9A)** If people are standing on the buses, there need to be more running. If people have to wait more than 15 minutes to be seated and the bus moving, there need to be more running. People don't want to wait in the cold and they don't want to be uncomfortable, so provide a bus service to meet their expectations. Traffic is slow in the canyon sometimes, people expect that, just let them be comfortable during the trip. Yes this will cost, but so so so much less than the only two alternatives currently being considered. **(32.2.6.3N)**

A second option is setting up a toll booth for the canyon. I would hope a study has been done assessing how many occupants each vehicle has going up the canyon; 4 or more no toll, rising to a big toll for single occupant vehicles. Nothing has been tried in the past truly encourage carpooling. **(32.2.4A)**

A third option along the same lines: charge every vehicle for parking at the resorts and the county can assess a big ticket for parking on the side of the road. These revenue generating activities can be used to build additional parking and help pay for road maintenance. The costs would also be borne by the users. **(32.2.4A and 32.2.2K)**

The tram option should only be considered if it is set up as a private corporation. It shouldn't be paid for with public money. **(32.2.7A)** What would a tram ticket cost for the stake holders to get the requisite return on investment? I'm fairly confident it would be much higher than bus fare, an expensive toll, pricey parking, or the current cost of gas and a little maintenance. **(32.2.4A)** At the very least it could be paid for through added hotel, restaurant, and resort taxes. For the truly small number of people the tram will carry up and down the canyon combined with the massive lifetime costs of a tram, it seems to be fantasy. **(32.2.7A, 32.2.7C, and 32.2.7C)**

Adding a bus lane creates its own set of problems. First the speed limit in the canyon is 40 mph. What is the average speed in the sections where there are two lanes opposed to the rest of the canyon with only one lane? My observation is that two lanes invites some reckless speeding, now add winter driving conditions... **(32.2.6.3B)** As a cyclist my experience at the bottom of the canyon, with two lanes this year, is much worse with cars trying to get ahead of the cars in the other lane. What is the plan to enforce the bus lane? **(32.2.6.3B)** What is the plan to enforce the speed limit to reduce accidents. Cameras and an automated ticketing system needs to be included to keep the bus lane clear and reduce accidents from speeding.

Sincerely,
Todd Pellmann
Sandy, UT

COMMENT #: 8880
DATE: 9/1/21 11:12 AM
SOURCE: Email
NAME: Aaron London

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Aaron London
Salt Lake City, UT

COMMENT #: 8881
DATE: 9/1/21 11:13 AM
SOURCE: Website
NAME: Scot Greeno

COMMENT:

The gondola option for Little Cottonwood Canyon is just as unacceptable as the expansion of roads. **(32.2.9E and 32.2.9C)** Please limit the number of cars admitted to the canyon, and expand bus service using electric busses. This is the only option that respects the canyon by acknowledging that further human impacts will destroy its basic character. Don't wreck Little Cottonwood! **(32.4I)**

COMMENT #: 8882
DATE: 9/1/21 11:14 AM
SOURCE: Website
NAME: Fred Gruter

COMMENT:

This is a huge expense for a travel problem that only exists on very few powder days during a 3-4 month winter ski season. **(32.1.4D)** Last season's Snowbird parking pass worked very well by limiting the traffic allowed in the canyon. Even so, lift lines were the longest I've ever seen them in 60 years of skiing this canyon. This will only benefit developers and ski resorts at taxpayer expense, while diminishing the skier experience by overcrowding the resorts. **(32.20C, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 8883
DATE: 9/1/21 11:15 AM
SOURCE: Website
NAME: John Harris

COMMENT:

Build the gondola **(32.2.9D)**

COMMENT #: 8884
DATE: 9/1/21 11:15 AM
SOURCE: Website
NAME: Tom Ross

COMMENT:

At this point making a decision between multiple poor choices is not in the best interest of anyone other than the organizations that have a vested interest in the profits from these so called improvements. **(32.2.7A)**. This project touches every part of the Wasatch front that will forever change something mother nature spent millions of years creating. **(32.4I)** The question no one wants to answer is when will exponential growth collide with a lack of natural resources. **(32.20B)** As an avid user of the canyons and a citizen of cottonwood heights I urge the state of Utah to stop advertising and soliciting this growth so we can preserve what is left of the Wasatch Front. Uncontrolled growth will lead to the destruction of the entire area! **(32.20A, 32.20B, and 32.20C)**

COMMENT #: 8885
DATE: 9/1/21 11:15 AM
SOURCE: Website
NAME: Larry Beddome

COMMENT:

Gondola much better option! **(32.2.9D)**

COMMENT #: 8886
DATE: 9/1/21 11:15 AM
SOURCE: Website
NAME: Paul Laker

COMMENT:

Not sure of the term but how many people will the gondola take up the canyon in an hour? (32.2.6.5C and 32.2.6.5N)

COMMENT #: 8887
DATE: 9/1/21 11:15 AM
SOURCE: Email
NAME: Lara Gallacher

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Lara Gallacher
Holladay, UT

COMMENT #: 8888
DATE: 9/1/21 11:16 AM
SOURCE: Website
NAME: Jay Knowlton

COMMENT:

I support a big beautiful gondola in little cottonwood (32.2.9D)

COMMENT #: 8889
DATE: 9/1/21 11:16 AM
SOURCE: Website
NAME: Jaren Devey

COMMENT:

I haven't participated or heard any of the research done regarding this problem so I can't say I have all the facts and can weigh this decision adequately. That being said, I do feel the gondola is the correct approach to this problem and is one we should actively be pursuing. **(32.2.9D)**

COMMENT #: 8890
DATE: 9/1/21 11:16 AM
SOURCE: Website
NAME: Jake Mager

COMMENT:

I skied little and big cottonwood over 20 times last year and the year before 30+ times. I think an extensive bus system is the cheaper and more viable way to go. **(32.2.9A)** There should be a larger multi level parking lot built at the bottom of the canyon. **(32.2.6.2.1C)** There also should be officers posted at both little and big cottonwood base in the mornings that would control the flow of traffic. **(32.2.2M)** I have waited in line for over 2 hours to get to Brighton just to get up there and have no available parking. Instead of gondola, it would be WAY cheaper to hire some civil engineers to figure out maximum capacity of the parking lot and turn cars around before they even enter the canyons and at the top of mountains have a better control of the parking situation. **(32.2.2K)**

In my opinion, if you snooze you lose. Its first come - first ski. I'll gladly leave my house at 6:30, 7am and sit at the base of mountain for 1-2 hours.

COMMENT #: 8891
DATE: 9/1/21 11:16 AM
SOURCE: Website
NAME: Petr Janata

COMMENT:

As a teenager growing up in SLC, I would frequently walk to the UTA bus stop at Foothill Village and take a ski bus up to either of the Cottonwood Canyons, typically getting off at one of the ski resorts, but appreciating the fact that stops existed on the way up for non-resort users of the canyons. Much to my dismay, the ski bus routes from downtown disappeared in later years and it is now infeasible to take public transit the way I used to. If I want to take a ski bus now, I must first drive to one of the park and rides (very early so as to get a parking spot) that serve the bus routes that now integrate solely with the commercial and TRAX hubs at the southern end of the valley. While that model makes tremendous sense, given the TRAX (and therefore airport) integration, it leaves most residents of the Salt Lake Valley unable to utilize a convenient and environmentally sustainable option of public transit that serves both of the Cottonwood Canyons.

The proposed Little Cottonwood Canyon (LCC) gondola does almost nothing to mitigate transportation issues while catering to a very small segment of the population for a short time of the year, all the while ruining the priceless viewscape of LCC among other likely environmental impacts. **(32.7B, 32.7C, 32.17A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** A vision of LCC in which it is a large ski area with a base terminus at the mouth of the canyon is myopic, given the precious nature of this resource and other options that have been proposed. **(32.4I)** That there are congestion and safety issues in both Cottonwood canyons, and LCC in particular, during much of the winter is without question, but these are readily addressed through a combination of a few snow sheds and a comprehensive bus transportation option, which includes large parking structures (at the proposed gondola base) and elsewhere, e.g. Wasatch Drive Park & Ride by the quarry, greater frequency of busses, and a bus route feeder system that serves downtown, university, and other higher population density areas. **(32.2.9A, 32.2.4A, and 32.2.2I)** By having a higher-volume bus service and road modifications, including snowsheds, and bus-only lanes on 210 and 209 from the park-and-rides, the ski areas can realize numbers of skier days that are simply not possible currently or even with the gondola option.

Although the gondola option may well have a smaller environmental footprint than road-widening/straightening and snow sheds in terms of the amount of land disturbed/moved, the visual and attendant psychological impacts should not be underestimated. **(32.17A)** The beauty and majesty of landscapes that have minimal evidence of human impact is awe-inspiring, grounding, and/or any other number of ineffable positive psychological qualities. Such is the view up LCC today. A gondola would shatter that. Wholly unnecessarily and to serve only the economic interests of a few. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

As someone who has lived in and/or regularly enjoyed the Salt Lake Valley and surrounding mountains since the mid-70s, I respectfully ask that UDOT and associated governmental agencies pursue a plan for LCC (and the Cottonwood Canyons/Wasatch more broadly) that serves a larger segment of the population than only resort skiers more effectively than an unnecessary eyesore that persists year-round and serves primarily the interests of Snowbird and Alta.

Sincerely,
Petr Janata, Ph.D.

COMMENT #: 8892
DATE: 9/1/21 11:16 AM
SOURCE: Email
NAME: Halie lavarone

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Halie lavarone
SALT LAKE CITY, UT

COMMENT #: 8893
DATE: 9/1/21 11:19 AM
SOURCE: Website
NAME: Evan Harris

COMMENT:

I am all in favor of the gondola for Little Cottonwood Canyon, it is the most environmentally friendly, sustainable, and efficient mode of transport proposed. **(32.2.9D)**

COMMENT #: 8894
DATE: 9/1/21 11:19 AM
SOURCE: Website
NAME: Tahnee Sumner

COMMENT:

Stay progressive Utah! Go for the gondola for all reasons related to preserving our canyon and earth!
(32.2.9D)

COMMENT #: 8895
DATE: 9/1/21 11:19 AM
SOURCE: Website
NAME: Kristoph Herron

COMMENT:

I support the proposed Gondola system! **(32.2.9D)** The parking garages needed to be designed so that they don't create or have their own bottlenecks. **(32.2.6.5E)** They shouldn't be paid parking as that will slow it down immensely. If the parking isn't fast to get in and out of then people won't want to use it. **(32.2.4A)**

Buses won't solve the traffic problems at all. **(32.7C)** They will really only make it worse. They can't run fast enough for people to really want to adopt taking them. **(32.2.6.3N)**

COMMENT #: 8896
DATE: 9/1/21 11:19 AM
SOURCE: Website
NAME: Brian Titus

COMMENT:

I'm not in favor of the gondola. **(32.2.9E)** It's not a transportation solution. **(32.7C)** It's a ski lift that serves two for-profit private companies at the expense of the taxpayers of Utah and will only operate during the winter ski season. It's not inclusive of the user base of LCC and will leave a permanent scar on the canyon. **(32.2.6.5F, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

NO GONDOLA

COMMENT #: 8897
DATE: 9/1/21 11:19 AM
SOURCE: Email
NAME: Ellen Guthrie

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

COMMENT #: 8898
DATE: 9/1/21 11:19 AM
SOURCE: Email
NAME: Nicholas Polhill

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Nicholas Polhill
South Salt Lake, UT

COMMENT #: 8899
DATE: 9/1/21 11:20 AM
SOURCE: Website
NAME: Gavin Bailey

COMMENT:

Please do not carry out a plan that will impact the amazing wilderness recreation opportunities in the Cottonwood Canyon. **(32.29G)**

COMMENT #: 8900
DATE: 9/1/21 11:21 AM
SOURCE: Website
NAME: Alex Miller

COMMENT:

Why isn't bus access to popular trailheads ALONG with skier express buses listed as an alternative? **(32.1.2C, 32.2.6.3C, and 32.2.6.3N)** This whole plan seems to alienate a lot of people hoping to access the canyon and not go to Alta or Snowbird. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I'm having a difficult time wrapping my head around why a gondola would be a better alternative than a Zion NP style shuttle system, unless the whole plan is to enhance the experience of the few who are fortunate enough to afford ski passes at Alta or Snowbird. **(32.2.2B)**

If the Multiple-Use mandate aims to achieve the greatest use for the most amount of people for the longest amount of time, none of the alternatives seem to be effective. **(32.1.2C, 32.1.2B, 32.1.2C, and 32.1.2D)**

COMMENT #: 8901
DATE: 9/1/21 11:21 AM
SOURCE: Website
NAME: Alan Buchanan

COMMENT:

Please consider a 8' or 10' noise wall along the north side of SR 209 between the entrance to S Little Cottonwood Ln and headed East to the Little Cottonwood Creek bridge. **(32.11F)**

COMMENT #: 8902
DATE: 9/1/21 11:21 AM
SOURCE: Website
NAME: Cynthia Buchanan

COMMENT:

Please consider a 8' or 10' noise wall along the north side of SR 209 between the entrance to S Little Cottonwood Ln and headed East to the Little Cottonwood Creek bridge. **(32.11F)**

COMMENT #: 8903
DATE: 9/1/21 11:21 AM
SOURCE: Website
NAME: Laurence Burton

COMMENT:

As a local resident, I do NOT support the gondola project for Little Cottonwood canyon. **(32.2.9E)** I believe that it is too costly, both in dollars as well as the environmental impact. I feel that the proposed bus system is the best option. It is less expensive and much more versatile. **(32.2.9A)**
Thank you for considering my input

COMMENT #: 8904
DATE: 9/1/21 11:22 AM
SOURCE: Website
NAME: Karla Twinting

COMMENT:

The gondola only addresses ski resort traffic it does nothing for other trailheads in Little Cottonwood in the winter or anything for summer use. **(32.1.2B, 32.1.2C, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** It would be a permanent visual scar in the canyon year round. **(32.17A)** If the canyon is closed for avalanche danger the ski resorts are as well so I don't see the purpose of transporting people to a closed resort. **(32.2.6.5H)** The road provides a natural filter. I feel an increased bus system is the answer with stops at trailheads eliminating personal cars and all of the parking problems in the canyon. **(32.2.9A, 32.2.2B, 32.2.6.3C, 32.4P)**

COMMENT #: 8905
DATE: 9/1/21 11:22 AM
SOURCE: Website
NAME: William Gifford

COMMENT:

Before we spent hundreds of millions of dollars on a gondola or other costly and unsightly infrastructure, why not just try charging skiers for parking? **(32.2.2K)**

Even a modest \$10 or \$20 daily fee (could be more on weekends, less or free on weekdays) would dramatically reduce canyon traffic. Especially if combined with improved bus service. This could be implemented THIS winter, with minimal effort. **(32.2.2K, 32.2.4A, and 32.2.9A)**

There should be a few buses that go direct to Alta, too. **(32.2.6.3N)**

I am a resident of Salt Lake City, and our family skis primarily at Alta.

COMMENT #: 8906
DATE: 9/1/21 11:23 AM
SOURCE: Website
NAME: Lydia Trettis

COMMENT:

Hi All, I am a SLC resident and skier/hiker. I believe that enhanced bus service is the very best solution to the whole increased use/traffic issue in the canyon. **(32.2.9A)** It will have less impact on the beauty that lines the canyon. We already have roads and busses. We just need to improve connections, frequency, parking garages in the valley and we will have a solution that can be amended due to need/weather/volume, etc. **(32.2.6.2.1C or 32.2.2I)** Thank you for your time. I have been thinking about this for a long time and still believe that while a bus isn't glamorous it is ecologically and practically the best idea. We can still look like an ecological hero in the eyes of the US and the world if we make these simple amendments to the existing infrastructure. Thanks again.

COMMENT #: 8907
DATE: 9/1/21 11:23 AM
SOURCE: Website
NAME: Chris Honeysett

COMMENT:

As a resident who lives 3 minutes from the mouth of LCC, I support the Gondola option. The traffic has become a deterrent to going up the Canyon at all in the Winter, and I believe this option is a great solution. **(32.2.9D)**

COMMENT #: 8908
DATE: 9/1/21 11:24 AM
SOURCE: Website
NAME: Micah Banks

COMMENT:

Please not a gondola!! **(32.2.9E)** I don't care who pays for it, the destruction of the canyon to serve 2 resorts is insane. **(32.4I, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The last thing the canyons need is more people. **(32.20A, 32.20B, and 32.20C)** I would love to see every car from November to May have good snow tires on and awd/4wd. **(32.2.2M)** Especially rental cars and people out of state, every car. Have a dedicated bus lane with more busses and additional parking for busses. **(32.2.9B)** The other lane can be tolled like a fast pass with huge fines for breaking the law \$2,500 +, I think \$25-\$50 a car yo be inspected and have a sticker or electronic fast pass is completely affordable and could offset the cost of the program but that's just my 2 cents. **(32.2.4A)**

COMMENT #: 8909
DATE: 9/1/21 11:24 AM
SOURCE: Website
NAME: Christine Velasquez

COMMENT:

As an avid hiker and long term resident of Salt Lake County, I do not support Snowbird and the Utah DOT's proposed Gondola solution up Little Cottonwood Canyon and believe an expanded bus is the better solution. **(32.2.9E and 32.2.9B)** Construction of the gondola would take away from the natural beauty of our canyon, it would add unnecessary and unwanted noise in the canyon, would negatively impact everyone's experience enjoying the beauty of our canyon, and would be a negative distraction to all those who enjoy spending time hiking the trails and camping in the area. **(32.17A, 32.11D, and 32.4I)** Construction of this gondola would also negatively impact the wildlife that inhabit this canyon. **(32.13A)** SORRY SNOWBIRD, BUT NO GONDOLA SERVICE.

COMMENT #: 8910
DATE: 9/1/21 11:24 AM
SOURCE: Website
NAME: Seth MacDonald

COMMENT:

I don't support either alternative posed here. **(32.2.9C and 32.2.9E)** Toll the canyon and use those tolls to fund more frequent bus service; we do not need any expansion of existing infrastructure to get more people up the canyon. **(32.1.2B, 32.2.9A, 32.2.4A)** The bus system could easily double the capacity by just running twice as much. as soon as parking fills up, close the canyon to private vehicles. **(32.2.6.3N)** In the summer, there should be no problems as-is anyways. **(32.1.2C)**

COMMENT #: 8911
DATE: 9/1/21 11:24 AM
SOURCE: Website
NAME: Christine Green

COMMENT:

I see a lot of marketing is catering to singles and couples but as a family of 7, I would rather take gondola than a bus. A bus is too crowded for little kids and I don't want to put our lives in the hands of a stranger during an avalanche. It's hard enough carrying equipment, the crying fits, someone forgot something, then have to worry about getting a seat on a bus because the drive takes a long time when you're already exhausted from the preparation to ski. I think a bus is inadequate for families and you'll be excluding families, if not alienating us, if a bus lane is implemented. **(32.2.9C)** I think many families would rather drive their own cars than take a risky, slow, crammed bus up the canyon. **(32.2.4A and 32.2.9D)**

COMMENT #: 8912
DATE: 9/1/21 11:25 AM
SOURCE: Website
NAME: JD Eskelson

COMMENT:

Well, first choice was the cog train just like some Euro ski resorts! However, my vote is to Go for the GONDOLA!!! (32.2.9D)

COMMENT #: 8913
DATE: 9/1/21 11:25 AM
SOURCE: Website
NAME: Sally Tauber

COMMENT:

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

COMMENT #: 8914
DATE: 9/1/21 11:25 AM
SOURCE: Website
NAME: Ed Harrold

COMMENT:

Absolutely no gondola in its present form. **(32.2.9E)** I ski 5 days a week, 3 hours a day. The gondola would force me and many local folks away from The Bird. There are many options with 600 million to spend, the gondola would not be a short term or long term problem solver. **(32.1.2B and 32.7C)** Think outside the box and balance the bean counters with common sense customer service **(32.2.2PP)**.

COMMENT #: 8915
DATE: 9/1/21 11:26 AM
SOURCE: Website
NAME: Dave Swanwick

COMMENT:

Can UDOT please inform the public of the landholders and those with a vested interest or control over the land at the base of the Gondola. **(32.2.2X)**. Can it be required that all political positions held by these parties be disclosed prior to continuation of this process. When political positions are used to leverage public spend on private land that those political interests own/gain from, is that considered corruption in the state of UT? Or is that acceptable business practice? **(32.2.2X, 32.6C, and 32.29II)**

COMMENT #: 8916
DATE: 9/1/21 11:27 AM
SOURCE: Website
NAME: Parker Cluff

COMMENT:

The two major resorts up the canyon should have to pay for the *vast* majority of either plan since the canyon limits now affect their ability to grow. **(32.2.7A)** They want the growth, they need to invest for that growth. The gondola makes more sense so we're not widening the roads and disrupting things further.

The road should also be turned into a toll system to limit any casual drives up the canyon. **(32.2.9B, 32.2.9D, and 32.2.4A)**

COMMENT #: 8917
DATE: 9/1/21 11:27 AM
SOURCE: Website
NAME: Sara Quintero

COMMENT:

This is too big of a jump from where we're at. It's too invasive, no matter how you justify it. I absolutely do NOT support the gondola as the next step for alleviating canyon congestion. **(32.2.9E and 32.7C)**

COMMENT #: 8918
DATE: 9/1/21 11:27 AM
SOURCE: Email
NAME: John Bennett

COMMENT:

Dear Utah Department of Transportation (UDOT),

The Wasatch canyons are beautiful and in danger of being loved to death. We need to limit the number of people using the canyons with a fee/lottery system regardless of the way that they are transported up to the ski resorts. **(32.20B and 32.2.2K)** If the road is to be expanded I would like to see an electrified railway rather than more buses or the gondola system. **(32.2.9F, 32.2.3F, 32.2.9B, and 32.2.9C)**

Sincerely,
John Bennett
SANDY, UT

COMMENT #: 8919
DATE: 9/1/21 11:27 AM
SOURCE: Email
NAME: Jessica Flores

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

Having grown up in Sandy just below the mouth of Little Cottonwood Canyon, I grew up skiing, hiking, and enjoying Little Cottonwood my whole life. There is no reason to take the beauty away for transportation, less a huge eyesore of a gondola. **(32.1.2B and 32.17A)**. I think ideas for more carpooling or mandatory bus riding is a better idea. **(32.2.4A and 32.2.2B)** With climate change we aren't going to have much of a winter for much longer, so there's no use banking on that industry of ski resorts. **(32.2.2E)**

Sincerely,
Jessica Flores
Draper, UT

COMMENT #: 8920
DATE: 9/1/21 11:28 AM
SOURCE: Website
NAME: Jake King

COMMENT:

Do it. But also build one from the PC side the serves both big and little C. CANYONS (32.2.9D, 32.2.2N, and 32.2.2Q)

COMMENT #: 8921
DATE: 9/1/21 11:28 AM
SOURCE: Website
NAME: David Bennett

COMMENT:

I would like to see some near term solutions such as one way traffic during peak times, much more strict enforcement of 4x4 with snow tires or chains (no 2 wheel drive on powder days) and other solutions before permanently changing the canyon which really only helps Alta and Snowbird. **(32.2.2M, 32.2.2EE, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Both resorts need a lot more skin in the game. **(32.2.7A)** Snowbird has offered 1,000 acres put into conservation easement. Alta needs to do the same and put Grizzly Gulch into a conservation easement for protected Backcountry use. **(32.29F)** I oppose any taxpayer solution without the ski resorts contributing. I would also like to see consideration for other outdoor recreation on public lands such as access to White Pine Trailhead. **(32.1.2B and 32.2.6.2.4A)** After exhausting all other near term solutions, I would hesitantly pick the gondola option. **(32.29R and 32.2.9D)** Thank you for your time and consideration.

COMMENT #: 8922
DATE: 9/1/21 11:28 AM
SOURCE: Website
NAME: David Arcilesi

COMMENT:

To whom it may concern,

Please consider a 10' noise wall along the north side of SR 209 just west of the intersection between 209 and N Little Cottonwood Rd (the "V"). We live on Canyon View Place between the entrance to S Little Cottonwood Ln and the Little Cottonwood Creek bridge. We are worried about the added noise that will be cause as a result of UDOT's actions. **(32.11F)**

David

COMMENT #: 8923
DATE: 9/1/21 11:28 AM
SOURCE: Website
NAME: Brenda Arcilesi

COMMENT:

To whom it may concern,

Please consider a 10' noise wall along the north side of SR 209 just west of the intersection between 209 and N Little Cottonwood Rd (the "V"). We live on Canyon View Place between the entrance to S Little Cottonwood Ln and the Little Cottonwood Creek bridge. We are worried about the added noise that will be cause as a result of UDOT's actions. **(32.11F)**

Brenda

COMMENT #: 8924
DATE: 9/1/21 11:29 AM
SOURCE: Website
NAME: Carol Omeara

COMMENT:

Has any consideration/plans for seniors who still want to ski but can't carry their skis very far. I pay for snowbird parking as I can longer carry my skis very far due to medical status and past injuries. As I senior who has had several decades of having a snowbird pass would still like to ski. WHAT accommodations are being made for seniors **(32.2.4A and 32.2.6M)**

COMMENT #: 8925
DATE: 9/1/21 11:29 AM
SOURCE: Email
NAME: Camdon Kay

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Camdon Kay
Pocatello, ID

COMMENT #: 8926
DATE: 9/1/21 11:30 AM
SOURCE: Website
NAME: James Suel

COMMENT:

I support the Gondola option. **(32.2.9D)** However, I withdraw my support if you name anything La Caille- the ownership history of the restaurant is a dumpster fire and calling the station the La Caille station is ludicrous

COMMENT #: 8927
DATE: 9/1/21 11:31 AM
SOURCE: Website
NAME: Jessi Cooper

COMMENT:

I live in Sandy. I think the gondola idea is a horrible one and unnecessary. **(32.2.9E)** Do not destroy the canyon to serve the interests of the ski resorts. **(32.4I and 32.2.7A)** Lots of people enjoy that canyon for other uses. Leave it be.

COMMENT #: 8928
DATE: 9/1/21 11:31 AM
SOURCE: Website
NAME: Christina Braun

COMMENT:

I think the Gondola option is a brilliant solution **(32.2.9D)**.

COMMENT #: 8929
DATE: 9/1/21 11:32 AM
SOURCE: Website
NAME: Karen Meleca Fredrickson

COMMENT:

Go gondola? (32.2.9D)

COMMENT #: 8930
DATE: 9/1/21 11:33 AM
SOURCE: Website
NAME: Leanne Brandt

COMMENT:

I have been living and skiing in Utah for over 30 years. While I miss the "old days" I believe the gondola is the best solution for our future LCC transportation needs" **(32.2.9D)**

COMMENT #: 8931
DATE: 9/1/21 11:34 AM
SOURCE: Website
NAME: Michael Santiago

COMMENT:

The lack of environmental impact is unacceptable. We need to save and preserve our public land and not privatize for profit. **(32.29G, 32.1.2B, and 32.2.7A)**

COMMENT #: 8932
DATE: 9/1/21 11:34 AM
SOURCE: Website
NAME: Aaron London

COMMENT:

The UDOT LCC EIS section on community impact fails to properly characterize community of or adequately analyze the impact on wintertime dispersed recreational users. Unlike the rock climbing community definition and impacts, wintertime dispersed recreational users are not properly identified as a cohesive community sharing a common goal of recreating in the mountains outside developed areas nor are any of the alternatives even mapped in relation to terrain and features in LCC used by this community. There are more than 30 named backcountry skiing areas and routes that will be subjected to new visual impacts which the EIS neither maps nor analyzes. **(32.17A, 32.4I, 32.4G, and 32.4T)** This is totally unacceptable.

The UDOT LCC EIS purpose and need is so narrowly scoped and inverted to the previous Mountain Accord process that it is fundamentally flawed. The EIS cannot even analyze impacts on Big Cottonwood Canyon due to the scope but at the same time mentions tolling will be required in BCC due to the anticipated affects of the alternatives. **(32.1.1A and 32.1.1C)** This is nonsensical and should be reason enough to return to the beginning of the process to get it right from the start. Otherwise discussion of affects on BCC should be eliminated from the EIS. UDOT cannot have it both ways on this point. **(32.20D)**

Furthermore, though outside the scope of any NEPA regulations, it should be recognized that unlike the Mountain Accord which sought community consensus the UDOT LCC EIS is a document which pits community against community in a zero sum game where one group benefits at the expense of all others. This has led to conflicts of interest and political intervention of the process which fundamentally taints the supposed objectivity of the EIS. **(32.1.2B, 32.1.2D, 32.2.7A, 32.2.9N, 32.7B, and 32.7C)**

The fact that all the trailhead parking alternatives reduce or eliminate wintertime parking for dispersed recreation users in LCC is all one needs to know to see that the EIS is unfairly tilted in the favor of resort skiers at the expense of all other users of and visitors to LCC. **(32.2.6.2.4A, 32.4P, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

The EIS further presents the two alternatives as equivalent when there should be a higher bar for effectively doubling the transportation infrastructure in LCC with the gondola alternative. This failure to address capacity throughout the EIS is a major flaw. Not once is induced demand in relation to transportation mentioned in the full EIS document. **(32.20A, 32.20C, and 32.20E)**

The EIS also stipulates costly yet ultimately functionally unnecessary extra towers and tower painting to appease Granite Records Facility owners and ski resorts, while Granite community residents and non-resort users of LCC are afforded no such special treatment. This is patently ridiculous and should be removed from the EIS. **(32.4I)**

Ultimately the EIS fails at adequately analyzing the impact of the proposed alternatives on anyone except the major commercial interests in LCC. The unsubstantiated claims of de minimis impacts on the Salt Lake City water supply are particularly egregious. **(32.12A and 32.12B)** The proposals are not transportation solutions for Utah taxpayers but rather extensions of two private ski resorts. It's time to go back to the drawing board **(32.1.2B, 32.1.2D, 32.2.2PP, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 8933
DATE: 9/1/21 11:34 AM
SOURCE: Website
NAME: Ryan LaRue

COMMENT:

I'm here to voice my support for the gondola. **(32.2.9D)** I, however, press you to think bigger than a little cottonwood canyon solution. Gondola connecting to big cottonwood canyon, gondola going over to park city, etc. don't just try to regionally reduce traffic. **(32.2.2N and 32.2.2Q)** Let's go big and try to eliminate the need for traffic all together! I would be one of the first to say we love the ability to drive ourselves directly to slopes. In fact, we arrive early to get "our spots" to make ski in and out possible from parking. But, if this plan is done correctly and provides efficient mountain travel my group would have no problem converting in our ways. Good luck!

COMMENT #: 8934
DATE: 9/1/21 11:34 AM
SOURCE: Website
NAME: William Good

COMMENT:

As a user of LCC for the last 33 years, I am opposed to the gondola idea. **(32.2.9E)** The reasons include all of the against view points including aesthetics, flexibility and usage. Against the gondola. **(32.17A and 32.2.6.5A)**

COMMENT #: 8935
DATE: 9/1/21 11:34 AM
SOURCE: Email
NAME: Karen Meleca Fredrickson

COMMENT:

No Question mark.
Go gondola! **(32.2.9D)**

COMMENT #: 8936
DATE: 9/1/21 11:35 AM
SOURCE: Website
NAME: Charlie Rinehart

COMMENT:

You should do the gondola alternative. It is such a waste to have people drive all the way up the canyon. **(32.2.9D)**

COMMENT #: 8937
DATE: 9/1/21 11:35 AM
SOURCE: Email
NAME: Joe Jacoby

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

COMMENT #: 8938
DATE: 9/1/21 11:35 AM
SOURCE: Email
NAME: Paulina Garcia

COMMENT:

Dear Utah Department of Transportation (UDOT),

No gondola or widening of the road!!!! **(32.2.9E and 32.2.9C)**

this development is only needed for About 2 weeks out of the year during high season and powder days. **(32.1.4D)** Make the ski resorts do their part in making the canyons safe and accessible to everyone by implementing a reservation system for these high capacity days. **(32.2.2K)** We could go even as far to say no single riders in cars. **(32.2.4A)**

I love skiing more than anything but we need to protect our canyons from million dollar companies who will only destroy them for their own profits. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Sincerely,
Paulina Garcia
Salt lake city, UT

COMMENT #: 8939
DATE: 9/1/21 11:35 AM
SOURCE: Email
NAME: Tahir Razzaq

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Tahir Razzaq
Kearns, UT

COMMENT #: 8940
DATE: 9/1/21 11:36 AM
SOURCE: Website
NAME: Michael Marmar

COMMENT:

I believe that expanded bus service (with or without an additional travel lane) is the cheapest and most effective solution to reduce congestion in the canyon. **(32.2.9A or 32.2.9B)**

Expanded bus service is much lower impact than a gondola, will reduce emissions, will improve safety (fewer overall vehicles on the road, fewer vehicles that are not equipped with proper snow tires, less congestion), and is very flexible. **(32.10A, 32.2.4A, 32.7C, and 32.2.6.3D)**

Bus service can be expanded very quickly and cheaply without building an additional lane and the impact on canyon congestion can be observed over the course of a trial season or two before deciding whether or not the destructive impact of an additional lane is necessary. **(32.2.9R and 32.2.6.3D)**

On the other hand, the gondola is very expensive, destructive, and will only provide service to the top of the canyon which does not service many of the canyon users who are not specifically going to snowbird or alta. **(32.1.2B, 32.1.2D, 32.2.6.3C, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 8941
DATE: 9/1/21 11:36 AM
SOURCE: Website
NAME: Abigail MacKay

COMMENT:

We need a place for all to recreate, not just the rich and wealthy. A gondola makes the poor pay for something they can't benefit from. Chose a more intersectional option. **(32.2.9E, 32.2.4A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 8942
DATE: 9/1/21 11:36 AM
SOURCE: Website
NAME: Ryan Burns

COMMENT:

I stopped skiing in little cottonwood because of the traffic and inefficiency in even getting to the resorts. A gondola that is still subject to winds and weather is NOT THE SOLUTION. **(32.2.9E and 32.2.6.5K)** I DON'T WANT MY TAX PAYER MONEY SIMPLY BENEFITING TWO PRIVATE CORPORATIONS THAT I NO LONGER CHOOSE TO SUPPORT. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Buses allow access to ALL PEOPLE, year round, and for the canyon as a WHOLE to be used and enjoyed by all recreation. Please don't do something that serves so few and cannot be undone. **(32.2.9A, 32.1.2C, and 32.2.6.3C)**

COMMENT #: 8943
DATE: 9/1/21 11:36 AM
SOURCE: Website
NAME: Nicole Rocanova

COMMENT:

I do not support a gondola or widening the road in Little Cottonwood canyon. (32.2.9E and 32.2.9C) I do support increased bus trips and carpool incentives. (32.2.9A and 32.2.4A) I am a backcountry user that needs stops other than the ski resort. (32.2.6.3C and 32.1.2D)

COMMENT #: 8944
DATE: 9/1/21 11:37 AM
SOURCE: Website
NAME: Grace Broussard

COMMENT:

I am not in support of the gondola. (32.2.9E) It will destroy our natural landscape and will not alleviate traffic as promised. (32.13A and 32.7C)

COMMENT #: 8945
DATE: 9/1/21 11:38 AM
SOURCE: Website
NAME: Ying Lee

COMMENT:

I vote against the expansions in little cottonwood canyon. It is going to destroy the natural beauty of this canyon. **(32.2.9G and 32.4I)**

COMMENT #: 8946
DATE: 9/1/21 11:38 AM
SOURCE: Website
NAME: Ryan Sallee

COMMENT:

I am strongly against the gondola option. **(32.2.9E)** It does not support backcountry recreation and creates a massive eyesore. **(32.17A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Powdr Corp and Alta Ski Lift Co will only damage LCC at an even faster pace with the ability to increase ticket sales and congestion in the canyon. **(32.20C)** As an avid recreator in LCC, I sincerely hope this gondola plan is not recommended.

COMMENT #: 8947
DATE: 9/1/21 11:38 AM
SOURCE: Email
NAME: Rachael Jacoby

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

[REDACTED]

COMMENT #: 8948
DATE: 9/1/21 11:39 AM
SOURCE: Website
NAME: Eric Salmi

COMMENT:

I would like to see a better solution that does not alter the landscape and rather preserve it. **(32.2.2PP)**
A more efficient bus system and car pooling seems like a better, easier and maybe cheaper idea.
(32.2.9A and 32.2.4A)

COMMENT #: 8949
DATE: 9/1/21 11:39 AM
SOURCE: Website
NAME: Eli Cook

COMMENT:

The gondola is the best proposal of transportation through little cottonwood canyon. I have dealt with the traffic through the canyon and it can be absolutely miserable especially in snowy conditions. I would love to see the gondola as a solution. **(32.2.9D)**

COMMENT #: 8950
DATE: 9/1/21 11:39 AM
SOURCE: Email
NAME: Sienna Pickard

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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 against the gondola proposal in LCC. **(32.2.9E)**

Sincerely,
Sienna Pickard
Sandy, UT

COMMENT #: 8951
DATE: 9/1/21 11:40 AM
SOURCE: Website
NAME: Christopher Barker

COMMENT:

I am a UT resident and I support the proposed gondola. **(32.2.9D)** It would be an effective transportation solution. But even more than that, it would be a very unique and innovative attraction that would greatly benefit the UT skiing and mountain recreation businesses and community.

COMMENT #: 8952
DATE: 9/1/21 11:40 AM
SOURCE: Website
NAME: Teresa Wilson

COMMENT:

Please give us the gondola!!!! (32.2.9D)

COMMENT #: 8953
DATE: 9/1/21 11:40 AM
SOURCE: Website
NAME: James Wheatley

COMMENT:

None of the solutions proposed are sufficient to meet future growth in this area. **(32.2.9G)** The only solution that will move enough people and be fast enough to make it an attractive alternative for drivers is the rail solution. **(32.2.9F and 32.7C)** The gondola will be plagued with winds and will be nothing more than a tourist attraction. **(32.2.6.5K)** Of the solutions suggested, the additional lane to be used up or down at peak times plus a bus lane and snow shed protection is the most pragmatic. **(32.2.9B)** Please reconsider a rail solution. **(32.2.9F)** Ideally consider a loop through to park city and back down big cottonwood with dual tracks for rail traffic in both directions. **(32.2.2N and 32.2.2Q)** Thank you for your consideration.

COMMENT #: 8954
DATE: 9/1/21 11:40 AM
SOURCE: Website
NAME: Joseph Anderson

COMMENT:

We need to go with the gondola concept. **(32.2.9D)** Why. If you believe in global warming we need to reduce vehicle traffic and running buses every 5 minutes or 15 minutes up Little Cottonwood Canyon would be crazy. **(32.10A)** Then you will need to widen the road. Plus LCC is notorious for avalanches an icy road conditions in the winter. Wait for one of those buses slide of the road and see what happens. **(32.2.6.5P and 32.7A)** People will scream bloody murder.

COMMENT #: 8955
DATE: 9/1/21 11:41 AM
SOURCE: Website
NAME: Scott Waddell

COMMENT:

Yes to the gondola! **(32.2.9D)** This project reminds me of Sunshine Village ski resort in Banff, Canada. They have a long gondola and it works very well.

COMMENT #: 8956
DATE: 9/1/21 11:41 AM
SOURCE: Website
NAME: Calle Ellingson

COMMENT:

This is a horrible idea that I will never agree with. No no no no. (32.29D)

COMMENT #: 8957
DATE: 9/1/21 11:41 AM
SOURCE: Website
NAME: Ryanne Mayers

COMMENT:

We've needed a solution for ages to alleviate traffic in Little Cottonwood Canyon. This initiative is a great solution for an ever-increasing problem. The sooner we solve it, the better. **(32.29D)**

COMMENT #: 8958
DATE: 9/1/21 11:42 AM
SOURCE: Website
NAME: Glenn Ricart

COMMENT:

I think the Gondola option will make Utah skiing more attractive. **(32.2.9D)**

COMMENT #: 8959
DATE: 9/1/21 11:42 AM
SOURCE: Website
NAME: Adriana Chavez

COMMENT:

Other options should be looked into before looking into the options listed by udot. Both options by udot would do more harm than good to the outdoor community **(32.2.9C, 32.2.9E, and 32.2.2PP)**

COMMENT #: 8960
DATE: 9/1/21 11:42 AM
SOURCE: Website
NAME: Hank Bates

COMMENT:

Leave the canyon the way it is. **(32.2.9G)** This is only a problem on the weekends and if people don't like it then go somewhere else. **(32.1.4D and 32.1.2D)** This idea is ridiculous, the canyon is at max capacity and anything you do won't help crowding or traffic. **(32.20B)** Cut the [REDACTED] utah.

COMMENT #: 8961
DATE: 9/1/21 11:42 AM
SOURCE: Email
NAME: Robert Jacoby

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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 realize that the canyons are a precious and beautiful limited resource that cannot sustain the physical impact of allowing unlimited use by all who want to experience the wonderment without any restraint. **(32.20A, 32.20B, 32.20C, and 32.29G)**

Filling a 500 seat theater with a 1000 people for an event, certainly destroys the experience for every one attending.

Sincerely,
Robert Jacoby
Holladay, UT

COMMENT #: 8962
DATE: 9/1/21 11:42 AM
SOURCE: Email
NAME: Danielle Lacroix

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Danielle Lacroix
West Jordan, UT

COMMENT #: 8963
DATE: 9/1/21 11:43 AM
SOURCE: Website
NAME: Jacob Trimble

COMMENT:

I would like to encourage you all to move forward with the Enhanced Bus without Roadway Widening proposal and not cause irreversible damage and complicated access issues for climbing and lower canyon activities by widening the road or constructing a gondola. **(32.2.9A, 32.4A, and 32.4B)** Canyon traffic as well as air pollution can be mitigated with innovative shuttle services and bussing systems that could prove a concept that could be utilized throughout the valley to mitigate our inversions and persistent bad air quality. **(32.2.9A, 32.2.6.3F, and 32.10A)**

COMMENT #: 8964
DATE: 9/1/21 11:43 AM
SOURCE: Website
NAME: Elizabeth Carter

COMMENT:

Tax payer dollars should NOT be put toward for-profit resorts who stand to benefit from overdevelopment (the gondola "solution." The problem is greed. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The Towers needed for a gondola will scar the very nature that draws millions to this canyon, irreparably. **(32.17A and 32.4I)** There is no going back on this environmental idiocy. We must protect public lands, and one way to do that is to not cave to the demands of the few with the most money. Zion national park and their clean busses are a great example of how to move mass amounts of people into a protected space in order for them to both enjoy it and preserve it's natural integrity and beauty. **(32.2.2B)** Please don't do this to us. I have been skiing and hiking LCC since I was born. This fight has completely changed my POV on my home resorts. **(32.4I)** It's great more people want to be up there, but there HAS to be a better way. **(32.2.2PP)** We are better than this.

COMMENT #: 8965
DATE: 9/1/21 11:43 AM
SOURCE: Website
NAME: Ella Haverkamp

COMMENT:

The gondola will not improve traffic in LCC. **(32.7C)** There's just going to be more traffic with cars and people!! **(32.2.4A, 32.20A, and 32.20C)**

COMMENT #: 8966
DATE: 9/1/21 11:43 AM
SOURCE: Website
NAME: Mia Nafziger

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. They excessively benefit Alta and Snowbird's balance sheet, not the public good! **(32.1.2B, 32.1.2C, 32.2.7A, 32.7B, and 32.7C)**

As a climber, skier, 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 **(32.2.2B)** (1) electric power systems, **(32.2.6.3F)** (2) parking lot expansion in the valley, **(32.2.6.2.1C)** (3) customized interior to store equipment optimally and comfortably, **(32.2.6.3O)** (4) increased frequency, **(32.2.6.3N)** (5) optional stops at popular ski-touring trailheads, **(32.2.6.3C)** and (6) storage lockers/infrastructure at the ski resorts. **(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. **(32.2.9K)**

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)**

COMMENT #: 8967
DATE: 9/1/21 11:44 AM
SOURCE: Website
NAME: Morgan Westfall

COMMENT:

This gondola would be a huge environmental mistake and not a legitimate solution. **(32.2.9E and 32.7C)** Other options like buses are more environmentally friendly, less of an undertaking, and overall make way more sense. **(32.2.9A) DONT DO THE GONDOLA!!**

COMMENT #: 8968
DATE: 9/1/21 11:44 AM
SOURCE: Website
NAME: Brad Dayton

COMMENT:

I am fine with this as long as Snowbird and Alta are footing the bill for it. **(32.2.7A)** They caused the problem, they benefit financially from it, so they should pay for it. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Also, Snowbird needs to stay out of American Fork Canyon. They can't ruin all the canyons here. It is time to stop them.

COMMENT #: 8969
DATE: 9/1/21 11:44 AM
SOURCE: Website
NAME: Odessa Winter

COMMENT:

A gondola should not be constructed in little cottonwood canyon. **(32.2.9E)** Tax payers should not shoulder the cost of a project that will only benefit private ski resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The constructions of the gondola will destroy our already limited space for outdoor recreation. **(32.4B and 32.4I)** We need increased bussing that is convenient and accessible so more people can utilize this resource to access our wild spaces. **(32.2.9A, 32.1.2C, and 32.2.6.3C)** Any solution taken to address the traffic and parking issue with little should be made with public benefit as the top priority. The ski resorts already benefit enough off of public lands and pollute our watershed. We should not be spending millions of dollars to benefit private corporations! **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 8970
DATE: 9/1/21 11:44 AM
SOURCE: Website
NAME: Daniel Kovach

COMMENT:

I want to let you know that even though I am a long-time skier and season-pass-holder for Snowbird, that I am completely against Snowbird's advocacy position with respect to the gondola. **(32.2.9E)** The gondola is a public-funding to corporate giveaway of valuable DOT funding. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Additionally, the gondola should be considered a "taking" of a public resource (the beauty of Little Cottonwood Canyon plus the valuable watershed it provides). **(32.17A and 32.12A)** I would certainly be in favor of and would financially support lawsuits suing the DOT to block further Gondola action. If the DOT does not wake up to this taking, they will bear the burden of lengthy, contentious litigation in future that will simply waste public funding **(32.2.7J)**. Protect Our Canyons and Protect Our Winters! Electric Buses on regular schedules! Toll booths in BOTH canyons !!! **(32.2.9A, 32.2.6.3F, and 32.2.4A)**

COMMENT #: 8971
DATE: 9/1/21 11:44 AM
SOURCE: Email
NAME: Thomas Stephens

COMMENT:

Dear Utah Department of Transportation (UDOT),
I am opposed to a gondola solution for all the reasons other opponents have stated. **(32.2.9E)**
This is a difficult problem to remedy in light of the continuing population growth, I admit.

UDOT should seriously consider a train system -- again. **(32.2.9F)**

Thanks,

Tom Stephens

Sincerely,
Thomas Stephens
Millcreek, UT

COMMENT #: 8972
DATE: 9/1/21 11:45 AM
SOURCE: Website
NAME: Sharon Roghaar

COMMENT:

I definitely support a gondola. **(32.2.9D)**

COMMENT #: 8973
DATE: 9/1/21 11:45 AM
SOURCE: Website
NAME: Diana Lev

COMMENT:

Environmentally, and out of convenience with snow storms, it is so much better to have the gondola than busses!! **(32.2.9D)**

COMMENT #: 8974
DATE: 9/1/21 11:45 AM
SOURCE: Website
NAME: Steve Horrocks

COMMENT:

As SLC native and a Snowbird Iron Blossam property owner and a lover of Albion Basin, I fully support the gondola solution. Solving for an ever growing population of vehicular traffic is not sustainable.
(32.2.9D)

COMMENT #: 8975
DATE: 9/1/21 11:45 AM
SOURCE: Website
NAME: Caroline Amis

COMMENT:

Hi there! I visit LCC every week to climb, usually in the Alta/ Hellgate/ Mud Wall area. A gondola is just a silly plan and widening the road isn't necessary. **(32.2.9E, 32.2.9C, and 32.1.2B)** Instead lets run buses more often! **(32.2.9A and 32.2.6.5N)** I'd be fine to jump on a bus with my climbing pack. **(32.1.2C and 32.2.6.3C)** In fact that saves me the hassle of parking on the side of the road and would be more than worth the 5\$ or whatever.

Please preserve the beauty of this canyon --- NO structural changes PLEASE.

COMMENT #: 8976
DATE: 9/1/21 11:45 AM
SOURCE: Website
NAME: George Angerbauer

COMMENT:

I strongly support the bus peak lane alternative, combined with restricting single passenger vehicles and adding tolling during peak hours. **(32.2.9B and 32.2.4A)**

I strongly support the largest mobility hub lots possible in the study area. **(32.2.6.2.1C)** The gondola alternative would greatly diminish those lots, and go the wrong direction in terms of how people are incented to travel up the canyon. The gondola has benefits, but its much longer travel time and visual impact are overriding negatives. **(32.17A and 32.2.6.5O)**

Please go with the bus peak shoulder option.

COMMENT #: 8977
DATE: 9/1/21 11:45 AM
SOURCE: Website
NAME: Joseph Munier

COMMENT:

I support the team project. **(32.29D)**

COMMENT #: 8978
DATE: 9/1/21 11:45 AM
SOURCE: Website
NAME: Amy Ashcraft

COMMENT:

Please consider the gondola option. **(32.2.9D)** No need to cut further into the canyon. The gondola fixes so many issues including parking, traffic jams, and keeps cars from having to drive up and down the canyon when it's been snowing and road conditions are unsafe. Plus a fun way to go up the canyon all year!

COMMENT #: 8979
DATE: 9/1/21 11:45 AM
SOURCE: Website
NAME: Daniel Noll

COMMENT:

Dear UDOT Representative,

As an avid rock climber, backcountry skier, trail runner, and mountain biker I call the Wasatch my home because of the community that is drawn here due to the attraction and access this beautiful valley provides. I would like to voice my opinion not against both the proposed the ideas, but instead to push for trying a few lest invasive / damaging solutions first. **(32.2.9C and 32.2.9E)** Let's put a toll at the base of the canyons and run shuttles like zion national park? **(32.2.4A and 32.2.2B)** Let's only provide a certain number of vehicles up the canyon and actually monitor it? **(32.2.2L)** Let's put a toll in place? Force carpooling? Force every vehicle to be "certified" for winter travel. **(32.2.4A and 32.2.2M)**

I would like to see some other options explored before a Gondola or widening of the road plan goes into place and creates visual and environmental impacts on the canyon that will be irreversible. **(32.29R)**

Thanks much,

Daniel Noll

COMMENT #: 8980
DATE: 9/1/21 11:45 AM
SOURCE: Website
NAME: Robin Erhardy

COMMENT:

I am against the plan to build a gondola. **(32.2.9E)** I would be in favor of an expanded bus schedule with a toll. **(32.2.9B and 32.2.4A)**

COMMENT #: 8981
DATE: 9/1/21 11:45 AM
SOURCE: Website
NAME: Christopher Dechet

COMMENT:

No to gondola. (32.2.9E). I vote for expanded electric bus service and tolls. (32.2.9A, 32.2.6.3F, and 32.2.4A)

COMMENT #: 8982
DATE: 9/1/21 11:45 AM
SOURCE: Website
NAME: Aidan Pruett

COMMENT:

The gondola solution is not an answer to our problem with traffic congestion in Little Cottonwood Canyon. **(32.2.9E)** It is merely a way for the resorts to increase revenue at the expense of the taxpayers, while ruining some of the most beautiful public land that Utah has to offer. **(32.17A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Increased bus service, along with increased parking at the base of the canyon and road tolling, is the solution that best meets the needs of all users of LCC. **(32.2.9A, 32.2.6.2.1C, and 32.2.4A)** Please consider this option, as the gondola is irreversible and will likely not solve the issues at hand. **(32.4I and 32.7C)** Thank you.

COMMENT #: 8983
DATE: 9/1/21 11:45 AM
SOURCE: Website
NAME: Zev Underwood

COMMENT:

LCC provides recreation and beauty beyond the ski resorts. In the winter, the canyon provides endless backcountry skiing opportunities and in the summer, similar hiking opportunities and climbing. The gondola idea is absurd; it only benefits the ski resorts while ruining the quiet and views of the valley. **(32.2.9E, 32.17A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** It does not help the problem of accessing backcountry skiing and climbing destinations. Let's not reinvent the wheel here, please the idea is ridiculous--traffic only really exists on powder days so a gondola would only be useful on the few number of powder days we have in a year. **(32.1.4D)** Expanding the roads will ruin over 100 boulders and trees--this is needles environmental waste. It would also ruin classic climbing that define the SLC area. **(32.4A and 32.2.9C)** The best option is provide a comprehensive set of buses to shuttle people to the top. **(32.2.9A or 32.2.2B)**

COMMENT #: 8984
DATE: 9/1/21 11:45 AM
SOURCE: Website
NAME: Edward Applebaum

COMMENT:

I'm in favor of the 'gondola' option. Well designed, energy efficient and environmentally sound with relatively low impact on the canyon." **(32.2.9D)**

COMMENT #: 8985
DATE: 9/1/21 11:48 AM
SOURCE: Website
NAME: Bryan Whipple

COMMENT:

I think the gondola option is the best because of it's lower impact on the environment. I have heard the per ride price would be \$35. I think this will prohibit use as resort skiing is already an expensive hobby. Especially for a family oriented society such as the Wasatch Front. **(32.2.9D and 32.2.4A)**

COMMENT #: 8986
DATE: 9/1/21 11:48 AM
SOURCE: Website
NAME: Tate Moyer

COMMENT:

I'm in support of the gondola, but would also like to see traffic limited going up the canyon during peak days/times. **(32.2.9D and 32.2.4A)**

COMMENT #: 8987
DATE: 9/1/21 11:49 AM
SOURCE: Website
NAME: Brad Roghaar

COMMENT:

The gondola makes environmental sense. **(32.2.9D)**

COMMENT #: 8988
DATE: 9/1/21 11:49 AM
SOURCE: Website
NAME: John Shields

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. **(32.2.2PP, 32.2.9R, 32.2.6.3F, 32.2.9A, and 32.2.4A)**

COMMENT #: 8989
DATE: 9/1/21 11:50 AM
SOURCE: Website
NAME: Joe Juran

COMMENT:

Protect our beautiful mountain scapes and do not build further access options which will permanently destroy the sacred land that many of us use and respect for far more than skiing. **(32.2.9G)**

COMMENT #: 8990
DATE: 9/1/21 11:50 AM
SOURCE: Website
NAME: Scout Edmondson

COMMENT:

It's obvious that the majority of people who enjoy the public lands in Little Cottonwood Canyon do not want the gondola put in. **(32.2.9E and 32.2.9N)** Those who do are the very few; those who are rich and just want to continue earning revenue. They wish to privatize Little Cottonwood, a fact that they've poorly hidden behind a thin veil of environmental friendliness and efficiency. Please: block the gondola's construction and listen to the people who love these public lands.

COMMENT #: 8991
DATE: 9/1/21 11:51 AM
SOURCE: Email
NAME: Kimberly Curtis

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Kimberly Curtis
Salt lake, UT

COMMENT #: 8992
DATE: 9/1/21 11:52 AM
SOURCE: Website
NAME: Payden Tanner

COMMENT:

I think that the Gondola is an awesome resolution to the traffic issue and for the safety of skiers and snowboarders alike. **(32.2.9D)** Although it would be a bit of an eye sore, it would get people up the mountain quickly and proficiently from what I understand at a rate of just shy of 4000 people an hour. **(32.17A and 32.2.6.5N)** The true problem deals with the parking at the La Caille base station. According to the SLC Tribune there are approximately 5,000 parking spots at Alta and Snowbird combined, but the plan is only to put in 1,800 spots at the gondola base with limited other parking spots that you can take a bus to get to the gondola? I've been turned away, due to full parking lots at Alta and Snowbird in the past. **(32.2.6.5J)**

This is going to turn into a logistical nightmare the first heavy snowfall of the year. The proposal states that this is an alternative when the roads are closed due to avalanche or other conditions, but then that makes the gondola the primary means for transportation. Employees alone won't even have enough spots to park and get up to the mountain. Why not go above and beyond on the aspect of parking and plan for when it is a terrible snow day, which is expected several times a year? **(32.2.6.5H and 32.2.6.5J)**

Again, I think that the Gondola is a great idea for an alternate means of transportation, but I think there is going to create an even bigger issue if there isn't enough parking at the base station.

COMMENT #: 8993
DATE: 9/1/21 11:52 AM
SOURCE: Website
NAME: Tor Boschen

COMMENT:

I support the Gondola concept. Build it and move on. (32.2.9D)

COMMENT #: 8994
DATE: 9/1/21 11:52 AM
SOURCE: Website
NAME: Libby Biittner

COMMENT:

The gondola should not be considered as an option. **(32.2.9E)** It is too expensive and impactful and primarily serves private business interests, not users of the canyon at large. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Do not let Snowbird continue to destroy the canyon we love with man made eyesores that are for their profit **(32.4I, 32.17A, and 32.2.7A)**.

COMMENT #: 8995
DATE: 9/1/21 11:53 AM
SOURCE: Website
NAME: Janelle Dransfield

COMMENT:

Both proposed solutions prioritize ski resorts and sacrifice accessible outdoor sports for less privileged/wealthy members of our communities. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Widening lanes or adding gondolas destroys a VERY beloved climbing environment that should not be placed lower in value to resorts. **(32.4A, 32.4B, 32.2.9C, and 32.2.9E)** We want to protect our environment and our scenery, as well as improve the traffic in the canyon. Before permanently altering this beautiful landscape, please start with smaller changes such as a stronger shuttle system WITHOUT widening lanes, adding a toll booth, or other transitional steps. Please protect our canyons for ALL! **(32.2.9A, 32.2.4A, and 32.2.9R)**

COMMENT #: 8996
DATE: 9/1/21 11:53 AM
SOURCE: Website
NAME: Alexandra Jensen

COMMENT:

I'm writing to voice my support for the gondola option. **(32.2.9D)** It is a sustainable long-term solution to reduce traffic in little cottonwood canyon, and much better than the alternatives. Additionally, I know that Snowbird has offered to dedicate over 1,000 acres of private land in little and big cottonwood canyons in a conservation easement, if the gondola plan is approved. I believe that it's a great option!! **(32.29F)**

COMMENT #: 8997
DATE: 9/1/21 11:53 AM
SOURCE: Website
NAME: Garner Jensen

COMMENT:

I DO NOT LIKE THE IDEA OF SPENDING SUCH A LARGE SUM TO BENEFIT TWO BUSINESSES ALTA AND SNOWBIRD. (32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C) BUT THE CONGESTION IS SO BAD WE NEED TO DO SOMETHING AND I SUPPORT THIS IDEA. (32.2.9D) BUSES JUST ADD TO THE CONGESTION. (32.7C) I WILL NOT EVEN GO UP LITTLE DURING SKI SEASON. WE GO TO DEER VALLEY ALONG A GREAT HIGHWAY.

COMMENT #: 8998
DATE: 9/1/21 11:54 AM
SOURCE: Website
NAME: Pablo Montes

COMMENT:

I support the Gondola solution because have less impact on the environment **(32.2.9D)**

COMMENT #: 8999
DATE: 9/1/21 11:54 AM
SOURCE: Website
NAME: Tiffany Thompson

COMMENT:

I would prefer the Gondola option because it has better appeal to the environment and will be an attraction, not a deterrent. **(32.2.9D)**

COMMENT #: 9000
DATE: 9/1/21 11:55 AM
SOURCE: Website
NAME: Barbara McFarlane

COMMENT:

NO to gondola (32.2.9E)

COMMENT #: 9001
DATE: 9/1/21 11:55 AM
SOURCE: Website
NAME: Stefanos Apostle

COMMENT:

Both “constructive” options would decimate historical climbing areas within LCC, as a season pass holder to snowbird and an avid LCC climber, I’d rather see the attempt to improve public transportation without destroying these legendary sites, rather than create irreversible damage without trying these first. **(32.4A, 32.4B, 32.2.9A, 32.2.9C, 32.2.9E, and 32.29R)**

COMMENT #: 9002
DATE: 9/1/21 11:55 AM
SOURCE: Website
NAME: Kevin Kruse

COMMENT:

Please consider an expanded electric bus service coupled with tolling and other traffic mitigation strategies, and do not create a gondola and additional lane (s). (32.2.9A, 32.2.4A, 32.2.6.3F, 32.2.9C, and 32.2.9E) This will forever damage many iconic places in the canyon. (32.4I) We should not use taxpayer money to support the LCC ski resorts. (32.1.2B, 32.1.2D, and 32.2.7A)

COMMENT #: 9003
DATE: 9/1/21 11:55 AM
SOURCE: Website
NAME: Jack Sneddon

COMMENT:

Reading the proposed plans and comments I am in favor of the gondola. **(32.2.9D)** My experience with the bus is okay, not great. standing after a long day of skiing on a crowded bus. Still dealing the weather and elements. **(32.2.6.3P)** If the gondola can transport nearly the same amount of people it sounds like a much better experience. **(32.2.6.5N)**

COMMENT #: 9004
DATE: 9/1/21 11:56 AM
SOURCE: Website
NAME: Robert Moyer

COMMENT:

I think that the IKON and Mountain Collective pass owners should help pay for the gondola since it is these very passes that have increased the traffic in Little Cottonwood Canyon during the ski season. **(32.2.7A)** Affordable access to Alta and Snowbird has never been better. I hope the state can get a federal government grant to offset the costs for such a massive expensive undertaking. It will be the first of its kind in the United States. **(32.2.7A)** The Utah taxpayer should not have to take on this burden alone. Enough said. Former Bird employee during 86/87 and 87/88 winters when it was easy getting up and down the mountain to work and ski up there.

COMMENT #: 9005
DATE: 9/1/21 11:56 AM
SOURCE: Website
NAME: Monica Cox

COMMENT:

I think looking at other places that have found success in their transportation needs like Europe for Example. If you look at what has worked a Gondola or train makes more sense. **(32.2.9D or 32.2.9F)**

COMMENT #: 9006
DATE: 9/1/21 11:56 AM
SOURCE: Website
NAME: Jami Ballantine Sekaran

COMMENT:

I am in favor of the gondola that is being proposed. **(32.2.9D)** I live at [REDACTED] in Sandy that is near the base of Little Cottonwood Canyon. We have enjoyed the natural beauty of Little Cottonwood Canyon in all seasons and want to preserve what we can. While adding more lanes may help in the near future, it seems that widening roads only helps for a period of time until more is needed. **(32.4B and 32.7C)** Also, this doesn't address the avalanche concerns inherent in Little Cottonwood Canyon. **(32.7A)** The gondola seems to be the best option for the following reasons: 1) preserving the canyon, 2) improving traffic for the years to come (long term gains), and 3) less shut downs due to avalanche/snow conditions. **(32.2.6.5H)**

Thank you,
Jami Ballantine

COMMENT #: 9007
DATE: 9/1/21 11:57 AM
SOURCE: Website
NAME: Dan Lundgren

COMMENT:

The boulders and routes of Little Cottonwood Canyon forge the character of our local climbing community. They are the connection between our historic legacy and the potential of our future climbing generations. Under UDOTs plans for a gondola or additional lanes, over 100 iconic boulders will be impacted and the beauty of the canyon forever altered. **(32.4A and 32.4B)** The current views of pristine granite and pines to be interrupted by towers and cables; the rush of the river replaced with the consistent hum of machinery. **(32.4I, 32.11D, and 32.17A)** Less destructive ways exist such as UDOT's Enhanced Bus without Roadway Widening proposal. **(32.2.9A)**

COMMENT #: 9008
DATE: 9/1/21 11:58 AM
SOURCE: Email
NAME: Nolan Matthews

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Nolan Matthews
Nice, UT

COMMENT #: 9009
DATE: 9/1/21 11:59 AM
SOURCE: Website
NAME: Marguerite Slayman

COMMENT:

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

COMMENT #: 9010
DATE: 9/1/21 11:59 AM
SOURCE: Website
NAME: Ari Ferro

COMMENT:

We're worried about the impact on our canyons. We want sustainable solutions. Bulldozing the canyon to get more people in it is not "sustainability." It is a farce. **(32.1.2B)**

All of this effort to get more people into the canyons is not "Sustainability." It's "growth." **(32.1.2B)**

If we want to talk sustainability, let's sustain the current number of visitors. Instead of trying to get people up the canyon, we should be trying to keep people out. **(32.20B)**

Create limits on the numbers of day passes and season passes sold at the ski resorts. Use techniques like parking and skiing reservations to limit the number of people that will drive up the canyon in a day. **(32.2.2L and 32.2.2K)**

The gondola is an absolute tourist trap. No locals will waste their time getting in line when driving is faster. **(32.2.9E and 32.2.4A)**

And guess what's gonna happen when the road shuts down? 3+ hour line at the worlds slowest gondola. (1000 people/hr? It'll take 14 hours to get all the skiers to the resort) **(32.2.6.5C and 32.2.6.5K)**

Bulldozing the iconic bouldering used for the other 7-8 months of the year to accommodate traffic for 10 days of the year is asinine. **(32.4B and 32.1.4D)** We're talking sustainability? Well we've got a resource (bouldering/climbing) that has been around for years. Access to such activities should be sustained, yet *both* options identified will eliminate key climbing access in the canyon **(32.4A and 32.4B)**.

None of the options are good. We don't need to worry about "growing" the canyons. Let's preserve them. Limit the amount of traffic, don't destroy the canyon in order to accommodate more traffic. **(32.1.2B and 32.2.9G)**

COMMENT #: 9011
DATE: 9/1/21 11:59 AM
SOURCE: Website
NAME: Rhonda Hypio

COMMENT:

After reading about all the impacts to the canyon from widening the roads vs. gondola. I am more in favor of the gondola option. **(32.2.9D)**

COMMENT #: 9012
DATE: 9/1/21 11:59 AM
SOURCE: Website
NAME: Chuck Elander

COMMENT:

I DO NOT support gondola transportation through little cottonwood canyon, this is America, not europe
(32.2.9E)

COMMENT #: 9013
DATE: 9/1/21 12:00 PM
SOURCE: Website
NAME: Dawn Davis

COMMENT:

I will move out of this state if you follow through the the gondola. **(32.2.9E)** The impact on the natural environment and climbing in LCC is irreversible. **(32.4I and 32.4B)** The ski resorts are the only areas served by this taxpayer funded project and there's no reason to increase the volume of people up there on any given day. **(32.20C, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** This is, flat out, the wrong solution. Utah has abused its natural resources enough. **(32.29G)**

COMMENT #: 9014
DATE: 9/1/21 12:00 PM
SOURCE: Website
NAME: Tom Wussow

COMMENT:

I believe UDOT has never made the current bus system an acceptable option to skiers/snowboarders. It seems that if there were more parking and the appropriate amount of buses available more people would consider using the bus. **(32.2.9A, 32.2.6.3N, and 32.2.6.2.1C)**

Currently those potential bus riders don't think that they would have a parking spot when they arrive at a parking lot and if they do get a spot the other concern is that there will be a long wait for the next bus. The other issue is that if an Alta skier has to take a bus that goes through Snowbird first before it goes up to Alta it just takes much longer so they decide to drive their own car instead. There should be express buses that go directly to Alta without stopping at multiple stops at Snowbird first. **(32.2.6.3N)**

I find it strange that the options that are on the table do not include simply upgrading the current bus system. This would be much less expensive option than the two options that are being considered. **(32.2.9A)**

It is my opinion that if the bus is an easy option then people will start using it. I am not sure whether that requires a separate bus lane but I suppose if that is required it can added later. So why are we not discussing the easier (and cheaper) option of starting with something simple like adding a lot more parking spots and more busses - and not only for LCC. **(32.2.9A)** Too many cars and lack of parking is also a problem in BCC and certainly the only two options that are being considered are not taking these issues in Big Cottonwood Canyon into consideration. **(32.1.1A)**

Please consider simpler solutions before spending the money required for the two options that are being debated. **(32.2.9R)**

Thank you, Tom

COMMENT #: 9015
DATE: 9/1/21 12:01 PM
SOURCE: Website
NAME: Wilford Smith

COMMENT:

I like the Gondola opportunity. In 10-20 years when we look back at this decision I believe the Gondola will provide the best overall benefit to the canyon, users and longevity of use. **(32.2.9D)**

COMMENT #: 9016
DATE: 9/1/21 12:02 PM
SOURCE: Website
NAME: Zev Gorfinkle

COMMENT:

The gondola is clearly bad for Utah. **(32.2.9E)** Why would we further destroy one of the most cherished natural landscapes in our state to solely benefit two private businesses during the winter. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Please think clearly on this issue and vote no **(32.2.9N)**

COMMENT #: 9017
DATE: 9/1/21 12:02 PM
SOURCE: Website
NAME: Ryan Dalby

COMMENT:

Hello, I have been a resident of Sandy all my life (of 22 years) and have been privileged enough to have grown up minutes from the mouth of Little Cottonwood Canyon and been able to hike, bike, ski, and camp in the canyon.

Over my life, I have seen a great change in the number of people who recreate in Little Cottonwood, especially during the ski season. This change comes along with more people moving to Utah, which brings many great things to Utah but also new challenges. One of these challenges is obviously the difficulty of accessing Little Cottonwood (and Big Cottonwood) with the increased number of recreators, especially on weekends during the ski season. I have read the draft EIS and I do not have a strong opinion for either proposal but here is my feedback:

For the road expansion and increase in bus capacity:

This plan encourages the use of buses to access the canyon which has used the ski bus frequently seems good in theory but I have found has issues in practice. I have found taking the bus works great and is convenient when the bus is in low demand like on weekdays but on a busy weekend it can be difficult to get on the bus in the first place and even if one gets on the bus it can result in standing for long periods of time as the bus jostles around, this may be fine for me but for many others, this can be an uncomfortable experience. **(32.2.6.5N and 32.2.6.2.1C)** I have also had issues with being able to get back at the end of the day when the demand is the highest and results in large wait times which further discourages the use of the bus. **(32.2.6.3N)** The bus is also subject to the same traffic at the mouth of the canyon so this will have to be addressed or everyone, including the busses, will be sitting in traffic before getting to the canyon. **(32.7C)** If this plan is implemented it has to also come with a dramatic increase in bus capacity at peak times (which may be difficult in practice, but automated busing?). It also needs to come with a way to discourage people from driving such as a toll during peak times, although I may discourage this toll during other times as there are many other recreators in the Cottonwoods outside of skiing. **(32.2.4A)** In the end, if this plan is implemented it needs to be done with the busing focus in mind (and with the users of the bus in mind), adding more lanes without thought of discouraging driving during peak times will just be an expensive way to have the same thing happening.

For the gondola:

Adding a gondola to Little Cottonwood also seems good in theory but I would especially be concerned about how this gondola would be used the rest of the year and for non-resort skiing activities. **(32.2.6.5G and 32.2.6.5F)** Resort skiing is most definitely not the only thing that happens in Little Cottonwood and so I would hope this plan keeps that in mind. The gondola would likely be the best plan for just resort skiing as it avoids the problems of avalanches and other issues with the road but I still could see this having issues for any other recreation. If this was implemented I would encourage UDOT to think of how this would be used the rest of the year (if it would even be available?) and how it should be treated as public transit, not some extension of Alta and Snowbird. **(32.2.6.5G)** Overall I'm skeptical about this plan and even if it seems best for just resort skiing I think there is a capacity at these ski resorts and sometimes the cold hard truth is that there isn't much to get around that capacity and still have the experience be enjoyable. **(32.20C)**

In the end, I don't have a super-strong opinion on either but I wanted to submit my experiences as someone who uses the canyon and has grown up here. I would also encourage UDOT to be forward-thinking (and agile) with these issues and keep in mind the bigger picture including issues with traffic in Big Cottonwood and the rest of the Wasatch that will only continue to get worse. I understand that for

many who have lived here all their life this is unwelcome and many of the solutions won't be perfect involving tolls etc. but I hope that from everyone's feedback UDOT can find a viable (and likely not cheap) way to give reasonable access to the Wasatch for all types of recreation.

COMMENT #: 9018
DATE: 9/1/21 12:02 PM
SOURCE: Email
NAME: Keith Skyta

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Keith Skyta
Salt lake city, UT

COMMENT #: 9019
DATE: 9/1/21 12:03 PM
SOURCE: Website
NAME: Angela Haynes

COMMENT:

Don't do it **(32.29D)**

COMMENT #: 9020
DATE: 9/1/21 12:04 PM
SOURCE: Website
NAME: Bryce Dillon

COMMENT:

I support the bus option as the gondola would cost a fortune for tax payers in Utah but only benefit the private industry (Alta and snowbird) which only wealthy people can afford to patronage anyway.
(32.2.9A, 32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)

COMMENT #: 9021
DATE: 9/1/21 12:04 PM
SOURCE: Website
NAME: Jack Idstrom

COMMENT:

I wanna train (32.2.9F)

COMMENT #: 9022
DATE: 9/1/21 12:04 PM
SOURCE: Email
NAME: Taylor Anderson

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

COMMENT #: 9023
DATE: 9/1/21 12:04 PM
SOURCE: Email
NAME: Ruby Oland

COMMENT:

Dear Utah Department of Transportation (UDOT),

Hello! I was born and raised in central salt lake and have been visiting the canyons my entire life. Please leave them pristine. **(32.29G)**. I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 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,
Ruby Oland
Portland, OR

COMMENT #: 9024
DATE: 9/1/21 12:04 PM
SOURCE: Email
NAME: Brent Curtis

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Brent Curtis
SALT LAKE CITY, UT

COMMENT #: 9025
DATE: 9/1/21 12:05 PM
SOURCE: Website
NAME: Herman Rottinghaus

COMMENT:

The resorts will become too crowded with these alternatives. **(32.20A and 32.20C)** I vote for nothing and at the least bus service/road widening. **(32.2.9G or 32.2.9B)** Tolls are a stupid idea as they add to the already crazy prices paid to access the canyons in the first place. **(32.2.4A)** Let the early bird get the worm.

COMMENT #: 9026
DATE: 9/1/21 12:05 PM
SOURCE: Website
NAME: Rob Beers

COMMENT:

I am adamantly opposed to the ridiculous gondola idea **(32.2.9E)**

COMMENT #: 9027
DATE: 9/1/21 12:05 PM
SOURCE: Website
NAME: Jacob Patterson

COMMENT:

I am in favor of the gondola option **(32.2.9D)**

COMMENT #: 9028
DATE: 9/1/21 12:05 PM
SOURCE: Website
NAME: Nick Nason

COMMENT:

I do not support either of the proposed solutions, especially the tram. **(32.2.9C and 32.2.9E)** I do not believe that a public utility like this should only benefit two private companies interests. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I believe and support the realization that the canyon has a carrying capacity that has been exceeded. The answer is not to figure out how to bring more people into this place, the answer is to manage the number of people already here. **(32.20B)**

COMMENT #: 9029
DATE: 9/1/21 12:06 PM
SOURCE: Website
NAME: Aaron Waxman

COMMENT:

As an owner in LCC I would strongly support the Gondola project. Something needs to be done to limit traffic and protect the canyon - this would be a safe and minimally impactful way of improving things.
(32.2.9D)

COMMENT #: 9030
DATE: 9/1/21 12:06 PM
SOURCE: Website
NAME: Paul Broadwater

COMMENT:

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

COMMENT #: 9031
DATE: 9/1/21 12:06 PM
SOURCE: Website
NAME: Andrew Bornstein

COMMENT:

13yr SLC resident here and regular at LCC resorts. Please consider additional bus routes with no road widening. **(32.2.9A)** A gondola that benefits the ski resorts at the expense of the taxpayers is crony capitalism at its worst. **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** LCC needs fewer people up canyon, not more. **(32.20B and 32.1.2B)** Charge \$10/car to go up the canyon and use the money to protect the natural beauty. **(32.2.4A)**

COMMENT #: 9032
DATE: 9/1/21 12:06 PM
SOURCE: Website
NAME: Chad Carlson

COMMENT:

Please don't ruin the canyon so the ski resorts can make more money. **(32.4I and 32.2.7A)** I want to be able to take my children up this canyon in the future as it is now. This has to be the first priority.
(32.29G)

COMMENT #: 9033
DATE: 9/1/21 12:07 PM
SOURCE: Website
NAME: Nancy Narvaez

COMMENT:

The mountain Gondola would only benefit the ski resorts during ski season. (32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C) We need a long term solution that will work even after the resorts are gone. (32.2.2PP)

COMMENT #: 9034
DATE: 9/1/21 12:07 PM
SOURCE: Website
NAME: Dylan Bullock

COMMENT:

As a proud resident of Cottonwood Heights and one who frequents the Wasatch mountains, I cannot support UDOT's Gondola B transportation alternative. **(32.2.9E)** I am attuned to the inevitability of increased visitation and population growth, but I believe it is in our best interest to preserve the spirit and aesthetic of Little Cottonwood Canyon. **(32.17A)** The gondola disproportionately favors the private enterprises of Snowbird and Alta ski areas at the expense of local taxpayers, and ignores recreationalists on the fringe (climbers, hikers, backcountry enthusiasts, and the like). **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** While it will be challenging to keep the Wasatch as wild as it once was, we should make every effort to do so. **(32.29G)**

COMMENT #: 9035
DATE: 9/1/21 12:07 PM
SOURCE: Email
NAME: Myranda Welborn

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Myranda Welborn
Salt Lake City, UT

COMMENT #: 9036
DATE: 9/1/21 12:08 PM
SOURCE: Website
NAME: Ben Fleming

COMMENT:

LISTEN TO THE PEOPLE. THE TAXPAYERS. AND THE VISITORS OF LITTLE COTTONWOOD CANYON. NOT ALTA. NOT SNOWBIRD. **(32.2.9N)**

COMMENT #: 9037
DATE: 9/1/21 12:08 PM
SOURCE: Website
NAME: Porter Trapp

COMMENT:

Gondola seems like it would really ruin LCC. (32.2.9E) Expanding buses and working on improving the road would be preferred (32.2.9B)

COMMENT #: 9038
DATE: 9/1/21 12:08 PM
SOURCE: Website
NAME: Torrey Lyons

COMMENT:

The proposed solution will be costly and do little to solve congestion and emissions. **(32.7C and 32.10A)** Additionally, it only stands to serve a small constituency rather than a broad section of stakeholders. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** It is an imprudent use of funds, vastly inferior to improved frequent bus service and associated parking. **(32.2.9A)**

COMMENT #: 9039
DATE: 9/1/21 12:08 PM
SOURCE: Website
NAME: Hannah Robinson

COMMENT:

I am not support of a gondola. **(32.2.9E)** It will only serve the ski resorts in the winter and provide no benefit otherwise. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The ski resorts aren't even paying for it. I support increased bus capacity first and snow sheds. **(32.2.9A and 32.2.9K)** I support widening the roads before a gondola. Do not make the locals pay for an eyesore gondola they will see no benefit from and that won't even be built or completed for years. **(32.17A)**

COMMENT #: 9040
DATE: 9/1/21 12:08 PM
SOURCE: Website
NAME: Victoria Turner

COMMENT:

I endorse the bus option for transportation up LCC. **(32.2.9A)** I enjoy the canyon year round all days of the week. I have a very good idea of traffic problems (season pass holder at Alta) and weaknesses that continue to be inadequately addressed the solutions of which are not that complicated. Just takes some commitment and an unbiased view. I have ridden the bus and driven in the winter. Buses are not the problem. Enough buses are more efficient, convenient (especially if there is an Alta express), and flexible. **(32.2.6.3N)** I have participated in numerous comment periods regarding canyon transport for decades. Considering the few days of closures, the bus option supports transportation of all to all trailheads and recreational areas up the canyon **(32.1.2C and 32.2.6.3C)**. I support a "phased" approach to transport (as supported by some groups) that integrates transportation throughout valley and supports parking and express bus routes from focal points such as the University of Utah, and addresses carrying capacity and the future of our canyon resources more simply and thoroughly. **(32.2.2I and 32.2.0B)** The canyon road access can be made more efficient by eliminated parking along highway and providing safe entry and egress at established trailheads. **(32.4P)** Parking can still be provided at TH's with minimal improvements. A tolling system can help to eliminate excess cars and proceeds used towards TH maintenance. Shelters need to be build to provide for safety at resorts and TH's as well. **(32.2.6.2.4A and 32.2.4A)**

The gondola option does not provide a solution, only another ski lift/amusement ride (?) that favors resort users and and a blight on the view shed. **(32.2.9E and 32.17A)** This is a quick "fix" for special interests and does not address carrying capacity, the importance of preserving our water resources that are becoming scarcer, and other issues that effect canyon resources. **(32.2.0B, 32.7C, and 32.12A)** The average number of closed days due to snow is minimal and snow plows will still have operate and maintain the road. **(32.1.4D)** The gondola will also be subject to closure at times. **(32.2.6.5H)** And, to ferry all of those people up canyon, what is the safety plan at resorts to accomodate those who may be stuck up there? **(32.2.6.5K)** This is a safety issue that should be addressed no matter the transport method.

The sudden dropping of Big Cottonwood Canyon from the EIS study is indicative of the hasty nature of this study. This is a regional problem and demands a regional solution. **(32.1.1A)** Cars will still be in the canyon. The 4 lane Wasatch Blvd highway will be there to mostly ferry cars to a development. The people along Wasatch Blvd do not favor this. **(32.2.6.2.2A)**

I am for the bus option with improvements and attention paid to our watershed and recognizing limits to carrying capacity in our canyons, along with a more integrated approach to transport from throughout the valley. **(32.2.9A, 32.12A, 32.12B, and 32.2.0B)**

Thank you for the opportunity to comment on the options.

COMMENT #: 9041
DATE: 9/1/21 12:08 PM
SOURCE: Email
NAME: Abigail Chidlow

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

COMMENT #: 9042
DATE: 9/1/21 12:09 PM
SOURCE: Website
NAME: Mike Mckean

COMMENT:

I'm pro gondola as I don't want to live in a world that involves widening the road in LCC/construction for his knows how long. **(32.2.9D and 32.2.9C)** Also I don't believe anyone will ride the bus. No one rides it now. Only critique is you should increase the size of the gondola cars now. If it works they'll fill up quickly. **(32.2.6.5C)**

COMMENT #: 9043
DATE: 9/1/21 12:09 PM
SOURCE: Website
NAME: Ben Galanes

COMMENT:

The gondola is a mistake, it will alter and destroy our environment to a point of no return. **(32.2.9E and 32.4I)** I am an avid skier, but you have to consider the non skiers here. This beautiful natural resource will be forever ruined for them, no longer a bastion of nature an escape, a gondola will make these beautiful, natural canyons a monument to capitalism and greed. **(32.17A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** A bus lane only is by far the best and least damaging of the options. **(32.2.9B)** Please, please do not put in a gondola or a cog rail. **(32.2.9E and 32.2.9M)**

COMMENT #: 9044
DATE: 9/1/21 12:09 PM
SOURCE: Website
NAME: Caroline Vashisth

COMMENT:

Please do not add a gondola. **(32.2.9E)** We are currently in the worst climate crisis recorded and the money making convenient option, will lead to further destruction and devastation, eventually causing you to lose the money you put into this project and cost us aspects of the canyon we will not be able to get back **(32.2.2E)**

COMMENT #: 9045
DATE: 9/1/21 12:09 PM
SOURCE: Website
NAME: Brian Ladouceur

COMMENT:

This proposed gondola does not fix issues in the cottonwoods. **(32.2.9E)** There will still be canyon congestion and parking difficulties even with it installed. **(32.2.6.5E, 32.7E, and 32.2.6.5J)** Installing this new system does nothing but support two private ski resorts with taxpayer dollars. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** If the resorts in little cottonwood want a gondola system they should be the ones paying for it. I think that the taxpayer dollars should be used towards avalanche slide path tunnels and other systems to make the congested canyons safer **(32.2.9K)**.

COMMENT #: 9046
DATE: 9/1/21 12:09 PM
SOURCE: Website
NAME: Sara Baldwin

COMMENT:

Dear UDOT, Thank you for the opportunity to provide comments on the proposed Gondola to be built in Little Cottonwood Canyon. As a fifth generation Utahan and resident of this State, I would like to express my opposition to this proposal for a number of reasons:

- 1) The Gondola is an eye-sore that will obstruct the views and pristine landscape that defines the Canyons. People go there to escape the industrial infrastructure of the City, not to see towers and excessive amounts of concrete. **(32.17A)**
- 2) Little Cottonwood is one of Salt Lake Valley's primary watersheds and water sources, and we should be doing everything we can to avoid polluting and impacting the watershed. Construction, debris, and the overall impact of a Gondola would do irreparable harm to the landscape and our precious water sources. Remediation is not a solution, it is a band-aid. **(32.12A)**
- 3) The Gondola will really only serve the wealthy and the elite. This is not a solution for the average Utahn who wants to go up the Canyon to enjoy its picnic areas, climbing areas, and hiking. This Gondola is a hatched plan to serve the ski resorts--it is not in the public interest. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**
- 4) Traffic is a problem. Other solutions exist that are less impactful and more equitable, such as expanding bus service (making it free on weekends), creating a carpool service or shuttle that serves major hiking areas, and creating more strategic parking and/or pull-outs throughout the canyon so there are fewer accidents and incidents. Also, reducing the speed limit and enforcing bad driving will help avoid safety issues that are all-too-common. **(32.2.9A, 32.1.2C, 32.2.6.3C, and 32.2.2M)**
- 5) The proposed Gondola will impact world-renowned climbing and bouldering areas, for which Utah is known and lauded. Assuming the rocks are expendable in this project is a reflection of the ignorance and disconnection the project's developers. They don't care about why we love the canyon, they care about money and profits. **(32.4B)**

For the reasons stated above and for many more, I urge you to stop the Gondola proposal and continue exploring other less impactful alternatives that do not have such an adverse impact on the beautiful, pristine, and unparalleled Canyon. **(32.2.9E and 32.2.2PP)**

Thank you for your consideration of these and other comments.

Sara

COMMENT #: 9047
DATE: 9/1/21 12:09 PM
SOURCE: Website
NAME: Steve Stafsholt

COMMENT:

I supported enhanced electric bussing. **(32.2.9A and 32.2.6.3F)** Sacrificing the canyon's natural splendor by building a gondola or additional lanes is not the solution. **(32.17A, 32.17B, 32.2.9E, and 32.2.9C)** I support the Salt Lake Climbers Alliance's proposal. The two proposals jeopardize so much of the canyon's appeal to both residents as well as tourists. **(32.4I)**

COMMENT #: 9048
DATE: 9/1/21 12:09 PM
SOURCE: Website
NAME: Chris Lorenzon

COMMENT:

I am a yes for the gondola, I think it is a great solution for the long term. (32.2.9D)

COMMENT #: 9049
DATE: 9/1/21 12:09 PM
SOURCE: Email
NAME: Jackson 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,
Jackson Smith
SLC, UT

COMMENT #: 9050
DATE: 9/1/21 12:10 PM
SOURCE: Website
NAME: Natasha Hodges

COMMENT:

Save LCC bouldering!!! (32.4A and 32.4B)

COMMENT #: 9051
DATE: 9/1/21 12:10 PM
SOURCE: Website
NAME: Andrew Willmore

COMMENT:

I don't see how a tram would lower impact to the canyon. It can't take up enough volume - people will just prefer to drive anyways. **(32.2.4A and 32.7C)** I'd like to see something more like a restriction on vehicles with less than 1 person on weekends from 6:30am to 10am. If they want to come up later, that's fine, but give priority to those who carpool. Also this could be combined with various other ideas to lower the impact. **(32.2.4A and 32.2.2PP)**

COMMENT #: 9052
DATE: 9/1/21 12:10 PM
SOURCE: Website
NAME: Josh Moorman

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 #: 9053
DATE: 9/1/21 12:11 PM
SOURCE: Website
NAME: Casey Taylor

COMMENT:

I think the gondola system will be the best option for everyone and our environment! **(32.2.9D)**

COMMENT #: 9054
DATE: 9/1/21 12:11 PM
SOURCE: Website
NAME: Rebecca Tardif

COMMENT:

The gondola will only ruin the natural landscape and cram more people into LCC without alleviating the canyon traffic. **(32.2.9E, 32.4I, 32.17A, 32.1.2B, 32.20C, and 32.7C)** When will it stop? When will you put the customers and locals first?

COMMENT #: 9055
DATE: 9/1/21 12:11 PM
SOURCE: Website
NAME: Aaron Ogden

COMMENT:

I am not a proponent of the gondola. **(32.2.9E)** I have watched the video that came out from you explaining the two options I think a bus and widening the road is a better option year-round than having a gondola which serves only the ski resorts. **(32.2.9B, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I'm sure there are plenty of comments on the reasons why both ways but I'm just going to say Simply I am for the bus system only

COMMENT #: 9056
DATE: 9/1/21 12:11 PM
SOURCE: Website
NAME: Garrison Kearn

COMMENT:

The gondola solution is not an answer to our problem with traffic congestion in Little Cottonwood Canyon. **(32.2.9E)** It is merely a way for the resorts to increase revenue at the expense of the taxpayers, while ruining some of the most beautiful public land that Utah has to offer. **(32.1.2D, 32.2.7A, and 32.17A)** Increased bus service, along with increased parking at the base of the canyon and road tolling, is the solution that best meets the needs of all users of LCC **(32.2.9A, 32.2.6.2.1C, and 32.2.4A)**. Please consider this option, as the gondola is irreversible and will likely not solve the issues at hand. **(32.1.2B, 32.7B, and 32.7C)** Thank you.

COMMENT #: 9057
DATE: 9/1/21 12:11 PM
SOURCE: Website
NAME: Zachary Thomas

COMMENT:

I'd totally use it. Put it up :) **(32.29D)**

COMMENT #: 9058
DATE: 9/1/21 12:12 PM
SOURCE: Website
NAME: Steve Sutton

COMMENT:

Gondola for sure. Then BCC then over to park City (32.2.9D, 32.2.2N, and 32.2.2Q)

COMMENT #: 9059
DATE: 9/1/21 12:12 PM
SOURCE: Website
NAME: Conall Borden

COMMENT:

The gondola will not fix the issues we are experiencing in lcc. **(32.1.2B, 32.7B, and 32.7C)** The resorts are already overcrowded and the gondola would just make this issue even worse. **(32.20A and 32.20C)** I also think the gondola would take away some of beauty of the canyon. **(32.17A)**

COMMENT #: 9060
DATE: 9/1/21 12:12 PM
SOURCE: Website
NAME: Paige Klugherz

COMMENT:

Installing a gondola or widening the road are terrible options for all users of LCC except the ski resorts- who are not users, but businesses. **(32.2.9E and 32.2.9C)** It would be a tragedy to destroy the beauty of the canyon and the world class bouldering all for the sake of lining the pockets of the ski resorts. **(32.4A, 32.4B, and 32.2.7A)** Salt Lake is already a hub for climbing, and with rock climbing just having been featured in the olympics, that will only continue to grow. The people who hike out of the trailheads all summer long would not benefit from a gondola. I think the best option is to leave the road how it is and increase the amount of shuttles running in the canyon. **(32.2.9A)** Other places have faced this same issue and have come to a solution that doesn't further damage the existing landscape and could be argued actually improves user experience- just look at Zion. **(32.2.2B)** Please leave our canyon as she is and don't give in to the greed of the ski resorts.

COMMENT #: 9061
DATE: 9/1/21 12:12 PM
SOURCE: Website
NAME: Cariann Hughes

COMMENT:

Do not install the gondola and ruin our canyon. **(32.2.9E and 32.4I)** These private companies exploit tax payers and are only out for the money, not the canyon experience. **(32.2.7A)** NO to the gondola.

COMMENT #: 9062
DATE: 9/1/21 12:13 PM
SOURCE: Website
NAME: Molly Miloscia

COMMENT:

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

Is the goal to reduce private vehicles in the canyons? **(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? **(32.20B)**

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)**

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).**

COMMENT #: 9063

DATE: 9/1/21 12:13 PM
SOURCE: Website
NAME: Robin Fults

COMMENT:

I am vehemently opposed to both the gondola and road widening of LCC. **(32.2.9E and 32.2.9C)** Both are terrible long term options for mitigating traffic during the winter. They both permanently mar the canyon in a way that would negatively impact more people than it would positively impact. **(32.4I, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. An increased electric bus system, winter canyon tolls, or eliminating the ikon pass would have a much less harmful impact on the environment they would also be cheaper. **(32.2.9A, 32.2.6.3F, 32.2.2K, and 32.2.4A)** Resort skiers are not the sole owners of LCC, these current propositions destroy world class climbing, and don't help backcountry skiers or hikers. **(32.4A, 32.4B, 32.4G, and 32.4I)** At the very least the tax payers should not aid in the expenses of either of these methods as they only benefit two private businesses, Snowbird and Alta.

COMMENT #: 9064
DATE: 9/1/21 12:13 PM
SOURCE: Website
NAME: Sarah Clair

COMMENT:

Improving public transportation should included serving trailheads. (32.1.2C, 32.1.2D, 32.2.6.3C, and 32.2.6.5G) Our tax money should support public transportation to backcountry skiing locations as well as popular climbing and hiking locations not just resorts. (32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C) Also any major construction project in our canyons should have as little impact on our WATERSHED as possible. (32.12A and 32.12B) The gondola will not only be an eyesore in our beautiful canyon but it will not help with traffic - 1000 people an hour to two resorts is not enough to reduce traffic in the canyons. (32.17A, 32.7B, and 32.7C) Other busier ski resorts across the globe have found ways to move people that do not include a ski resort. There should be more options on the table with tax payer money than a bus lane vs a gondola. More buses. Less cars. More buses. Per hour. (32.2.9A)

COMMENT #: 9065
DATE: 9/1/21 12:13 PM
SOURCE: Website
NAME: Brenda Barney

COMMENT:

I am all for the gondola. They should do it like Heavenly Valley and have it begin down in Sandy by Smiths, there is plenty of room for parking there. It would also revitalize that area. **(32.2.9D and 32.2.2I)**

COMMENT #: 9066
DATE: 9/1/21 12:13 PM
SOURCE: Website
NAME: Kenton Peters

COMMENT:

I am in favor of the Enhanced Bus Service with Peak Period Shoulder Lanes. **(32.2.9B)**. However, the new shoulder lanes must be designed so that they do not adversely affect the bouldering areas and climbing areas in the lower canyon. **(32.4A)**. This enhanced bus alternative must also serve all canyon users - not just Alta and Snowbird skiers - to provide service to winter and summer trailheads along the length of the canyon. **(32.1.2C and 32.2.6.3C)**. Snowsheds as required should also be part of this solution to allow more consistent road usage throughout the winter. **(32.2.9K)**. I prefer the enhanced bus solution over the gondola concept for several reasons: 1) it offers a transit solution for ALL canyon users, not just Alta/Snowbird visitors **(32.2.6.3C)** 2) Bus trips can be scaled according to the season of use and demand for the use. **(32.2.6.3D)** 3) As vehicle technology improves the buses can be powered by natural gas in the short term and be electric buses as they become viable **(32.2.6.3F)** 4) the bus solution can also be applied to Big Cottonwood Canyon to address its traffic issues. **(32.1.1A)** The gondola only addresses Little Cottonwood Canyon **(32.1.1C)** 5) an excellent location for a bus terminal / parking structure / retail facility is already found at the existing quarry near the mouth of BCC. **(32.2.6.2.1C)** This would eliminate the need to create a huge new facility in the current La Caille location thereby keeping the LCC approach relatively natural and attractive.

COMMENT #: 9067
DATE: 9/1/21 12:13 PM
SOURCE: Website
NAME: Justin Albrecht

COMMENT:

I support the gondola option, it is the only sure way to access the Canyon when the road is closed due to an avalanche. I believe that it will also have the lowest impact to the environment and it will decrease the number of cars and buses that are already clogging up the highway and parking lots. **(32.2.9D)**

COMMENT #: 9068
DATE: 9/1/21 12:13 PM
SOURCE: Email
NAME: Nick Montella

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Nick Montella
Salt Lake City, UT

COMMENT #: 9069
DATE: 9/1/21 12:13 PM
SOURCE: Email
NAME: Josh Hauer

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Josh Hauer
Santa fe, NM

COMMENT #: 9070
DATE: 9/1/21 12:13 PM
SOURCE: Email
NAME: Dwight 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)**
- 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,
Dwight Butler
Salt Lake City, UT

COMMENT #: 9071
DATE: 9/1/21 12:14 PM
SOURCE: Website
NAME: Tyndall Bounous

COMMENT:

Please just limit the amount of cars you allow in the canyon! **(32.2.2L)** Allow buses always and limit cars until the afternoon. **(32.2.2B)** That will be the quickest and least costly and an effective way to handle this problem. We don't need a new way to get more people up the canyon we need to limit the amount of people on busy days. **(32.2.2K)** I have worked up the canyon for years and grew up at the base of LCC and honestly most days are not horrific traffic days. It's only the really big serious powder days. **(32.1.4D)** I think the gondola or a third lane is excessive and an over the top way to respond to traffic issues when the simplest solution would be to limit number and use a reservation system perhaps for ticket purchasing to come up the canyon on the high traffic days **(32.2.9E, 32.2.9C, 32.2.4A, and 32.2.2K)**

COMMENT #: 9072
DATE: 9/1/21 12:14 PM
SOURCE: Website
NAME: Austin Buhnerkemper

COMMENT:

1 more lane. Increase bus service . Create lane along wasatch so that buses don't have to wait in line to get into canyon. Put more blame on Alta/Snowbird. **(32.2.9B)**.

COMMENT #: 9073
DATE: 9/1/21 12:14 PM
SOURCE: Website
NAME: Dan Ransom

COMMENT:

I'm writing in favor of expanded bus service, and to oppose the gondola. **(32.2.9A and 32.2.9E)** As a Cottonwood Heights resident, I love visiting Little Cottonwood Canyon. My preference is we implement an expanded bus service before exploring far more expensive and invasive solutions. The gondola serves to benefit two companies and their customers, with little benefit to the general population. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C).**

COMMENT #: 9074
DATE: 9/1/21 12:14 PM
SOURCE: Website
NAME: Brendan Murphey

COMMENT:

Hello,

I am a homeowner and resident in Cottonwood Heights [REDACTED]. I agree with the comments of No Gondola - as discussed on the hearings the time factor is too much. **(32.2.9E)** Many of us only have a window of 2-3 hours to ski and be on-snow. We can't have it take ~2hrs to get up and down on the gondola from the hub. **(32.2.6.5C)** The time factor just kills this idea, and it does not make sense to invest in a permanent structure (that will start to become dated once up and running) before alternatives are tried and proven if they work or not first. **(32.2.9R)** This make no sense and is agenda driven w/ the gondola direction. Also, a gondola is a huge eyesore in the Canyon, can't run when shooting for avy control, has a wind concern, no bikes allowed, the most expensive option and will only be used by tourists 1-2 times on ski time and for sightseeing. **(32.2.6.5H, 32.1.7A, 32.2.6.5K, 32.2.6.5I, and 32.2.4A)** This does not help the issue or local ski community (or climbing community) - this would just be a new feature to advertise as an attraction and to add to the trail map. This area is getting much too developed, please keep LCC as natural as possible. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Ideas and directions I do support:

Enhanced Bus Service and year-round bus service **(32.2.9A, 32.1.2C, and 32.2.6.3C)**

Possible New Bus Lane (s), Carpool Lane **(32.2.9B)**

All cars must have 2+ people in them to go up LCC (or carpool lane) **(32.2.4A)**

Toll / Annual Pass (like Mill Creek Canyon) **(32.2.4A)**

No 2WD vehicles actually enforced by the Police **(32.2.2M)**

Morning lane up for those w/ Traction Control UDOT sticker **(32.2.2M)**

2 lanes up in morning open for cars and buses and 2 lanes open down in afternoon **(32.2.2D)**

No cars at all in canyon for the public, buses only (esp. on weekends and holidays) **(32.2.2B)**

Snowbird / Alta buses they run for bus service (not relying on or in addition to UTA buses). They need to serve the guest better and help with this issue, not just build a gondola for a new tourist attraction **(32.2.2S)**. Making Wasatch Blvd more green, inviting and walk/bike/family friendly (not a highway). If lanes are added these point needs to be part of the plan. **(32.2.6.2.2A)**

Consider what would Dick Bass do?

Issue with the buses though if you get them later on the line at later stops on Wasatch etc - they are filled up. This defeats the purpose and needs to be resolved with express no local stop bus and local stop buses on peak times / days. Or local bus lines not starting from massive park-n-rides for SLC city folks. **(32.2.6.1.2C)**

Thank you,
Brendan Murphey

COMMENT #: 9075
DATE: 9/1/21 12:14 PM
SOURCE: Email
NAME: Samuel Novey

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

Do not sell the beauty of our canyon, a public space, to the private interests of the ski resort. **(32.1.2B and 32.2.7A)** If traffic in the canyon is a concern, we could always limit the visitation volume of the resorts - why isn't that on the table? **(32.2.2K)**

Sincerely,
Samuel Novey
Holladay, UT

COMMENT #: 9076
DATE: 9/1/21 12:14 PM
SOURCE: Email
NAME: Asia Kehl

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Asia Kehl
Orem, UT

COMMENT #: 9077
DATE: 9/1/21 12:15 PM
SOURCE: Website
NAME: Brian Ladouceur

COMMENT:

If I had one recommendation for how to fix the canyon congestion it would be to take little cottonwood off the ikon pass. Getting rid of the ikon pass would decrease the congestion of the cottonwoods and limit the amount of clueless drivers who a danger to others on the narrow canyons roads. Even limiting access on the ikon pass like Jackson hole did with not allowing ikon pass holders to use the tram would be a step in the right direction. **(32.2.2K)**

COMMENT #: 9078
DATE: 9/1/21 12:15 PM
SOURCE: Website
NAME: Sara Kenney

COMMENT:

Please do not widen any lanes or add a gondola to Little Cottonwood Canyon. **(32.2.9C and 32.2.9E)** There are pristine areas including natural boulders that climbers enjoy as well as hikers that should not be disturbed. **(32.17A, 32.17B, 32.4A, and 32.4B)** Adding additional machinery or lanes would take away from the charm and the natural beauty of the canyon. **(32.4I)** Electric buses are the way to go! **(32.2.9A and 32.2.6.3F)**

COMMENT #: 9079
DATE: 9/1/21 12:16 PM
SOURCE: Website
NAME: Michael Lowes

COMMENT:

I am extremely concerned with both initiatives of installing a gondola in LCC and also lane widening. **(32.2.9C and 32.2.9E)** We need to find a better option that does not destroy our playgrounds. **(32.2.2PP, 32.2.9A, and 32.4I)**

COMMENT #: 9080
DATE: 9/1/21 12:16 PM
SOURCE: Website
NAME: Blake Reuter

COMMENT:

I am against the gondola. (32.2.9E) I think it is a solution to make snowbird and alta more money from tourism. (32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C) I personally would still drive my car if they had a gondola as would most locals. (32.2.4A) I think bus transportation is the best option and doesn't leave a huge eyesore in the greatest canyon on earth. (32.2.9A and 32.17A) I also think there should be a toll booth at the base in winter to check tires and 4wd. (32.2.4A and 32.2.2M) I think that booth should charge tourists that dont take the bus and it will lead to less slide offs and people getting stuck trying to bring there civic up the canyon in 2 feet of snow. Please reconsider the gondola proposal and come up with a better solution rather than giving the resorts another source of income. (32.2.2PP)

COMMENT #: 9081
DATE: 9/1/21 12:16 PM
SOURCE: Website
NAME: Erin Helms

COMMENT:

I support enhanced bus service with lane widening. **(32.2.9B)** I've been a bus rider when I can for years, but waiting around for full buses and being left at the parking lot over and over does not incentivize anyone to ride. If buses come regularly without long lines, more people will be willing to ride. **(32.2.6.3N)** Currently, riding the bus up is a gamble. If you have any reason to be home at a certain time (picking kids up at a school, working nights, etc) there is no way to know if the next 5 buses will be full or not. I can't even give an accurate 2 hr range of when I'll be home some days. If you ride with children, they usually have nowhere to sit or hold and are getting tossed around the bus at every turn, bumping other riders and ski edges. More busses will help this issue. Some lane widening and areas for buses to intermittently pass would be needed to make bus riding more desirable than driving a car up. I oppose the gondola because the canyons are about so much more than just the resorts, and I want my children to grow up with the same beauty and outdoor opportunities in the canyons that I've had. **(32.2.9E and 32.4I)** A more robust bus system allows them to reach other areas of the canyon for outdoor recreation. **(32.2.9B)**

COMMENT #: 9082
DATE: 9/1/21 12:17 PM
SOURCE: Website
NAME: Joseph Edman

COMMENT:

Neither option is particularly appealing because they both require multiple loading and unloading of equipment. **(32.2.9C and 32.2.9E)** As my wife and I approach 80 years of age, the additional effort and time spent diminishes our ability to participate. For us, that probably means not skiing Little Cottonwood in favor of other choices.

COMMENT #: 9083
DATE: 9/1/21 12:17 PM
SOURCE: Website
NAME: Joe Trettel

COMMENT:

I'm in favor of the gondola option. We have a winter rental in Cottonwood Heights and would like to see Little Cottonwood Canyon with less traffic **(32.2.9D)**

COMMENT #: 9084
DATE: 9/1/21 12:17 PM
SOURCE: Website
NAME: Anna Trawick

COMMENT:

In my opinion the gondola option would be a better solution. **(32.2.9D)** I don't like the idea of having the towers in the canyon, but building additional lanes and adding buses will not solve the issue of having too many cars/careless drivers/rockfalls and slide offs. **(32.17A, 32.7C, and 32.2.6.3P)** I agree that tolling and encouraging HOV is a good start, unfortunately no matter how much we want to preserve the canyons, people will come regardless of how much we - skiers/hikers climbers- don't want them to. **(32.2.4A)** So instead of waiting till the issue becomes more severe, going with an option that could potentially cause less destruction to the canyon and wildlife as well as has the option to grow and increase the number of people transferred to and from the resorts would be a smart decision. **(32.13A and 32.13B)**

COMMENT #: 9085
DATE: 9/1/21 12:17 PM
SOURCE: Website
NAME: Travis Anderson

COMMENT:

Pleas do not widen this road. **(32.2.9C)** It is such a beautiful canyon, it would be a shame to see it marred with more pavement! **(32.17B)** Of the two options, the gondola would be much preferred. **(32.2.9D)**

COMMENT #: 9086
DATE: 9/1/21 12:17 PM
SOURCE: Email
NAME: Brendan Murphey

COMMENT:

FYI this will not load / submit on your website comments page:
<https://littlecottonwoodeis.udot.utah.gov/#comment-form>

My comment and thoughts:
Hello,

I am a homeowner and resident in Cottonwood Heights [REDACTED]. I agree with the comments of No Gondola - as discussed on the hearings the time factor is too much. **(32.2.9E)** Many of us only have a window of 2-3 hours to ski and be on-snow. We can't have it take ~2hrs to get up and down on the gondola from the hub. **(32.2.6.5C)** The time factor just kills this idea, and it does not make sense to invest in a permanent structure (that will start to become dated once up and running) before alternatives are tried and proven if they work or not first. **(32.2.29R)** This make no sense and is agenda driven w/ the gondola direction. Also, a gondola is a huge eyesore in the Canyon, can't run when shooting for avy control, has a wind concern, no bikes allowed, the most expensive option and will only be used by tourists 1-2 times on ski time and for sightseeing. **(32.2.6.5H, 32.17A, 32.2.6.5K, 32.2.6.5I, and 32.2.4A)** This does not help the issue or local ski community (or climbing community) - this would just be a new feature to advertise as an attraction and to add to the trail map. This area is getting much too developed, please keep LCC as natural as possible. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Ideas and directions I do support:

Enhanced Bus Service and year-round bus service **(32.2.9A, 32.1.2C, and 32.2.6.3C)**
Possible New Bus Lane (s), Carpool Lane **(32.2.9B)**
All cars must have 2+ people in them to go up LCC (or carpool lane) **(32.2.4A)**
Toll / Annual Pass (like Mill Creek Canyon) **(32.2.4A)**
No 2WD vehicles actually enforced by the Police **(32.2.2M)**
Morning lane up for those w/ Traction Control UDOT sticker **(32.2.2M)**
2 lanes up in morning open for cars and buses and 2 lanes open down in afternoon **(32.2.2D)**
No cars at all in canyon for the public, buses only (esp. on weekends and holidays) **(32.2.2B)**
Snowbird / Alta buses they run for bus service (not relying on or in addition to UTA buses). They need to serve the guest better and help with this issue, not just build a gondola for a new tourist attraction **(32.2.2S)**. Making Wasatch Blvd more green, inviting and walk/bike/family friendly (not a highway). If lanes are added these point needs to be part of the plan. **(32.2.6.2.2A)**
Consider what would Dick Bass do?

Issue with the buses though if you get them later on the line at later stops on Wasatch etc - they are filled up. This defeats the purpose and needs to be resolved with express no local stop bus and local stop buses on peak times / days. Or local bus lines not starting from massive park-n-rides for SLC city folks. **(32.2.6.1.2C)**

Thank you,

Brendan Murphey

Brendan Murphey
Sr. Marketing Manager - North America

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Our mission_
Protect lives and reduce the consequences of accidents for athletes and anyone inspired to be one.

COMMENT #: 9087
DATE: 9/1/21 12:18 PM
SOURCE: Website
NAME: Kate Bowman

COMMENT:

Thank you for the opportunity to provide a formal comment on the draft EIS.

I am strongly opposed to the gondola, because of the outsized environmental impact from such a large and permanent infrastructure project relative to the benefits it would provide. **(32.2.9E, 32.17A, 32.13A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

The gondola will have significant environmental impacts in Little Cottonwood Canyon due to the disturbance and erosion from construction of the towers, visual impact of the gondola and towers once they are built, and noise and vibrations during its operations. **(32.17A, 32.12A, 32.13A, and 32.11D)** Yet the gondola will not result in meaningful benefits to reduce congestion and traffic in Little Cottonwood Canyon. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The gondola will only travel to Alta and Snowbird, and will only operate in the winter. **(32.2.6.5F)** I've been an Alta or Snowbird passholder for more than 10 years, but more than half of my trips to Little Cottonwood Canyon in the winter are to backcountry ski, and the gondola is not a viable transportation solution to visit the many, many trailheads that draw people to Little Cottonwood Canyon apart from the ski resorts. Even for those going to the ski resorts, the gondola is not an attractive option. The gondola will take longer to get to the ski resorts compared to the road, Alta skiers will experience additional delays due to stops at Snowbird, and skiers will have to first travel to a parking area at the base of the gondola change into their ski gear (presumably in a cold parking lot), and either leave additional clothes and possessions they might want throughout the day behind or else haul them up on the gondola and find a place to stash them at the resorts. Given these inconveniences, the gondola will not be a reasonable or attractive transportation solution for many canyon visitors, especially large families or low-income users who will be burdened by the cost of a ticket. **(32.2.4A, 32.2.3A, 32.2.6.5C, 32.2.6.3O, 32.2.6.5J, 32.2.6.5G, 32.2.6.3C, and 32.2.6.5R)**

Instead of an expensive and permanent investment in gondola infrastructure, I support enhanced buses with minimal lane widening only where absolutely necessary. I also support further exploration of options not considered in this EIS, including electric buses and incentives for carpooling or traveling in a low-emissions vehicle. **(32.2.9A, 32.2.6.3F, and 32.2.4A)**

Enhancing the current bus system is a low commitment and low impact option that is scalable to address changing needs in the canyon. **(32.2.6.3D)** It is worth testing enhanced bus service, which is easily reversible, before pursuing expensive options that will result in permanent environmental impacts. **(32.2.9R)** Increasing the frequency of bus service, making busses free for all travelers, improving the ski racks on the buses, and providing additional pickup/dropoff options will make the buses more appealing and increase use. **(32.2.6.3C and 32.2.6.3N)** I also support consideration of a reasonable toll to discourage driving in the canyon, especially for single-occupancy vehicles, as long as there are reasonable day pass and season pass options available. Unlike the gondola, these solutions would also be available and useful during the summer months. **(32.2.4A and 32.1.2C)**

Last, I recognize that the traffic in the canyon results in significant vehicle emissions and resulting air quality impacts, and support investigation of increasing zero-emissions vehicle use in the canyons, including electric buses. **(32.2.6.3F and 32.10A)** The short route up Little Cottonwood Canyon is very suitable for electric bus use, and electric buses also cost less to operate relative to a diesel bus. The adoption of light-duty passenger electric vehicles is also increasing rapidly, and electric vehicles will be cheaper to purchase than a gas vehicle by 2025 (the total cost of ownership, accounting for fuel and

maintenance, is already cheaper). Incentives to ride an electric bus or drive an electric car, or disincentives to drive a gas vehicle can help to reduce air pollution. These solutions will have the additional benefit of encouraging market growth for zero-emissions vehicles more generally, resulting in greater air quality benefits than a gondola, which only provides a solution for one very specific type of trip. **(32.2.4A and 32.10A)**

The traffic problem in Little Cottonwood Canyon is extremely time-limited. Serious congestion occurs almost entirely during a few hours in the morning and evening on a few weekend days of the year when weather conditions are particularly adverse. **(32.1.4D)**. Given this acute problem, solutions should be targeted at solving this acute problem while minimizing cost and environmental impact. I support solutions that provide a viable and appealing alternative to driving a vehicle for wintertime, weekend canyon users, whether they are traveling to a resort or a backcountry trailhead. I also support solutions that are scalable, in order to adapt to changing use of the canyon seasonally and over time while minimizing environmental impact. I am strongly opposed to a gondola because it is an expensive project with high environmental impact that will not result in commensurate benefits. I generally support the proposals of the Salt Lake Climber's Alliance and Wasatch Backcountry Alliance. I support enhanced bus service with minimal lane widening. I also support exploration of strategies to reduce emissions in the canyon through increased use of electric buses and passenger vehicles. **(32.2.9A, 32.2.4A, and 32.2.6.3F)**

Thank you for your careful consideration of this issue,

Kate Bowman

COMMENT #: 9088
DATE: 9/1/21 12:18 PM
SOURCE: Website
NAME: James Bradley

COMMENT:

Gondola is the best solution for preserving LCC **(32.2.9D)**

COMMENT #: 9089
DATE: 9/1/21 12:18 PM
SOURCE: Website
NAME: Sean McLean

COMMENT:

I want a solution that meets the needs of everyone (backcountry/cross country skiers, snow shoers, etc) that uses the canyon. Buses seems to be the most logical, or a rail system. (**32.2.9A, 32.2.6.3C, and 32.2.9F**)

COMMENT #: 9090
DATE: 9/1/21 12:18 PM
SOURCE: Website
NAME: Bryce Johnson

COMMENT:

please please do the gondola ! **(32.2.9D)**

COMMENT #: 9091
DATE: 9/1/21 12:18 PM
SOURCE: Website
NAME: Oliver Birth

COMMENT:

I highly prefer widened roads and enhanced public transportation to a "gondola. **(32.2.9B and 32.2.9E)**

COMMENT #: 9092
DATE: 9/1/21 12:19 PM
SOURCE: Website
NAME: Bailey Miller

COMMENT:

I am strongly against both the gondola and the road expansion proposals for Little Cottonwood Canyon. **(32.2.9E and 32.2.9C)** As a homeowner and resident of Salt Lake City that also regularly enjoys the climbing, hiking, and skiing in this canyon, I think that permanent, destructive, and irreversible options should ONLY be used when all other options have been exhausted. **(32.2.2PP and 32.2.29R)** Expanded electric bus service, tolling, and other traffic mitigation including dispersed recreation transit should be given a chance first. **(32.2.6.3F, 32.2.9A, 32.2.4A, and 32.2.6.3C)** Only when these less destructive measures are shown to be ineffective should more radical and environmentally impactful options be explored. **(32.2.29R)**

COMMENT #: 9093
DATE: 9/1/21 12:19 PM
SOURCE: Website
NAME: Susan Ussery

COMMENT:

The gondola solution is not an answer to our problem with traffic congestion in Little Cottonwood Canyon. **(32.2.9D)** It is merely a way for the resorts to increase revenue at the expense of the taxpayers, while ruining some of the most beautiful public land that Utah has to offer. **(32.17A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Increased bus service, along with increased parking at the base of the canyon and road tolling, is the solution that best meets the needs of all users of LCC. **(32.2.9A, 32.2.6.2.1C, 32.2.4A, and 32.2.6.3C)** Please consider this option, as the gondola is irreversible and will likely not solve the issues at hand. **(32.7B and 32.7C)** Thank you.

COMMENT #: 9094
DATE: 9/1/21 12:19 PM
SOURCE: Email
NAME: Cody Gray

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 don't do this, I beg sincerely Cody, aka snowbum

Sincerely,
Cody Gray
Layton, UT

COMMENT #: 9095
DATE: 9/1/21 12:20 PM
SOURCE: Website
NAME: S. Max Kloeppe

COMMENT:

I am a skier and climber who has been frequently visiting Little Cottonwood Canyon for almost 20 years. I have worked in the ski industry for over 20 years and worked with clients in LCC.

I have to see proposed gondola or road widening as irresponsible and a terrible idea. Although the traffic in LCC has been terrible in the past few years, the traffic does not justify these options in my opinion. **(32.1.2B, 32.2.9E, and 32.2.9C)**

Widening the road only addresses one symptom and does nothing to address the issue of closures for avalanches or otherwise. **(32.7A and 32.7B)** The proposed gondola addresses traffic, but does not account for mechanical issues with the gondola that are guaranteed with the wind, conditions and general fallibility of all lifts. **(32.2.6.5K)** Neither of these inadequate solutions justify the destruction of climbing areas or wilderness in the canyon. **(32.4A, 32.4B, and 32.4I)**

I strongly encourage UDOT and all parties involved to invest in more public transportation solutions before any other options are further explored. **(32.2.2PP and 32.2.9A)**

COMMENT #: 9096
DATE: 9/1/21 12:20 PM
SOURCE: Website
NAME: Megan Beck

COMMENT:

I believe an expanded bus system is the way to go for the future of LCC. **(32.2.9A)** A gondola system would be an eyesore that distracts from the natural beauty of the canyon. **(32.2.9E and 32.17A)** We need to consider all users of the canyon-not just two private companies and the tourism they support. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Thank you.

COMMENT #: 9097
DATE: 9/1/21 12:20 PM
SOURCE: Website
NAME: Remy Lattin

COMMENT:

I find that the simplest solutions are most often the best. Please don't waste billions of tax payer dollars widening roads or building a gondola that will permanently change the canyon. **(32.2.9C, 32.2.9E, and 32.4I)** All we need is a larger parking lot at the base of the canyon and a much better bussing system. **(32.2.6.2.1C and 32.2.9A)** Close the parking lots at the resorts, and make everyone pay for a bus ticket. **(32.2.2K and 32.2.2B)** Make the bus ticket prices reasonable and get them to come one right after another during peak times so that we don't have to wait. **(32.2.4A and 32.2.6.3N)** This is much more sustainable and doesn't destroy our anything in the canyon.

COMMENT #: 9098
DATE: 9/1/21 12:20 PM
SOURCE: Website
NAME: Marissa Muse

COMMENT:

The road-widening and gondola options would permanently alter the landscape of the canyon, and impact recreation opportunities for climbers and backcountry skiers. **(32.2.9C, 32.2.9E, 32.4I, 32.4A, and 34.4B)** I feel like the impact of either of these options will be huge, and that we have not tried hard enough to identify alternatives. **(32.2.2PP)** Snowbird, and now Alta, have implemented parking reservation systems within the last year. I think it would be essential to review how these reservation systems impact the number of cars on the road in the canyon on peak days, and we certainly have not had time to gather that data. **(32.2.2K)** I think that some onus should be put on the resorts to incentivize carpooling as well, such as a rewards phone app (I believe Snowbird was using something like this pre-COVID). I think that canyon tolling is another way to incentivize carpooling and bus utilization. **(32.2.4A)** Another suggestion that I have is for canyon users to be more closely examined for snow tires/4x4. If we are tolling people to enter the canyon, we could also use that stop as a means for making sure their tires are actually fit for the conditions. **(32.2.2M)** Another item to consider would be bus routes. Many people I know live Downtown or in Sugarhouse. If there were direct-to-canyon bus service with a decent-sized park'n'ride lot from one of these areas I feel that bus-usership would increase substantially. **(32.2.2I)** When I have used the park'n'rides by LCC, I feel like I have to drive pretty far to get there, and it is sometimes a gamble whether the busses will be full already. A final idea is a messaging campaign (ideally paid for by the resorts), regarding the impact of driving up the canyon on the environment. People are becoming more environmentally minded, but they may not understand to what extent their drive up the canyon contributes to emissions or increases their carbon footprint. I think if you could quantify that and get that message out to people, many would be more inclined to carpool. **(32.29JJ and 32.2.4A)** My final thought to share is that I feel like backcountry users are left out by the plans of the gondola and the lane widening, as their parking options would be more limited, and the bus/gondola would not stop at popular trailheads. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Please reconsider these options that would permanently alter our landscape and hamper our ability to enjoy Little Cottonwood Canyon. **(32.4I)**

COMMENT #: 9099
DATE: 9/1/21 12:20 PM
SOURCE: Email
NAME: Richard Middleton

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains. That's why I retired here. That's why I spent over 10 years as a volunteer guiding school field trips and the general public in the Cottonwood Canyons, winter and summer. So please take my comments on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS) seriously.

- 1). Is the goal to reduce private vehicles in the canyons? **(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" now known, and if so how has it been taken into account 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 that has only two terminus areas, one at Alta Ski Resort and the other at Snowbird Resort. **(32.1.2C and 32.2.6.5G)**. That makes it clear that the purpose of the proposals is not to serve the general public who live here, nor the many visitors who want to explore the canyons, but only the resorts. This is not a valid use of taxpayer money. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**
- 4). Any development in the canyons will inevitably impact the 1,200 plant species and many animal species that rely on this ecosystem. **(32.13A and 32.3B)** How can we as a community help to ensure that the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" section of the UDOT EIS process alternatives make sufficient allowance for a shared habitat to continue to thrive in the face of future increased visitation, and ensure full restoration after completion of whatever proposals are eventually adopted? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC, "the red snake", will still continue even with the gondola, because the gondola only serves a limited clientele (the resort visitors), and therefore as a "solution" is highly reliant on private vehicles in the canyon. **(32.7C)** We need to adopt a solution that reduce the number of private vehicles from the canyon roads. **(32.2.4A)** I am convinced that only enhanced bus service will do this. **(32.2.9A)**
- 6). As a professional civil engineer, I'm profoundly skeptical about cost estimates for major capital projects, especially those in challenging terrain and potentially inclement weather. A massive and inherently inflexible civil engineering project such as the gondola is an extremely high-risk undertaking in every respect, environmental as well as financial. **(32.2.7C)** Bus service has a limited environmental footprint, has infinitely more flexibility, can easily be adjusted seasonally, can serve every part of the canyon, and can be implemented in stages as demand develops. **(32.1.2C, 32.2.6.3D, and 32.2.6.3C)** (It also is the only solution to reducing or eliminating the "red snake", which otherwise will grow much worse as the state's population increases. **(32.7C)**

Sincerely,
Richard Middleton
Salt Lake City, UT

COMMENT #: 9100
DATE: 9/1/21 12:21 PM
SOURCE: Website
NAME: Elysia Malloy

COMMENT:

The use and implement of the gondola in LCC would just give one more access point to getting up the mountain that will inevitably be flooded and not reduce the amount of people going up. **(32.2.4A, 32.20A, and 32.20C)** As well as the effect on the landscape and environment in order to build such a structure is very large and obstructive and costly to maintain. **(32.2.9E, 32.4I, 32.17A, and 32.2.7C)**.

COMMENT #: 9101
DATE: 9/1/21 12:21 PM
SOURCE: Website
NAME: Michael Ettinger

COMMENT:

The gondola will ruin the pristine views and purity of the canyon. **(32.2.9E and 32.17A)** Limiting the number of people allowed up with lift tickets to resorts and even increasing prices is the way to increase profits and to preserve the canyon. **(32.2.2K)** Increasing footprints and head counts in the canyon will irreversibly damage such a pure and protected canyon. **(32.20A, 32.20C, and 32.4I)**

COMMENT #: 9102
DATE: 9/1/21 12:21 PM
SOURCE: Website
NAME: Will Laporte

COMMENT:

Gondola makes the most sense **(32.2.9D)**

COMMENT #: 9103
DATE: 9/1/21 12:21 PM
SOURCE: Website
NAME: Randy Winzeler

COMMENT:

I DO NOT support gondola. **(32.2.9E)**

COMMENT #: 9104
DATE: 9/1/21 12:21 PM
SOURCE: Website
NAME: Crystal Jagels

COMMENT:

Please do not deface this beautiful canyon in the name of profit for private businesses. You know this is not the way! **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 9105
DATE: 9/1/21 12:21 PM
SOURCE: Email
NAME: Rob Witt

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Rob Witt
South Jordan, UT

COMMENT #: 9106
DATE: 9/1/21 12:21 PM
SOURCE: Email
NAME: Katie Perry

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

COMMENT #: 9107
DATE: 9/1/21 12:23 PM
SOURCE: Website
NAME: Elise Jeppsen

COMMENT:

I have utilized this canyon my whole 25 years of living and lived up in this canyon for 2 of them. I have experienced the frustrations of commuting up and down with the influx of nature lovers over the years. A gondola is a destructive, dysfunctional solution. **(32.2.9E)** While it seems like an attractive answer, there are so many reasons that aren't being considered that would seem obvious to not follow through with this operation.

I support a wild and healthy ecosystem that provides our water, supports 1,200 species of plants and animals, and is depended upon for healthy outdoor recreation by millions of people both locals and visitors each year. **(32.13A and 32.13B)** We don't need elaborate gondolas or expansion of the roadways that damage the magnificent Wasatch Mountains. **(32.2.9C)** Let's start with some solutions that won't create a detrimental impact to our everlasting canyons!" **(32.2.2PP and 32.2.9A)**

COMMENT #: 9108
DATE: 9/1/21 12:23 PM
SOURCE: Website
NAME: Greg Davis

COMMENT:

Please whatever u do, DONOT put a Gondola. **(32.2.9E)** 1st the canyon is therapy for many people. the last thing we want when we are sitting on the side of a slope or wandering around enjoying the silence. the last thing we want is gondolas full of people going over head non stop. this canyon is a sanctuary for many of us. **(32.4I, 32.11D, and 32.17A)** have been coming up the canyon 2 to 4 times a week, winter and summer for the last 25 yrs. i hike, i bike, i run, i snowshoe, i sit on rocks and ponder life. (I=all the people that spend time in canyon other then your weekend tourist. the gondola will be a eye sore, it will contribute noise. and when i say noise i mean more a distraction cruising thru the air un-missible from any direction. **(32.17A and 32.11D)** i also believe its just the start to connect all mountain resorts by gondola leaving even less areas to find solitude. **(32.1.5B)** to me its just another way for snowbird to max out on advertising Wow. I can see it now, come join us at snowbird with a ride on our new gondola 7 to 9 scenic mile of traffic free blah blah blah. unfortunately this system does absolutely nothing for the skier experience, if anything its going to make it worse. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** the parking lots will still b packed, the buses will be packed and then the gondola will bring even more people to the mountain so now when any busy weekend wait is already brutal it will be even worse..... **(32.20C)** i could not imagine being a visitor who spend 2 to 3 hours traveling back and forth, spending 130 dollars each on a family of 4 or more, waiting 40 minutes at zoom then repeat at all other overcrowded chairlifts, (mineral is a trap) gotten worse wait times especially with ski guides going thru with 20 clients at a time cutting in front of everyone, which is total,,,,, spending 18 dollars on cheeseburgers, fries no longer included. now additional 4 to 6 dollars. Electric buses and 3rd lane for busy times is def the way to go. **(32.2.9B and 32.2.6.3F)** snow sheds over highway to prevent the common closures. fine people who are too dumb to drive up canyon with 2 wheel drive when its snowing **(32.2.9K and 32.2.2M)**

COMMENT #: 9109
DATE: 9/1/21 12:23 PM
SOURCE: Email
NAME: Emily Sherman

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

In addition, I believe the gondola plan is essentially driven by an interest in profits for private businesses and not in conservation of the delicate ecosystem of the canyon. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I support a plan that reduces cars in the canyon and does not add road, parking, or gondola construction. **(32.2.2I)**

Thanks for your consideration!

Sincerely,
Emily Sherman
Draper, UT

COMMENT #: 9110
DATE: 9/1/21 12:23 PM
SOURCE: Email
NAME: Michael Marcy

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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 Marcy
Carmel Valley, CA

COMMENT #: 9111
DATE: 9/1/21 12:24 PM
SOURCE: Website
NAME: Rachael Zerr

COMMENT:

I'm saying NO to the gondola. **(32.2.9E)** If TWO PRIVATE ski resorts want to put that in, which is an UGLY eye sore, that also will only be used maybbbeeee half the year, they can pay for it themselves. **(32.1.2B, 32.1.2D, 32.1.4D, 32.2.7A, 32.7B, 32.7C, and 32.17A)** Alta and Snowbird make millions of dollars, they can afford to put it in them selves. We need more busses, not a gondola. **(32.2.9A)**

COMMENT #: 9112
DATE: 9/1/21 12:24 PM
SOURCE: Website
NAME: Shannon Lyman

COMMENT:

I strongly prefer the added bus lane to Little Cottonwood Canyon. **(32.2.9B)** This option is more accessible, more likely to run year round and much better for the environment. **(32.1.2C and 32.2.6.3C)** It is a more flexible solution that will be easier to maintain and will do more to reduce traffic in the canyon. **(32.7C)** The bus is a solution for everyone, while the gondola is a solution that only benefits large corporations like snowbird. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Gondolas are also generally less safe and can lead to worse accidents than a bus, which is much safer to ride. **(32.2.6.5K)** Further, the gondola just honestly sounds like it will be so ugly. I don't want to have to look at a bunch of wires and towers when I'm trying to enjoy the natural beauty of Little Cottonwood Canyon **(32.17A)**.

COMMENT #: 9113
DATE: 9/1/21 12:25 PM
SOURCE: Website
NAME: Melinda Birth

COMMENT:

I strongly prefer the option of the Enhanced Bus Service in Peak-Period Shoulder Lane Option as well as widening the roadways through Little Cottonwood Canyon. **(32.2.9B)**
Thank you.

COMMENT #: 9114
DATE: 9/1/21 12:25 PM
SOURCE: Website
NAME: Brianna Forcier

COMMENT:

I am not in support of further construction in Little Cottonwood Canyon. **(32.2.9C and 32.2.9E)** There are many outdoor athletes who use the boulders for rock climbing, and the construction would permanently get rid of many of the amazing boulders that people travel here to climb **(32.4A and 32.4B)**. Expanded bus services and park and ride lots is my preferred alternative, maybe even enforcing a paid toll for automobiles. **(32.2.9A and 32.2.4A)**

COMMENT #: 9115
DATE: 9/1/21 12:25 PM
SOURCE: Email
NAME: Erica Okada

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Erica Okada
Taylorsville, UT

COMMENT #: 9116
DATE: 9/1/21 12:26 PM
SOURCE: Website
NAME: Regina Grapentine

COMMENT:

I feel that both the road widening and gondola options are drastic measures that can be avoided by simpler options. **(32.2.9E and 32.2.9C)** Improving the bus system (think Zion bus system), making Big Cottonwood and Little Cottonwood canyon Toll/Fee roads (think Uintas, American Fork, Millcreek canyon) are options worth implementing before changing our canyon forever. **(32.2.2B and 32.2.4A)** Locals, season pass holders (true season pass, not Ikon and other multi-resort passes) and employees have canyon access by vehicle when carpooling. **(32.2.4A)**

As an employee at both Alta and Snowbird, I've seen first hand the chaos. I used to ride the bus almost exclusively but my job as a nurse in the canyon makes it difficult when I don't know how long I will be at work and the bus stops by 6pm. Extended service bus could help multiple employees feel comfortable with catching the bus at the end of that day and, help bar/restaurant establishments get their patrons down canyon safely later in the evening. **(32.2.6.3N)**

I would also suggest canyon employee only buses in the morning that are Alta or Snowbird specific. **(32.2.6.5N)**. I would be crushed to see a place that I spent my adult life changed forever by road widening or a gondola, it just seems unnecessary when other options have not been explored/implemented correctly. **(32.4I and 32.2.2PP)** Please consider my above suggestion (s). Thank you.

COMMENT #: 9117
DATE: 9/1/21 12:26 PM
SOURCE: Website
NAME: Ray Anderson

COMMENT:

I live at the mouth of Little Cottonwood Canyon. It current takes 15 minutes to drive to Snowbird and 20 minutes to Alta Albion Basin.

As a 73-year old that has been an avid skier for 60+ years, I no longer rush to the mountain on powder days. I prefer to wait for midweek days when traffic up the canyon is minimal or drive up for a few runs after 1 pm.

I am an AltaBird season pass holder.

I sure hope there are accommodations for local skiers like me to continue to drive up to Alta and Snowbird on low-traffic days. **(32.2.4A)**

Although I am a strong supporter of the Goldola, by the time I drive to the base station (which is less than a two minute drive from home), park and take the Goldola to the Snowbird, it will take at least 45 minutes to get on the slopes. That is a lot longer and much more inconvenient than my current commute to the mountain. **(32.2.6.5D, 32.2.9D and 32.2.4A)**

What are the restrictions on local skiers that prefer to drive up to the resorts on off-peak hours and days? **(32.2.4A)**

COMMENT #: 9118
DATE: 9/1/21 12:26 PM
SOURCE: Website
NAME: Walter Haas

COMMENT:

The only successful attempt to manage canyon traffic has been in Zion Canyon in Zion NP. This worked by banning private vehicles from the canyon and forcing visitors to ride the free shuttle. This is likely to be a much cheaper and more successful approach than any of the alternatives now being considered. **(32.2.2B)**

COMMENT #: 9119
DATE: 9/1/21 12:26 PM
SOURCE: Email
NAME: Cynthia 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)**
- 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,
cynthia cook
Salt Lake City, UT

COMMENT #: 9120
DATE: 9/1/21 12:27 PM
SOURCE: Website
NAME: Nick Lazechko

COMMENT:

Please refrain from either of these plans that will affect bouldering in Little Cottonwood! **(32.2.9C, 32.2.9E, 32.4A, and 32.4B)** I'm a climber from Missouri and my friends and I have many trips planned to Little Cottonwood in the future. Destroying these problems would undoubtedly have a major impact on tourism to Utah to climb. **(32.6D)** Please please please reconsider.

COMMENT #: 9121
DATE: 9/1/21 12:27 PM
SOURCE: Website
NAME: Tobias Hubbard

COMMENT:

As a middle class boarder it's a deliberate insult to all of us that have to enjoy the resorts on a budget. If you care about the community and not just two private businesses you know the gondola is unacceptable. **(32.2.9E, 32.2.4A, and 32.5A)** Can't say I have much faith in you though since you seem to already be bought off.

COMMENT #: 9122
DATE: 9/1/21 12:27 PM
SOURCE: Website
NAME: Christopher Smith

COMMENT:

From the available options, I SUPPORT the ENHANCED BUS plan. **(32.2.9A)** Future usage of canyon trailheads for local and visitor recreation other than downhill resort skiing is on track to exceed parking lot capacities by a factor of 10 or more. The inherent FLEXIBILITY of roadways and busses best fits these UTAH resident TAXPAYER concerns. **(32.1.2C, 32.2.6.3C, and 32.2.7A)**

COMMENT #: 9123
DATE: 9/1/21 12:27 PM
SOURCE: Email
NAME: Bimini Horstmann

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Bimini Horstmann
Slc, UT

COMMENT #: 9124
DATE: 9/1/21 12:28 PM
SOURCE: Website
NAME: Grace Larson

COMMENT:

Adding any sort of infrastructure that would increase the traffic in both Little Cottonwood Canyon and Big Cottonwood Canyon in the future will just make the resort experience that much less enjoyable. **(32.1.1A, 32.1.2B, 32.2.4A, 32.7C, and 32.20C)** It is up to UDOT and the resorts to strive for a more environmentally AND patron friendly experience. Rather than spending a ridiculous amount of money just for the resorts to be racking in more money, we should all be looking for an approach that will REDUCE the amount of patrons crowding the resorts; not just reducing traffic. **(32.20A, 32.20B, and 32.20C, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** They are simply not large enough to accommodate the existing, and anticipated, number of guests. **(32.20B)**

COMMENT #: 9125
DATE: 9/1/21 12:28 PM
SOURCE: Website
NAME: Corey Machen

COMMENT:

Please do not proceed with the gondola. **(32.2.9E)** This is a prime example of public funds being used to benefit private stakeholders aka corporate welfare. There is little evidence a gondola will help with traffic problems that arise in the canyon. **(32.7B and 32.7C)** This solution will benefit the few at the expense of the many and specifically benefits Snowbird and Alta's top line and does nothing for me as a local resident & backcountry skier. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 9126
DATE: 9/1/21 12:29 PM
SOURCE: Website
NAME: Anne Vincenti

COMMENT:

I do not support a gondola - it will destroy the scenic view, and ruin world-class rock climbing. I support a larger number of small and nimble buses or shuttles. **(32.2.9E, 32.17A, 32.4B, and 32.2.9A)**

COMMENT #: 9127
DATE: 9/1/21 12:29 PM
SOURCE: Website
NAME: Brandon Chen

COMMENT:

I would like to see more consideration for the overall environmental. **(32.29G)** Both options would destroy boulders that many climbers climb on. **(32.4A and 32.4B)** Both options are for the ski resorts to make more money, while the taxpayers will be funding this. I am a skier of both resorts so either of these would definitely benefit me but not all the others. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 9128
DATE: 9/1/21 12:29 PM
SOURCE: Website
NAME: Cynthia Chan

COMMENT:

brilliant plan (32.29D)

COMMENT #: 9129
DATE: 9/1/21 12:29 PM
SOURCE: Website
NAME: Jake Chapin

COMMENT:

I vote for gondola! (32.2.9D)

COMMENT #: 9130
DATE: 9/1/21 12:29 PM
SOURCE: Website
NAME: Thomas Allgaier

COMMENT:

The gondola solution is not an answer to our problem with traffic congestion in Little Cottonwood Canyon. **(32.2.9E and 32.7C)** It is merely a way for the resorts to increase revenue at the expense of the taxpayers, while ruining some of the most beautiful public land that Utah has to offer. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, 32.7C, and 32.17A)** Increased bus service, along with increased parking at the base of the canyon and road tolling, is the solution that best meets the needs of all users of LCC. **(32.2.9A, 32.2.6.2.1C, and 32.2.4A)** Please consider this option, as the gondola is irreversible and will likely not solve the issues at hand. **(32.7C)** Thank you.

COMMENT #: 9131
DATE: 9/1/21 12:30 PM
SOURCE: Website
NAME: Brady Hart

COMMENT:

I'm all for a gondola for the canyon. It will benefit in many ways I believe! **(32.2.9D)**

COMMENT #: 9132
DATE: 9/1/21 12:30 PM
SOURCE: Website
NAME: Chad Cole

COMMENT:

It is outrageous that taxpayers are going to be the ones supporting a project that only benefits Snowbird and Alta. Resort skiers and riders are the only user group benefited by both plans. The plans neglect to consider the backcountry skiing/snowboarding community and climbing community. Both user groups are growing, and the access that LCC provides to world class backcountry terrain and climbing continues to draw people to Salt Lake City. **(32.4A, 32.4B, 32.4I, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Subsequently, a gondola going up the canyon would be an extreme eye-sore. **(32.17A)**

COMMENT #: 9133
DATE: 9/1/21 12:30 PM
SOURCE: Website
NAME: Kristen Edwards

COMMENT:

I would love to see the gandola over the proposed road changes. (32.2.9D)

COMMENT #: 9134
DATE: 9/1/21 12:31 PM
SOURCE: Website
NAME: Jaden Aland

COMMENT:

I am against any major landscape changes without prior attempts to other means to reduce traffic in LCC. **(32.2.9C, 32.2.9E, and 32.29R)** I have spent many years climbing and bouldering on the classic routes that will be affected by these changes. They have helped me battle depression, create lifelong friends and memories. I wish to enjoy the same areas with my children to discover the joy and camaraderie for themselves. As many before have done. Destroying these areas will be destroying rich Utah culture and history. **(32.4A, 32.4B, and 32.4I)**

COMMENT #: 9135
DATE: 9/1/21 12:31 PM
SOURCE: Website
NAME: Joe Dvorak

COMMENT:

The gondola is a TERRIBLE idea. **(32.2.9E)** It unfairly benefits Alta and Snowbird and does not truly improve the congestion in the canyon. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Improving the road and the public transportation in the short term is a much better solution for all. **(32.29R)** Snowbird and Alta are private businesses and should be a secondary thought when planning for the future of Little cottonwood canyon. Please don't continue with the idea of a gondola.

COMMENT #: 9136
DATE: 9/1/21 12:31 PM
SOURCE: Website
NAME: Jackson White

COMMENT:

Please no gondola! (32.2.9E)

COMMENT #: 9137
DATE: 9/1/21 12:31 PM
SOURCE: Email
NAME: Jordan Marcroft

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value 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 financial burden will be laid on the back of the local tax payers and the sole beneficiary of the improvements will be the ski resorts. They won't even contribute paying for half of the expenses and yet they will reap all of the rewards. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**
- 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,
Jordan Marcroft
Sandy, UT

COMMENT #: 9138
DATE: 9/1/21 12:32 PM
SOURCE: Website
NAME: Thomas Cimino

COMMENT:

Traffic in LCC, especially during winter months, is definitely something to consider. However, a gondola is not the correct path forward. **(32.2.9E)** This would destroy LCC's natural beauty, and have minimal effect on traffic. **(32.17A, 32.7B, and 32.7C)** All it would do is make resorts more crowded. **(32.20A and 32.20C)** Why are we jumping to this solution when we haven't tried more busses? **(32.2.9A)** That seems like an obvious first step. **(32.29R)**

COMMENT #: 9139
DATE: 9/1/21 12:32 PM
SOURCE: Website
NAME: Hannah Singleton

COMMENT:

Hey UDOT, thanks for all your hard work making the canyons available and safe to users all winter. I'm very disappointed in the options presented in the plan, and think you should consider less development-based alternatives. **(32.2.9C and 32.2.9E)** The existing infrastructure plans are not long-term solutions, and fail to (seriously) consider impact on the landscape, snowpack in 10 years, and non-resort users. **(32.17A, 32.17B, 32.2.2E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I think you should use methods to limit traffic and encourage carpooling, such as even and odd days based on license plate numbers to access the canyons. **(32.2.2L, 32.2.2K, and 32.2.4A)** While this would not be a popular solution, it would be cheaper, encourage bus use/carpooling, and reduce the traffic in the canyon without a heavy price tag and detrimental impacts. Thanks for considering!!

COMMENT #: 9140
DATE: 9/1/21 12:32 PM
SOURCE: Website
NAME: John Bradshaw

COMMENT:

As lifetime resident, and having skied Snowbird since its opening, I welcome the gondola option. I want to protect the canyons, improve air quality, AND use them. I think it would be a good idea if the gondola eventually connected the other resorts as well. **(32.2.9D, 32.10A, and 32.1.5B)**

COMMENT #: 9141
DATE: 9/1/21 12:32 PM
SOURCE: Website
NAME: Jonathan Dainesi

COMMENT:

I feel as if other options have not been exhausted yet. (32.2.2PP) Carpool incentives can help the canyon. Or capping the number of resorts skiers per day will help. (32.2.4A and 32.2.2K) The gondola is going to be hideous and will still need a wider road in 10 years! (32.17A and 32.7C) We should be widening the road or doing nothing. (32.2.9B) Gondola is a very short term fix. Long term better solutions are:

-Widen the road (32.2.9B or 32.2.2P)

-Cap number of resort skiers/snowboarders on weekends. (32.2.2K)

-Incentivize carpooling (32.2.4A)

The gondola is a massive waste of tax payer money to fund ski resorts. (32.2.7A)

COMMENT #: 9142
DATE: 9/1/21 12:32 PM
SOURCE: Website
NAME: Richard Sheinberg

COMMENT:

May have the highest up front cost but is the best for the environment and is likely to be cost effective over many years. Highly preferable to busses. **(32.29D)**

COMMENT #: 9143
DATE: 9/1/21 12:32 PM
SOURCE: Email
NAME: Isaac Acosta

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Isaac Acosta
Provo, UT

COMMENT #: 9144
DATE: 9/1/21 12:32 PM
SOURCE: Email
NAME: Brandon Root

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

****NO GONDOLA******(32.2.9E)**

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

COMMENT #: 9145
DATE: 9/1/21 12:33 PM
SOURCE: Website
NAME: Chris Segal

COMMENT:

Limit resort capacity. **(32.2.2K)** The canyon is a limited resource. Bringing more people doesn't help the problem of increased demand and limited supply. Lines make the resorts almost unskiable anyway. Allowing more people in the canyons just makes their experience worse. Resorts need to cap the numbers. That's a hard pill to swallow. I worked in marketing at snowbird and I understand that, but I also understand that no one who regularly goes to Alta or Snowbird will want to sit in a gondola for an inordinate amount of time. **(32.20A, 32.20B, 32.20C, and 32.2.2K)** People will still not want to take it. **(32.2.4A)** Backcountry skiers have no access from this, so they could maybe pay a toll to drive. I think that's fair, but then everyone will do that. **(32.4G)** As for the bus solution, widening the road will ruin some of the legendary climbing in the canyon and destroy more of the limited nature we need to protect. **(32.2.9C and 32.4A)** The solution must be that less people are able to ski in a day. **(32.1.2B)** We've now seen from all the covid protocol that this is doable. The resorts make plenty of money and making taxpayers fund a gondola is just wrong. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 9146
DATE: 9/1/21 12:33 PM
SOURCE: Website
NAME: Karla Jennison

COMMENT:

We do not need a gondola or wider roads. We need to limit the number of people allowed in the canyon **(32.2.9E, 32.2.9C, and 32.20B)**

COMMENT #: 9147
DATE: 9/1/21 12:34 PM
SOURCE: Website
NAME: Scott Sinner

COMMENT:

Please don't widen the road or build a gondola until you have expanded the shuttle system and put limits on personal vehicle use during peak times. Start with the simplest solution first. **(32.2.9C, 32.2.9E, 32.2.9A, 32.2.4A, 32.2.2L, and 32.2.9R)**

COMMENT #: 9148
DATE: 9/1/21 12:34 PM
SOURCE: Website
NAME: Ryan Ades

COMMENT:

I'm against the gondola, doesn't provide year round or trailhead access and only benefits the resorts
(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)

COMMENT #: 9149
DATE: 9/1/21 12:35 PM
SOURCE: Email
NAME: Theadora Sakata

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Theadora Sakata
Cottonwood Heights, UT

COMMENT #: 9150
DATE: 9/1/21 12:35 PM
SOURCE: Website
NAME: Jon Fox

COMMENT:

Please limit resort capacity. Gondola will not solve any congestion issues. (32.2.2K, 32.7B, 32.7C, 32.2.9E)

COMMENT #: 9151
DATE: 9/1/21 12:35 PM
SOURCE: Website
NAME: Wesley Seybold

COMMENT:

A gondola will not solve travel issues facing LCC! It only serves Alta and snowbird. **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Electric busses running year round to all trail heads as well as resorts is how I want to see my taxes spent. **(32.2.9A, 32.2.6.3F, 32.2.6.3C, 32.1.2C, and 32.2.7A)**

COMMENT #: 9152
DATE: 9/1/21 12:35 PM
SOURCE: Website
NAME: Eric Amerling

COMMENT:

I support the Enhanced Bus Service in Peak-Period Shoulder Lane **(32.2.9B)**

COMMENT #: 9153
DATE: 9/1/21 12:36 PM
SOURCE: Website
NAME: Sean M Walsh

COMMENT:

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

COMMENT #: 9154
DATE: 9/1/21 12:36 PM
SOURCE: Website
NAME: Mark Delcorps

COMMENT:

A gondola is good for ski resorts and no one else. **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Do what's right for Utahns, not out of state conglomerates and don't ruin tons of climbing, skiing, hiking, and views just so more people can wait in lift lines all day. **(32.4A, 32.4B, 32.4I, 32.17A, 32.17B, and 32.20C)**.

COMMENT #: 9155
DATE: 9/1/21 12:37 PM
SOURCE: Website
NAME: Deb Mylonakis

COMMENT:

Please. For the love of God, listen to Mayor Jenny Wilson. **(32.2.2I)** The key words here are "wilderness area". Just the proposed picture of a monstrous Gondola masking the beauty and openness of our mountain scenery is enough to make people cringe. **(32.2.9E and 32.17A)** The massive towers, wires, mechanics, etc etc. Once our natural wilderness is gone, there is no getting it back. We are moving into every open space and building, building, building. **(32.4I)** Our ski season is just that... a season. How will you safely and quickly get to anyone who may experience a medical emergency while in the Gondola ? What about malfunctions of the Gondola ? **(32.2.6.5K)** The very bottom line is natural beauty and wilderness area are being destroyed for the sake of time and acquiring more money to get more and more people to the top of the mountain. **(32.2.9E, 32.4I, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 9156
DATE: 9/1/21 12:37 PM
SOURCE: Website
NAME: Caleb Rudd

COMMENT:

I like the idea of a gondola. **(32.2.9D)** I brought that idea up a couple years ago to my family and they didn't like it. I feel like a couple other options could be to make the whole canyon road 3 lanes. In the morning have 2 lanes go up and 1 down. Then at noon it switches, 2 lanes down, 1 lane up. Also increase the number of buses. **(32.2.2P and 32.2.2D)**

COMMENT #: 9157
DATE: 9/1/21 12:37 PM
SOURCE: Website
NAME: Jordan Day

COMMENT:

I believe bussing would be far less invasive to the natural environment as well as being more flexible to other users than just the ski resorts. (32.2.9A, 32.29G, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)

COMMENT #: 9158
DATE: 9/1/21 12:37 PM
SOURCE: Website
NAME: Aidan Braun Freck

COMMENT:

I have lived in utah my whole life and it's very important to me. I remember growing up in nature and slowly watching it disappear in utah as years have gone by. I would hate for future generations to not even be provided the joy of nature that will inevitably be stripped away by progress. That is why I support the gandola, if we don't save our mountains and nature, who will? **(32.2.9D)**

COMMENT #: 9159
DATE: 9/1/21 12:37 PM
SOURCE: Website
NAME: Jim J

COMMENT:

The gondola is a terrible idea. **(32.2.9E)** It's bad for the environment and not worth it. **(32.4I)** Why should all taxpayers be forced to pay for skiers having a more convenient ride up. **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 9160
DATE: 9/1/21 12:38 PM
SOURCE: Website
NAME: Richard Solace

COMMENT:

Please don't destroy our beautiful canyon any further by adding a huge parking lot. **(32.2.6.2.1C)**
Having a damn roller coaster making noise all the time, in our once quiet canyon is bad enough!
(32.29D)

Thank you and kind regards, Richard Solace

COMMENT #: 9161
DATE: 9/1/21 12:38 PM
SOURCE: Website
NAME: Richard Gregersen

COMMENT:

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):
The current two proposals solve nothing. NO gondola and NO road expansion. **(32.7B, 32.7C, 32.2.9E, and 32.2.9C)**. Either one of these destroys LCC . **(32.4I)** My only suggestion is to really make enhanced bus system work during those critical few days. **(32.1.4D and 32.2.9A)** Limit the nr. of cars per day. **(32.2.4A)** Inforce the requirements for vehicles (the sticker idea for days for 4x vehicles only). **(32.2.2M)** It is totally insane to spend the money being proposed to ONLY help the ski resorts (and I am a resort skier). **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Please do not destroy the LCC.

COMMENT #: 9162
DATE: 9/1/21 12:38 PM
SOURCE: Website
NAME: Spencer Fielding

COMMENT:

While others feel like a gondola isn't the option, I would say it is as it takes traffic from the resorts and alleviates the congestion even when road conditions deteriorate. **(32.2.9D)** Adding more bus service is not going to change the headaches come from the canyon becoming clogged with traffic especially when an accident occurs due to individuals with vehicles not suited for the canyon. **(32.2.6.3P)** I for one support the idea of a gondola service to ski resorts as an alternative method of transportation.

COMMENT #: 9163
DATE: 9/1/21 12:39 PM
SOURCE: Website
NAME: Charlotte Figgins

COMMENT:

PLEASE do not destroy the natural beauty of LCC. **(32.17A)** One might think that a gondola system will provide less congestion but in order to put those throughout the canyon, bulldozers, tractors, and other construction equipment will be forced into the natural forest. **(32.2.9E)** Not to mention the many footprints of workers making that happen. It was completely eliminate any natural ecosystems near and around that area that will take hundreds of years to get back. Game trails, and natural life live in those mountains, the trees, and near the streams. Imagine the negative ecological impact of setting up that system all for it to POTENTIALLY be used. **(32.13A and 32.12A)** Please consider the environmental impact. It would be devastating. **(32.29G)**

COMMENT #: 9164
DATE: 9/1/21 12:40 PM
SOURCE: Website
NAME: Keegan Waller

COMMENT:

I think the gondola is a terrible idea that will do nothing to decrease congestion and only serve to increase revenue at the two privately owned ski resorts in the canyon. **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 9165
DATE: 9/1/21 12:41 PM
SOURCE: Website
NAME: Nathaniel Young

COMMENT:

I am concerned about both proposed plans for addressing traffic in LCC. LCC is a wonderful resource for outdoor enthusiasts and it appears that both plans will result in the destruction of a significant amount rock climbing as well as general woods and nature to escape the city in. **(32.4A, 32.4B, 32.13A, and 32.13B)** In addition, I worry that we are simply addressing the traffic problem, which will generate a capacity problem at the resorts. The resorts are already crowded, so taking more people up to the resorts may solve one issue but will create another. **(32.20C)** I think there are more creative, simpler solutions that would not cost \$500M dollars are destroy aspects of LCC.

- Limit single passenger cars entering the canyon between 7am and 9am on Saturday and Sunday. **(32.2.2L and 32.2.4A)**

- Add the bus lane in areas that are easy to add the lane with minimal cost or damage to the landscape. If 50% of the drive up to LCC was bus lane, this would dramatically decrease the time for bus passengers to get to the resorts. **(32.2.9B)**

- Address backup traffic on wasatch blvd with a "canyon lane" allowing other cars to continue on Wasatch if not going skiing. **(32.2.6.2.2A)**

I mostly don't want to see damage to our canyon, 500M spent and not really have solved the canyon traffic, just moved it to the resort area. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Thanks,
Nate

COMMENT #: 9166
DATE: 9/1/21 12:41 PM
SOURCE: Website
NAME: Mallory Banner

COMMENT:

Little Cottonwood is one of the most beautiful places in the world and having access to the canyon along the entirety of S.R. 210 is very important to me. The EIS aims to improve mobility, safety, and reliability for all S.R. 210 users but the goal does not seem to be met by the preferred alternatives. The enhanced bus service will not run in the summer according to Table S-1, which seems like a failure to consider all canyon users. **(32.1.2C)** The gondola service only stopping at the resorts even if it operates year-round also fails to consider all canyon users. **(32.2.6.5G and 32.1.2D)** The bus service would make the most sense to operate year-round as it is scalable. **(32.2.6.3D)** Running the gondola, but not the bus in the summer is a huge waste of resources considering transit demand is significantly lower in the summer. **(32.2.6.5F)** It makes no sense that the bus will not run in the summer and having bus drivers year-round will add jobs to our economy. Why do the preferred alternatives not consider all canyon users year-round and why is the gondola going to be adding more carbon emissions to the air year-round when buses could do a better job at serving summer canyon users? **(32.1.2B, 32.1.2C, 32.1.2D, 32.2.7A, 32.7B, 32.7C, and 32.10A)**

COMMENT #: 9167
DATE: 9/1/21 12:41 PM
SOURCE: Website
NAME: Alyssa Sumner

COMMENT:

No gondola! **(32.2.9E)** It doesn't reduce traffic, it doesn't improve safety, it does have a negative environmental impact as well as negatively impacts recreation in LCC. **(32.7B, 32.7C, 32.2.6.5K, 32.13A, 32.4B, and 32.4I)** There are alternative solutions that would increase safety, accessibility, and enjoyment of LCC. **(32.2.2PP)** I also oppose the gondola because it is using taxpayer money to directly line the ski resorts pockets and reduce enjoyment of the canyon through longer lift lines and zero benefit to other seasons, trailhead access, and other forms of recreation. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, 32.7C, and 32.20C)**

COMMENT #: 9168
DATE: 9/1/21 12:42 PM
SOURCE: Website
NAME: Roger Nayden

COMMENT:

For Gondola. Will not even have the main concern of most as relatively low altitude off the ground .
(32.2.9D and 32.2.6.5K)

COMMENT #: 9169
DATE: 9/1/21 12:42 PM
SOURCE: Website
NAME: Ainslie Perlmutter

COMMENT:

I question the need to build new structures or roads when we have not tried other, less environmentally impacting, less permanent, and overall less expensive alternatives first **(32.2.9C, 32.2.9E, and 32.2.9R)**. Like just trying more busses or doing a shuttle system in the high traffic season. **(32.2.9A)** I hope we think about how we can successfully manage traffic versus how we can get as much people up the canyon as possible. **(32.7C)** Maybe the canyons do have a carrying capacity and that should be okay. **(32.20B)**

COMMENT #: 9170
DATE: 9/1/21 12:42 PM
SOURCE: Website
NAME: Carol Winder

COMMENT:

I support the gondola proposal to solve the transportation and pollution problem of the growth of traffic in Little Cottonwood Canyon. **(32.2.9D)**

COMMENT #: 9171
DATE: 9/1/21 12:42 PM
SOURCE: Website
NAME: David Barth

COMMENT:

I believe a gondola with ample parking garage at La Caille is the best option. **(32.2.9D and 32.2.6.5J)** It creates less pollution, can operate even when the road is covered with an avalanche or the avalanche danger is high, is impervious to traffic accidents, and is an attraction by itself for summer and winter recreation. While many comment that this only aids private ski areas using tax payer dollars, I believe that it helps everyone in that the ski areas bring millions of dollars in tax revenue and tourist spending to the valley every year. **(32.6A)** Those that oppose it due to the lack of stops at other trailheads should remember that less cars in the canyon leads to easy access to said trailheads. **(32.1.2D)** While the gondola solution is not perfect and is pricey, it is a solution that has proven efficacy in many other places and isn't just a temporary bandage that doesn't address road and bus infrastructure issues.

COMMENT #: 9172
DATE: 9/1/21 12:43 PM
SOURCE: Website
NAME: Jayden Budge

COMMENT:

We NEED to try something less dramatic before deciding to put in a gondola. **(32.2.9E and 32.29R)**
Toll the canyon. **(32.2.4A and 32.2.2Y)** We need less people in the canyon. The gondola will only shove people up a canyon that has no more capacity. **(32.1.2B, 32.20A, and 32.20C)**

COMMENT #: 9173
DATE: 9/1/21 12:43 PM
SOURCE: Website
NAME: Craig Cramer

COMMENT:

I'm a frequent out of state visitor to Alta. I prefer the gondola to the expanded road/bus solution for LCC (32.2.9D and 32.2.9C)

COMMENT #: 9174
DATE: 9/1/21 12:43 PM
SOURCE: Website
NAME: Michael Goode

COMMENT:

build the gondola. we need people off the road...not just out of cars. the road is a ticking time bomb that will need to be repaired regularly, avalanches, heavy rains, rock slides, mud slides, etc etc will constantly damage it and make it unusable. **(32.2.9D and 32.2.6.3P)** that leaves helicopters as the only way in or out. add some mid stations and update the design to maximize usage year round and then stick a gate at the bottom of the canyon and no cars in without a pass or a hefty day fee. **(32.2.6.5G, 32.2.4A, and 32.2.2L)**

COMMENT #: 9175
DATE: 9/1/21 12:43 PM
SOURCE: Website
NAME: Calen Smith

COMMENT:

I have spent several hundreds of hours hiking, climbing, and recreating in LCC. I am against the gondola. **(32.2.9E)** The temporary disruption of the environment and recreation as well as the permanent damage to the environment and recreational climbing will be detrimental to LCC. **(32.4B, 32.13A, and 32.4I)** The use of governmental resources should be to improve LCC should prioritize the citizens of SL county and Utah not just seek to boom more tourists and benefit the ski resorts who's profits are already enough. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** A greater focus should be put on holding ski resorts accountable for the traffic they create. Busses are the more environmentally friendly option and less disruptive to LCC but I believe that it should be incentivized for ski resorts to run their own shuttles rather than rely on the government to increase access to their business interests. **(32.2.9A and 32.2.7A)** Protect the hiking, climbing, view, and environment of LCC. **(32.29G)**

COMMENT #: 9176
DATE: 9/1/21 12:44 PM
SOURCE: Website
NAME: Ryan Laughbon

COMMENT:

No gondola. (32.2.9E) The view will be ruined. (32.17A) Bus system is best, but better option would be traffic control at the bottom limited by parking. (32.2.9A and 32.2.4A) We don't need more people in the canyon. (32.1.2B)

COMMENT #: 9177
DATE: 9/1/21 12:44 PM
SOURCE: Website
NAME: Kennedy Blackley

COMMENT:

I am against the gondola in the strongest way possible. We should use the expanded bus system.
(32.2.9E and 32.2.9A)

COMMENT #: 9178
DATE: 9/1/21 12:44 PM
SOURCE: Website
NAME: Scott Crist

COMMENT:

I am in total favor of the gondola plan! **(32.2.9D)** Things to think about are as follows:

1. Increase on mountain locker space for lunch items so customer's are not forced to purchase food at each lodge. **(32.2.3A)**
2. You might need to limit ticket sales a bit so not to overload the lifts resulting in a skied off mountain in 1 to 2 hours. **(32.2.2K)**

Thank you for your leadership and support!

See ya next Winter!

COMMENT #: 9179
DATE: 9/1/21 12:45 PM
SOURCE: Website
NAME: Horatio Hunnewell

COMMENT:

I think the gondola is hugely irresponsible. **(32.2.9E)** And there are better actions to take first before throwing our money at some developers and capitalizing on nature yet again. How far can we go before there's nothing like little cottonwood left, why do we feel it is in our right as humans to destroy this earth for profit. **(32.2.2PP, 32.29R, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Might as well get rid of the mountains too so they can't avalanche onto the road. And while we're at it grade Alta into a bunny slope so no one gets hurt. Uphill capacity is all you people care about because it puts money in your pockets. **(32.1.2B)** Who cares what it looks like once you get up there. **(32.17A)** What will the world look like in 50-100 years if we seize every possible opportunity to develop and destroy nature. Please for the love of god accept that this canyon has a capacity that we can't increase without taking away everything that makes it such a special place. **(32.20B)** Why make it so every soul in salt lake can be up here at once if the only way to do so is to make it a place no one wants to be. **(32.20A and 32.20C)** You will solve the canyon capacity problem by destroying them entirely but at least you'll get rich in the process. **(32.4I and 32.2.7A)**

COMMENT #: 9180
DATE: 9/1/21 12:45 PM
SOURCE: Website
NAME: Zac Martines

COMMENT:

I am against building structures that would destroy the intrinsic beauty of our little cottonwood canyon. **(32.17A and 32.17B)** Please halt the destruction to our watersheds and the beauty of nature. **(32.12A and 32.12B)** A tram is not the solution to traffic. **(32.2.9E and 32.7C)** Instead, enforce the chain control at the bottom of the canyon. **(32.2.2M)**

COMMENT #: 9181
DATE: 9/1/21 12:46 PM
SOURCE: Website
NAME: A. Alexander Jacoby

COMMENT:

GONDOLA IS BEST CHOICE OVERAL (32.2.9D)

COMMENT #: 9182
DATE: 9/1/21 12:46 PM
SOURCE: Website
NAME: Chris Magerl

COMMENT:

I use Little Cottonwood year round for a variety of recreational pursuits. The permanent, large-scale damage done to the canyon by the gondola option is unacceptable. This has a devastating effect on so many uses of the canyon, including climbing, bouldering, hiking, snowshoeing and backcountry skiing. **(32.4B and 32.4I)** And it will all be done, at the cost of hundreds of millions of dollars, to support two private entities, Snowbird and Alta. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** We do not need to spend hundreds of millions of dollars to increase the profits of these two, while doing irreversible damage to Little Cottonwood Canyon. No gondola, please. **(32.2.9E and 32.4I)**

COMMENT #: 9183
DATE: 9/1/21 12:46 PM
SOURCE: Email
NAME: Joshua Repman

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

COMMENT #: 9184
DATE: 9/1/21 12:47 PM
SOURCE: Website
NAME: Daniel Jacoby

COMMENT:

GONDOLA IS BEST CHOICE OVERAL (32.2.9D)

COMMENT #: 9185
DATE: 9/1/21 12:47 PM
SOURCE: Website
NAME: Oksana Jacoby

COMMENT:

GONDOLA IS BEST CHOICE OVERAL (32.2.9D)

COMMENT #: 9186
DATE: 9/1/21 12:47 PM
SOURCE: Email
NAME: Alexandra Boyadzhiev

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Alexandra Boyadzhiev
Salt lake city, UT

COMMENT #: 9187
DATE: 9/1/21 12:48 PM
SOURCE: Website
NAME: John Holland

COMMENT:

The tramway solution will destroy the scenic values in LCC to an unacceptable level. **(32.2.9E and 32.17A)** Packing more and more recreational use into a limited environment in this manner does not resolve the actual problem. **(32.1.2B, 32.1.2D, 32.7B, and 32.7C)** A reservation system and maximum daily use management along with enhanced ground transportation choices will do the trick and leave that model of a glacial canyon intact and and maintain a reasonable impact to the canyon ecosystems. **(32.2.2K, 32.2.4A, and 32.2.9A)**

COMMENT #: 9188
DATE: 9/1/21 12:48 PM
SOURCE: Email
NAME: Sam Raber

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Sam Raber
Salt Lake City, UT

COMMENT #: 9189
DATE: 9/1/21 12:49 PM
SOURCE: Website
NAME: Samuel Tresco

COMMENT:

The proposed gondola and computer lane in Little Cottonwood Canyon will severely impact the natural beauty of the canyon. **(32.2.9E, 32.2.9C, 32.13A, and 32.13B)** Having access to beautiful natural spaces just 20 minutes from the city center makes Salt Lake City such a special place to live. By developing the canyon we will forever lose this important place where we can escape the built world and be in nature. **(32.4I)** The proposed projects will only negatively impact those who use the canyon in the summer. **(32.4A and 32.4B)** We should try non destructive traffic motivation techniques before permanently marring the canyon. **(32.2.2PP)**

COMMENT #: 9190
DATE: 9/1/21 12:49 PM
SOURCE: Website
NAME: Zach Terry

COMMENT:

I have lived just west of LaCaille my whole life and recreates in these world renown mountains during that time almost daily. It is absolutely appalling that we would make tax payers pay to make access to snowbird and Alta flooded with more people just to pad their pockets. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** This cannot and should not happen. Please take the bus plan into consideration and for god sake done build a gondola up little. **(32.2.9A and 32.2.9E)** There is simply no need. **(32.1.2B)** Listen to the community please. We don't need it.

COMMENT #: 9191
DATE: 9/1/21 12:49 PM
SOURCE: Email
NAME: Christian Braathen

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Christian Braathen
SLC, UT

COMMENT #: 9192
DATE: 9/1/21 12:49 PM
SOURCE: Email
NAME: Rhett Lundy

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Rhett Lundy
Salt Lake City, UT

COMMENT #: 9193
DATE: 9/1/21 12:49 PM
SOURCE: Email
NAME: Ford Call

COMMENT:

Dear Utah Department of Transportation (UDOT),

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Sincerely,
Ford Call
Salt Lake City, UT

COMMENT #: 9194
DATE: 9/1/21 12:49 PM
SOURCE: Email
NAME: Emma Young

COMMENT:

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Sincerely,
Emma Young
Saratoga Springs, UT

COMMENT #: 9195
DATE: 9/1/21 12:49 PM
SOURCE: Email
NAME: Annie Ng

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 Ng
Irvine, CA

COMMENT #: 9196
DATE: 9/1/21 12:50 PM
SOURCE: Website
NAME: Dimitri Blot

COMMENT:

An expanded bus system would be much preferable to the gondola. Expanding the amount of people that can be up the canyon won't relieve anything it will only make more people go up. A bus system would at least take cars off the road. (32.2.9A, 32.2.4A, 32.7B, 32.7C, 32.20A, 32.20C, and 32.2.9E)

COMMENT #: 9197
DATE: 9/1/21 12:50 PM
SOURCE: Website
NAME: Amy Willman

COMMENT:

I think the gondola plan is a great idea, but I have a few questions? **(32.2.9D)**
How many gondolas would run along the line at any given time ie how many people could be transported per hour? **(32.2.6.5N)**. Would there be long lines/backups at the La Caille station especially in the morning during opening hours? **(32.2.6.5C)**. Is there any way to exit the gondola between La Caille and Snowbird in the event that there is an emergency? **(32.2.6.5K)**

COMMENT #: 9198
DATE: 9/1/21 12:50 PM
SOURCE: Website
NAME: Quin Taylor

COMMENT:

I am firmly against the LCC Gondola idea. **(32.2.9E)**

This gondola will create more congestion at the resorts and will be an eyesore for those who enjoy the canyons each and everyday of the year. **(32.20A, 32.20C, and 32.17A)**

These ski corporations should not benefit from taxpayer dollars while barely solving our problem of canyon congestion **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Thank you,
Quin

COMMENT #: 9199
DATE: 9/1/21 12:50 PM
SOURCE: Website
NAME: Eric Rosenthal

COMMENT:

I see the pros of the gondola solution for Little Cottonwood Canyon, but my bias is towards the bus solution. **(32.2.9B)** Neither is going to be as convenient as driving up in my own car, but I am not sold on the idea that being packed into a gondola cabin is going to be nicer than being packed in to a bus. There is no question that buses are a more flexible option than the gondola, as they can be used elsewhere if they are not being used in LCC. If the bus solution does not work out, at least you are left with a bunch of buses that can be used for something else. **(32.2.6.3D)** If the gondola does not work out, you have just wasted the money. **(32.2.6.5A)** I am not sure why the buses cannot be implemented without widening the road. **(32.2.9A)** If tolls are set high enough, and/or cars are just banned on some days, the road might be adequate as it is. **(32.2.4A and 32.2.2B)** Maybe there should just be a few strategically placed locations where buses can pass everyone else. Personally, I am not bothered by the avalanche closures, which are only a problem for the crazed powder seekers. **(32.1.2B and 32.7A)** I understand their passion, but I am not sure that the needs of this particular group should weigh that heavily. Thanks for the opportunity to provide public comment.

COMMENT #: 9200
DATE: 9/1/21 12:50 PM
SOURCE: Website
NAME: Jeremiah Johnson

COMMENT:

Neither of these "solutions" really solve the root cause problems. Building a gondola won't stop people from driving up the canyon or reduce traffic. **(32.2.9E, 32.2.4A, and 32.7C)** In fact it will cause more traffic in and around the local communities trying to get to the parking lot where you load to ride the gondola to the resorts. **(32.2.6.5E)** Also, I've heard no evidence of when there's 40+ mph winds (which any chair lift or gondola system can operate in winds over 40mph), so the gondola will be consistently shut down, leave people stranded in the gondola cars and forces people to drive up the canyon to the resorts anyway which is the purpose of this project. **(32.2.6.5K)** So what UDOT is doing is not solving the root problem. They talk about reduce traffic congestion, improving the environment of the canyon, reduce emissions, etc... None of these "solutions" are solving those problems. **(32.1.2B, 32.1.2D, 32.7B, and 32.7C)** I am 100% against these 2 options and UDOT should reconsider/stop moving forward with options. **(32.2.9C and 32.2.9E)**. The real root problem is the large amount of humans wanting to drive to these resorts during stormy days and non-stormy days. Focus the efforts on that problem first. **(32.2.2PP)**

COMMENT #: 9201
DATE: 9/1/21 12:51 PM
SOURCE: Website
NAME: Amy Schimandle

COMMENT:

I support the gondola option strongly for LCC. Snowbirds commitment to land conservation and the minimization of additional road projects seem low environmental damage. **(32.2.9D and 32.29F)**

COMMENT #: 9202
DATE: 9/1/21 12:51 PM
SOURCE: Website
NAME: Alastair Russell

COMMENT:

In absolutely no circumstances should the taxpayer support the incredibly profitable resorts in Little Cottonwood by adding a gondola to the canyon. **(32.2.9E, 32.1.2D, and 32.2.7A)** A much better option would be to improve bus services or limit the number of vehicles in the canyon **(32.2.9A and 32.2.4A)**.

COMMENT #: 9203
DATE: 9/1/21 12:51 PM
SOURCE: Website
NAME: Ann Halversen

COMMENT:

I am in favor of the gondola! (32.2.9D)

COMMENT #: 9204
DATE: 9/1/21 12:51 PM
SOURCE: Website
NAME: Jeff Lund

COMMENT:

Please utilize the gondola to transport people up the canyon! This would be significantly better than more asphalt and destroying more of the canyon. **(32.2.9D and 32.2.9C)**
Thank you!

COMMENT #: 9205
DATE: 9/1/21 12:51 PM
SOURCE: Email
NAME: Gabby Trmal

COMMENT:

Dear Utah Department of Transportation (UDOT),

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Sincerely,
Gabby Trmal
SLC, VI

COMMENT #: 9206
DATE: 9/1/21 12:52 PM
SOURCE: Website
NAME: EJ Orschel

COMMENT:

My proposal is to not only encourage carpooling, but to REQUIRE it. I am a culprit of this myself, but making everyone follow a carpooling system would decrease traffic and make for better camaraderie in LCC, it's for the greater good. **(32.2.4A)** My other proposal is to discontinue association with the Ikon Pass, ever since that pass came into existence, the best ski resorts on earth (Alta/Snowbird) can't breathe in the peak season. Make people buy day tickets again and be faithful and reward season pass holders. Stop shooting for small money gains with a shared pass, the sacred town of Alta has one hope and it's getting off that silly shared perks pass. **(32.2.2K)** Thank you. I'm grateful to be a Utah-born resident. My opinion, making a gondola is just awful, I can't fathom the thought of looking down LCC and seeing towers down to the bottom. **(32.2.9E and 32.17A)** Expanded bus system could work but only if the proper investment is made to do it right. **(32.2.9A)** I don't want the road expanded, just better busses and more of them, with stops at park n' rides around the valley. **(32.2.2I)**

COMMENT #: 9207
DATE: 9/1/21 12:53 PM
SOURCE: Website
NAME: Bob Randall

COMMENT:

Please build the gondola! (32.2.9D)

COMMENT #: 9208
DATE: 9/1/21 12:53 PM
SOURCE: Website
NAME: Brandon Kupczyk

COMMENT:

The gondola only serves the resorts. If this has to happen make them pay for it (they would rethink the idea). **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I would prefer a bus system similar to Zion. Free with some type of canyon pass (AFFORDABLE). **(32.2.2B and 32.2.4A)**
If a gondola goes up expect the line to be cut about once a year.

COMMENT #: 9209
DATE: 9/1/21 12:53 PM
SOURCE: Website
NAME: Katharine Annis

COMMENT:

A gondola only benefits skiers and only certain months of the year. **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** It not only takes away the natural ecosystem physically but visually as well. **(32.13A and 32.17A)** This is going to be an incredibly expensive project that literally no one wants. Expand the road if anything but as salt lake gets bigger it will just have to be a reality that traffic will be a thing. **(32.7B and 32.7C)** It's four months out of the year and the people who know what they're doing leave early enough to beat it. The traffic is also only bad on the weekends so it's absurd to add a gondola due to those limited days. **(32.1.4D)**

COMMENT #: 9210
DATE: 9/1/21 12:53 PM
SOURCE: Website
NAME: Evan Scherman

COMMENT:

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

COMMENT #: 9211
DATE: 9/1/21 12:54 PM
SOURCE: Website
NAME: Robert Lindberg

COMMENT:

The gondola solution is not an answer to our problem with traffic congestion in Little Cottonwood Canyon. **(32.2.9E)** It is merely a way for the resorts to increase revenue at the expense of the taxpayers, while ruining some of the most beautiful public land that Utah has to offer. **(32.4I, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Increased bus service, along with increased parking at the base of the canyon and road tolling, is the solution that best meets the needs of all users of LCC. **(32.2.9A)** Please consider this option, as the gondola is irreversible and will likely not solve the issues at hand. **(32.1.2B, 32.7B, and 32.7C)** Thank you.

COMMENT #: 9212
DATE: 9/1/21 12:54 PM
SOURCE: Website
NAME: Sandy Barlow

COMMENT:

Do not build (32.29D)

COMMENT #: 9213
DATE: 9/1/21 12:54 PM
SOURCE: Website
NAME: Bryson King

COMMENT:

I join with the rest of the rock climbing community in Utah and throughout the nation to ask UDOT to delay any changes to the transit system in LCC until all reasonable, cost-effective, and appropriate alternatives have been explored. **(32.2.2PP)** The proposed changes will permanently alter the landscape and available recreation sites that thousands across the county come to enjoy. **(32.4A, 32.4B, 32.4I, 32.17A, and 32.17B)** It would be a disgrace to hastily effect these changes without at least giving strong consideration to alternatives that will not have such dramatic and permanent consequences and would disregard the uniqueness and value of this area. **(32.2.2PP)**

COMMENT #: 9214
DATE: 9/1/21 12:54 PM
SOURCE: Email
NAME: Jonah Helm

COMMENT:

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Sincerely,
Jonah Helm
American fork, UT

COMMENT #: 9215
DATE: 9/1/21 12:55 PM
SOURCE: Website
NAME: Rebecca Slimming

COMMENT:

This is my second comment (which will be a lot more short and sweet) but please come up with alternatives that are less costly, both financially and environmentally. There are other options, just because you've decided on these two already doesn't make them the best. **(32.2.2PP)**
Put a cap on it! These resorts make enough money as is! Long terms effect of either option will be detrimental. Wake up: Have you seen Tahoe right now??! How are we suppose to ski if global warming effects (which these options will contribute to!) stop bringing snow? **(32.2.2K, 32.2.2L, 32.4I, and 32.2.2E)**

COMMENT #: 9216
DATE: 9/1/21 12:55 PM
SOURCE: Website
NAME: Tobin Waters

COMMENT:

I do not believe that either option should be the next step. **(32.2.9C and 32.2.9E)** The impact to the canyon will be irreversible. **(32.4I)** An alternative to begin with could be to just increase canyon base parking and increase the bus system capacity. **(32.2.9A)** This will help both little and big cottonwood. That is another issue, this plan only addresses one canyon seemingly for the benefit of only two ski resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I climb and ski in the cottonwood canyons and it would be devastating to see all of the climbing that would be destroyed by either of these options. **(32.4A and 32.4B)** Please consider a less impactful option before resorting to changing the landscape of the canyons forever. **(32.2.2PP and 32.29G)**

COMMENT #: 9217
DATE: 9/1/21 12:55 PM
SOURCE: Email
NAME: Ben Fuchs

COMMENT:

Dear Utah Department of Transportation (UDOT),

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Let people sit in traffic or don't ski LCC!!

Sincerely,
Ben Fuchs
Salt lake city, UT

COMMENT #: 9218
DATE: 9/1/21 12:56 PM
SOURCE: Website
NAME: Tony Stewart

COMMENT:

The gondola is a horrible idea that will do nothing to help overcrowding in LCC, it serves to only boost Alta/Snowbird profits and increasing the number of their customers. **(32.2.9E, 32.20A, 32.20C, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** It would be an eyesore, destroy climbing/bouldering problems in the canyon as well. **(32.17A and 32.4B)** I am in strong favor of STRICT and actively monitored canyon entrances for vehicles to be properly equipped with snowtires/chains/4x4 drive, etc., as well as expanded bus services. **(32.2.2M and 32.2.9A)** Improperly equipped vehicles should be turned away by UHP/UDOT, thus mitigating the constant gridlock caused by ignorant, reckless drivers that put themselves and others at risk. **(32.2.2M)** Expanded bus service, and expanded park and ride options would increase ridership in my opinion. **(32.2.9A)**

COMMENT #: 9219
DATE: 9/1/21 12:56 PM
SOURCE: Email
NAME: Ray Anderson

COMMENT:

Hello Friends.

I am a 73 year “young” Sandy resident that has been an avid skier for 60+ years. I have an Alta/Bird season pass.

At present, it takes me 15 minutes from my home (at the mouth of Little Cottonwood Canyon) to drive to Snowbird and 20 minutes to arrive at the Alta Albion Basin parking lot. Door-to-slopes via the gondola would take at least 45-60 minutes.

I mostly ski in the afternoon, during midweek, or on “bluebird” weekends. I avoid powder traffic days like the plague. (I can always find a few hidden stashes well after the traffic crunch has cleared.) Although I strongly support the proposed gondola, I am hoping that I will still be able to drive up the canyon in my late model Subaru Outback (with Blizak snow tires) on low-traffic days as I currently do. **(32.2.9D and 32.2.6.5D)**

Will local residents, with properly equipped AWD vehicles, still be able to drive to Alta and Snowbird on low-traffic days, as is currently the case? **(32.2.6.5D)**
Also, will we still be able to drive up the canyon in the summer months at our convenience? **(32.2.4A)**

I would be happy to pay a reasonable fee (\$100-\$200) for an annual pass to drive up Little Cottonwood Canyon at my convenience.

I looking forward to hearing back from you on options for local residents to continue to drive up Little Cottonwood Canyon.

Thanks!
Ray Anderson
Sandy, UT

COMMENT #: 9220
DATE: 9/1/21 12:57 PM
SOURCE: Website
NAME: Bruno Stehlik

COMMENT:

I and everyone I know are against the gondola, it is not the way to handle out problem **(32.2.9E)**

COMMENT #: 9221
DATE: 9/1/21 12:57 PM
SOURCE: Website
NAME: Lucien Rouse

COMMENT:

I like the tram/gondola idea. **(32.2.9D)** Lower environmental impact and it can still transport people when the road is backed up or closed. The "eyesore" is a laughable first world problem, if it works well it'll become iconic, just like Jackson's tram and those in Chamonix. **(32.17A)** Yes it disproportionately benefits the resorts, and does not help climbers and hikers. But hikers, campers, climbers and bikers really only use the canyon in the summer when the road runs smoothly, so they'll still just drive. **(32.1.2B, 32.1.2C, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Even with more lanes and busses, it still only takes one accident or one avalanche to completely shut the canyon down. **(32.2.6.5P)** There needs to be an alternative to using motorized vehicles, the road is just too prone to shutting down and slowing down.

COMMENT #: 9222
DATE: 9/1/21 12:57 PM
SOURCE: Email
NAME: Garrett Knorr

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 knorr
South Salt Lake, UT

COMMENT #: 9223
DATE: 9/1/21 12:58 PM
SOURCE: Website
NAME: Stephen Campbell

COMMENT:

I am strongly opposed to the the construction of the gondola or road expansion, which would result in the permanent loss of rock climbing and public lands. I regularly vacation in Salt Lake City for climbing and this would cause me to reconsider visiting SLC in the future. **(32.2.9C, 32.2.9E, 32.4A, and 32.4B)**

COMMENT #: 9224
DATE: 9/1/21 12:58 PM
SOURCE: Website
NAME: Jackson Boyd

COMMENT:

I am in favor of trying less invasive options first, such as an improved bussing system. **(32.29R)** A gondola is very permanent and would not really serve the general public - rather, the customers of snowbird/Alta. Why don't the resorts pay for it? **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 9225
DATE: 9/1/21 12:58 PM
SOURCE: Website
NAME: Colton Gordon

COMMENT:

As a user of Little Cottonwood canyon for multiple recreational reasons, that include skiing in the winter. I strongly urge UDOT to NOT do Gondola Alternative B (base station from La Caille). **(32.2.9E)** This would severely impact access to recreational ski backcountry users, rock climbers, ice climbers, boulderers, hikers, and multiple other recreationalist. **(32.4B, 32.4G, and 32.4I)** Not only it is limiting in terms of only serving ski areas, it also impacts viewsheds and causes unnecessary structural crowding in an already small and impacted area **(32.17A, 32.20A, 32.20C, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. Please consider the Enhanced Bus Service in Peak-Period Shoulder Lane. The infrastructure exists and has opportunity to become a more sustainable transportation alternative over time. **(32.2.9B)**

COMMENT #: 9226
DATE: 9/1/21 12:58 PM
SOURCE: Website
NAME: Robert Wassom

COMMENT:

Why on earth would we want more buses, more roads, and more traffic up Little Cottonwood Canyon?
(32.1.2B and 32.2.9C) A tram or gondola is the only environmentally sound idea in my opinion.
(32.2.9D)

COMMENT #: 9227
DATE: 9/1/21 12:58 PM
SOURCE: Website
NAME: Joshua Reich

COMMENT:

I am not in favor of either the gondola or expanding SR210. **(32.2.9E and 32.2.9C)** I think the best, most affordable, and time effective option is to ban all private vehicles up LCC except to residents of the canyon, essential employee staff, and emergency vehicles. It could be implemented far quicker and would require millions of dollars less than the two alternatives being proposed. **(32.2.2B)** There is also precedent for how effective this system can be done within our own state at one of the most visited national parks in the world, Zion national park. This would mitigate traffic and also allow for people to get to places other than ski resorts like white pine, bouldering areas, and tanners flat which the gondola would not allow. **(32.1.2C, 32.2.6.5C, and 32.2.2B)** It is also a system that can be removed for the less busy seasons like spring and fall at really no lost cost unlike the gondola which will just sit there in the off season months. It seems that snowbird and Alta stand to be the biggest beneficiaries of the two alternatives but the public will be shouldering most of the cost. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I think there are far cheaper and less invasive options than the two alternatives being proposed and it is very unfortunate that they are not being considered. **(32.2.2PP)** Call the national parks service, ask them for help implementing the shuttle system if you need. They see 4.49 million visitors a year, little Cottonwood sees just over 2 million a year. If they can do it with twice the visitors surely we can do the same.

COMMENT #: 9228
DATE: 9/1/21 12:59 PM
SOURCE: Website
NAME: Craig Lamb

COMMENT:

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

COMMENT #: 9229
DATE: 9/1/21 12:59 PM
SOURCE: Website
NAME: Sandra Carter

COMMENT:

This is going to destroy the mountain side and make climbing not enjoyable (32.29D, 32.4A, and 32.4B)

COMMENT #: 9230
DATE: 9/1/21 12:59 PM
SOURCE: Website
NAME: N F

COMMENT:

The gondola is a ridiculous idea. **(32.2.9E)** If you think for even one second my family is going to wait in a God only knows how long of line and then get on a gondola for a 45 minute ride up the mountain you all have lost your mind. **(32.2.6.5C and 32.2.4A)**. I have a disabled child and I have the right to drive my car with her supplies wherever I want to whenever I want to at NO CHARGE. **(32.2.4A)**
You guys are trying to change the entire face of the mountain for a problem that exists 20-25 days out of the year. **(32.1.4D)** You are investing billions on something you are making an issue. **(32.2.7C and 32.1.2B)** Why not try inventive programs for residents on powder days or other types of programs that allows for tourists to get some of those powder days first. Why not think of anything besides spending billions of dollars and risking environmental problems with all the crap you intend to bring up the canyon. Im guessing because those ideas don't make you guys all rich with tax revenues and whatever else you stand to make in these ridiculous ideas. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**
You will still have the long lines in the residential areas your trying not to. **(32.2.6.5E)** But who am I, I am a nobody that you could care less to listen to. I am someone who stands in the way of whatever developer stands to makes millions off his project and we can't have that.
I pray you all come to your senses and realize you don't get to control the mountains or the outdoors. You don't get to take the right away from people to drive up the damn canyon when they want however they want. I hope you have been met with the common sense people telling you all how incredibly ridiculous you are.

COMMENT #: 9231
DATE: 9/1/21 1:00 PM
SOURCE: Website
NAME: Alex Benning

COMMENT:

Update to comment made at the beginning of the comment period-
After more thought and consideration of this EIS, I do not think we should make any alterations to the LCC canyon as of now. **(32.2.9C and 32.2.9E)** There has not been a big enough push to give busses and the current road a chance. First and foremost there should be a effort into restructuring our current bus system. The current "ski bus" is broken. There are not enough valley options to make bus transportation fast and reliable for those who would like to take it. The current situation of having people get in their car with their gear, drive 15ish minutes to the park and ride locations to transfer to the bus, usually wait in line for the next bus because the first bus is filled, get on, stop at another stop where there is usually not much room if any for people waiting to board, to then go up the canyon is to be honest quite idiotic. **(32.2.9A and 32.2.6.3N)** This is not public transportation. Public transportation; limiting car usage, and limiting overall traffic is not telling people to drive to get on a bus or gondola when they could just continue in their already running car another 15 minutes up the canyon. **(32.2.4A)** There should be a larger look at implementing direct bussing from areas within the valley directly to resorts with limited number of stops. Staging direct busses from high density locations such as Sugarhouse park, Downtown, the U, 9&9 without stopping or highly limited stops would be a much better and easier solution that would not cause any change to the canyon. **(32.2.2I)** Having more suitable bus options with addition to tolling ski resort traffic would make the most sense. **(32.2.4A)** Public transit should be easy, fast, reliable, and readily accessible. UTA Bus does not fall under these categories and needs to change. Coming from Germany it is no surprise why people do not use busses and public transit in the US - it is simply not convenient. Don't force people to use public transit, have people use it because they want to and it makes sense. It currently makes no sense. Fix what is broken first, instead of creating larger issues that are not fully thought out. The Gondola, widening Wasatch Blvd., or creating a shoulder lane will not do anything except waste more money, change non-ski recreational areas and the gondola will especially kill the beauty of the Wasatch. Do better **(32.17A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**.

COMMENT #: 9232
DATE: 9/1/21 1:00 PM
SOURCE: Website
NAME: Terre Thomas

COMMENT:

I am a Summit County resident. My family and I have enjoyed the natural offerings of LCC in all seasons for 30 years. We strongly support the gondola option. **(32.2.9D)** I have been stuck in traffic on the road due to avalanche issues/accidents for multiple hours which is both a safety and environmental problem. Options other than the gondola will not alleviate these issues **(32.7B and 32.7C)**. We should protect our environment by reducing emissions and improving efficiency. **(32.10A)** Driving and parking become major issues during the winter in LCC leading to people making poor decisions, putting themselves and their vehicles at risk and diverting a disproportionate amount of public resources to deal with these problems. **(32.2.6.3P)**

COMMENT #: 9233
DATE: 9/1/21 1:00 PM
SOURCE: Email
NAME: Michelle Anderson

COMMENT:

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

The 2 proposals are far too expensive at more than half a billion dollars and will just make an expensive sport even more unaffordable for local skiers as the cost will eventually, in some way, be passed on down to the skiers. **(32.2.7A)** The proposals are also far too destructive to our beautiful canyon to solve a problem that happens about 20 times a year, and greatly hurts the climbing community near the base of the canyon. **(32.1.4D, 32.4I, 32.17A, 32.17B, 32.4A, and 32.4B)** The transportation times are too long for most local skiers to want to use the proposed systems. Additionally, the resort lift capacity is not changing and the lift lines are already far too long now. **(32.20C)** On a powder morning the lift lines are already ridiculous, even on the snowiest of mornings when traffic is hampered due to the weather. Why increase transportation up the canyon when the resorts can't handle what is already there?!!! **(32.1.2B and 32.20C)**

The best solutions would be to do the following:

1. Build nice looking snow sheds at only the very worst 2 or 3 avalanche paths to maintain traffic flow, safety and minimize destructive construction. **(32.2.9K)**
2. Increase existing bus service, but do not widen the road or add lanes in the canyon. Once up the canyon a little ways the traffic flows well even on the worst of days. **(32.2.9A)**.
3. Add just one (1) southbound express bus lane on Wasatch Blvd from BCC to the mouth of LCC. This alone will incentivize people to use the bus because this is the area with the worst traffic problem. Please don't wreck Wasatch Blvd with more than one lane added!!! **(32.2.6.2.2A)**
4. Snowbird should continue to use the FREE parking reservation system they used last year to limit the number of skiers and cars. Alta should adopt the same system. This will also help with the end user experience by eliminating overcrowding. We don't need to increase skiers' cost and travel times to limit the number of cars. It can be done for free!!!! **(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 de-icing capability. **(32.2.2II)**
7. Increase the busing and canyon transportation services for tourists who don't know how to drive in the canyon. **(32.2.9A)**
8. Tolling will cause increased traffic congestion at the tolling site, which we are trying to reduce, and is totally not necessary to reduce the number of cars in the canyon as the parking reservation system will solve. **(32.2.4A)**

As you can see, this involves not just a UDOT solution as items 4 and 5 solve much of the problem with zero costs.

Thank you for your time
Sincerely,
Michelle Anderson

COMMENT #: 9234
DATE: 9/1/21 1:01 PM
SOURCE: Website
NAME: William Dujardin

COMMENT:

Thank you for the opportunity to comment. I really appreciate the forethought, planning, and time that has gone into this. In general, I wonder how you can further synthesize these 2 main options. I support the gondola option but I don't think it will be enough to truly get people out of their cars. **(32.2.9D and 32.2.4A)** The bus system and widening of the road still seem necessary as well. **(32.2.2W)** While you are forecasting for growth in the area, I would be concerned about underestimating the demand for the Salt Lake City area in general and what that means for the LCC. **(32.2.6.5N and 32.1.4B)** I can still imagine traffic like crazy and lines at the gondola station that will make the user experience bad no matter what **(32.2.6.5C)**. I think by doing the gondola you are creating the best option for environmental sustainability of access into the canyon. I think you will also need to invest in more bus routes up the canyon and an extra lane with more access points for park and ride in the area. Thanks for the opportunity to comment!
-will

COMMENT #: 9235
DATE: 9/1/21 1:01 PM
SOURCE: Website
NAME: Anna Betz

COMMENT:

I vote for a gondola to be installed betwixt Snowbird and Alta ski area! **(32.2.9D)**

COMMENT #: 9236
DATE: 9/1/21 1:01 PM
SOURCE: Website
NAME: David Sandberg

COMMENT:

Can we pause and look at the grand plan and impact, rather than a narrow set of options that leaves too many people frustrated. Start with it being a toll road and incentivize ride sharing... as cool as either option is, it's too damn expensive to choose one and alienate a section of people that care for the canyon as much as Alta and Snowbird. **(32.2.2Y)** Pause breathe collect a toll and get rid of the Ikon pass. **(32.2.2Y and 32.2.2K)** It can be money or environment but it probably can't be both!! **(32.1.2B)**

COMMENT #: 9237
DATE: 9/1/21 1:01 PM
SOURCE: Website
NAME: Adam Weaver

COMMENT:

Please reconsider the overall stakeholder groups here. This benefits the resorts (private business) at the expense of a much larger user demographic in the canyon. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** If we go down this path, what's stopping further and further development/degradation of the canyon? **(32.20F)**

COMMENT #: 9238
DATE: 9/1/21 1:01 PM
SOURCE: Website
NAME: Kaiya Bockino

COMMENT:

Please preserve the rock climbing along little cottonwood canyon. Everyone I know who climbs also skis and would prefer all alternatives exhausted before the permanent destruction of a climbing area. **(32.4A, 32.4B, 32.29G, and 32.2.2PP)**

COMMENT #: 9239
DATE: 9/1/21 1:01 PM
SOURCE: Email
NAME: Kimberly 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)**
- 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)**.
NO ON GONDOLA. MORE CLEAN BUSES! (32.2.9E, 32.2.9A, and 32.2.6.3F)

Sincerely,
Kimberly Johnson
Salt Lake City, UT

COMMENT #: 9240
DATE: 9/1/21 1:02 PM
SOURCE: Website
NAME: Victor Method

COMMENT:

We support this very much. **(32.29D)** It helps the environment, protects the canyon and maybe helps keep Wasatch Front skiers using the resorts they love, Snowbird and Alta instead of bypassing the congestion in the canyon and contributing to the mess that has become Park City because of Epic and Ikon. When does this happen in Big Cottonwood Canyon too? **(32.1.1A)** It is a great solution! Also makes one more reason why Utah can become again, a unique skiing destination. Note, become again because we have lost a lot of what used to make skiing here special.

COMMENT #: 9241
DATE: 9/1/21 1:02 PM
SOURCE: Website
NAME: Eric Hutchinson

COMMENT:

Neither option is good. **(32.2.9C and 32.2.9E)** Whichever option is chosen though, should include a closed canyon. **(32.2.2L and 32.2.4A)** The only weekend uphill traffic should be staff, residents, and certified guests of the resorts. No passes for right friends of politicians, no daily toll, just no. Otherwise the system still won't be used. **(32.2.4A)** People don't trust buses, and don't like them, and the tram just seems excessive and a tax break to rich ski companies. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The option that should accompany the closed canyon is a cog railroad like in Europe. **(32.2.9F)** Oh, and while I'm not a fan of the tram idea, don't listen to the loudest voices of the back country skiers. They complain about literally everything and think the majority should do whatever is best for their tiny minority.

COMMENT #: 9242
DATE: 9/1/21 1:02 PM
SOURCE: Website
NAME: Adam Wilson

COMMENT:

I vote for the expanded bus service. **(32.2.9A)** the gondola will only serve 2 private companies and not the canyon as a whole **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 9243
DATE: 9/1/21 1:03 PM
SOURCE: Website
NAME: Christina Richards

COMMENT:

I am a skier and hiker and have been using the Cottonwood Canyons since the 1960's. The use is taxing the environment so I applaud looking at alternative solutions. I would be a HUGE fan of banning all car traffic in the canyon. **(32.2.2L)**

I have also struggled (during ski season) with finding parking at existing park and ride lots. The infrequency of the buses is also a barrier for use. **(32.2.6.2.1C and 32.2.6.3N)**

I also have concerns about spending such exorbitant sums of money for an upper class demographic when we have so many needs for a greater portion of the population.

My solution would be:

- 1) ban all car traffic up the canyons unless you have a resident sticker. **(32.2.2L)**
- 2) expand bus service so that schedule is not an issue and so that riders to other locations for backcountry skiing and hiking have access on a year round basis **(32.2.2B, 32.1.2C, and 32.2.6.3C)**.
- 3) expand parking with the car structure as detailed in the gondola scheme. **(32.2.6.2.1C)**

Thanks!

COMMENT #: 9244
DATE: 9/1/21 1:03 PM
SOURCE: Website
NAME: Pat Adams

COMMENT:

We are not in favor of the proposal as outlined because of the environmental impact and the disruption of wildlife. It will only increase traffic and congestion to the Canyon and further affect the quality of life for the plants and wildlife in this area. The only benefit will be to resorts. **(32.10A, 32.13A, 32.13B, 32.29D, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 9245
DATE: 9/1/21 1:03 PM
SOURCE: Email
NAME: Alison Kemp

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Alison Kemp
Washington, DC

COMMENT #: 9246
DATE: 9/1/21 1:04 PM
SOURCE: Website
NAME: Alex Marchal

COMMENT:

I'm fine with either alternative as long as the ski resorts are held accountable to pay some or the bill. Especially the gondola would be developed only for the two resorts so they must do their part. **(32.2.9B, 32.2.9D, and 32.2.7A)**

COMMENT #: 9247
DATE: 9/1/21 1:04 PM
SOURCE: Website
NAME: David Darlene Halladay

COMMENT:

A gondola is fine with us. **(32.2.9D)**

COMMENT #: 9248
DATE: 9/1/21 1:04 PM
SOURCE: Website
NAME: Alex Hvolka

COMMENT:

I am not in favor of the gondola option for LCC. **(32.2.9E)** As a lifetime skier at Alta and a former resident of Sandy right at Wasatch Blvd, I would much prefer the better bus system option during peak demand. **(32.2.9A)**

COMMENT #: 9249
DATE: 9/1/21 1:04 PM
SOURCE: Website
NAME: Forest Lemon

COMMENT:

I believe the best approach to canyon traffic is a designated bus lane. Up and down. **(32.2.9B)** I also think that if millions and millions of dollars are going to be spent then a train is a better alternative than a gondola. **(32.2.9E and 32.2.9F)** Thanks.

COMMENT #: 9250
DATE: 9/1/21 1:04 PM
SOURCE: Website
NAME: Julia Miller

COMMENT:

The climbing in Little Cottonwood Canyon is unparalleled to anywhere else I have climbed. With its unique movement and easy access/proximity to the city, makes for an unbeatable experience. One of the main reasons that pulled me to move to Salt Lake City was the climbing in Little Cottonwood. Salt Lake City is renowned for being a climbing Mecca, please realize the negative impacts this will have for future generations to come - from both an environmental and recreation standpoint. **(32.4A, 32.4B, and 32.4I)** Please create a different alternative that is beneficial for all the outdoor recreation Little Cottonwood Canyon has to offer. **(32.2.9A and 32.2.2PP)**

COMMENT #: 9251
DATE: 9/1/21 1:04 PM
SOURCE: Website
NAME: Erin Mac

COMMENT:

The gondola solution is not an answer to our problem with traffic congestion in Little Cottonwood Canyon. **(32.2.9E)** It is merely a way for the resorts to increase revenue at the expense of the taxpayers, while ruining some of the most beautiful public land that Utah has to offer. **(32.4I, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Increased bus service, along with increased parking at the base of the canyon and road tolling, is the solution that best meets the needs of all users of LCC. **(32.2.9A)** Please consider this option, as the gondola is irreversible and will likely not solve the issues at hand. **(32.1.2B, 32.7B, and 32.7C)**. Thank you.

COMMENT #: 9252
DATE: 9/1/21 1:04 PM
SOURCE: Website
NAME: Andrew Turner

COMMENT:

No gondola!! Just get rid of what's ruining utah skiing, the ikon pass. **(32.2.9E and 32.2.2K)**

COMMENT #: 9253
DATE: 9/1/21 1:05 PM
SOURCE: Website
NAME: Mark Smith

COMMENT:

First up the canyon and last to leave! Never really had a problem. Gets a little crowded some days, but no better place to be! If I have to choose? I guess it would have to be the gondola. **(32.2.9D)** Mitigates the slick road travel days up the canyon that screws everything up for the late arrivals. The busses are terrible no matter what they do! **(32.2.9C)** If I'm going to get up at 8:45am and sit in traffic, I would rather do that in my own vehicle. Get out of bed and beat the traffic! Bring on the gondola!

COMMENT #: 9254
DATE: 9/1/21 1:05 PM
SOURCE: Website
NAME: Corey Gary

COMMENT:

I support the One Wasatch proposal connecting Park City, Deer Valley, Solitude, Brighton, Alta, and Snowbird with gondolas. **(32.1.5B)** From learning extensively about UDOT's proposals it appears that no one proposal is a valid solution. **(32.1.2B, 32.7B, and 32.7C)** Instead, I believe that all of the resorts should be connected. **(32.1.1C)** The end goal is for a skier or boarder to get to the top of their mountain of choice in the least amount of time. If that means driving from Cottonwood Heights to Park City to get on a gondola to the top of Alta, that's ok with me.

Any UDOT proposal should not disturb any of the climbing boulders in Lower Cottonwood Canyon or in the Wasatch Mountain Range. It should be feasible to move Gondola towers so they do not disrupt boulders. **(32.4B)**.

Park City Mountain Resort & Deer Valley have huge parking lots that are easily accessible. I believe if all six resorts work together to expand their parking and create connections between each other then we'll be able to successfully handle the influx of visitors to spread everyone out. **(32.1.5B)**

COMMENT #: 9255
DATE: 9/1/21 1:05 PM
SOURCE: Website
NAME: Thomas Feldkamp

COMMENT:

Please put in a gondola **(32.2.9D)**

COMMENT #: 9256
DATE: 9/1/21 1:06 PM
SOURCE: Website
NAME: Katie Rockwood

COMMENT:

I don't think the answer to a very limited resource is how to pack more people into it. **(32.1.2B, 32.20A, and 32.20C)** Especially when that resource is the home to wildlife, a source of our drinking water, and a place to enjoy nature. Wider roads, a gondola, a train, these aren't helpful, they're ways to destroy what we have **(32.2.9E, 32.2.9C, and 32.2.9M)**. We should be seeking environmental ways to protect this canyon, to preserve it, to save it's natural beauty. **(32.29G)** Not to get more traffic into it. **(32.1.2D)** It is at it's limit now. How much more can it take? When will we stop and say this is the line where we stop. You can't keep pushing it further. Stop now. Find ways to regulate the number of people, not increase them. **(32.20B)** The ski resorts aren't hurting for money. The Gondola especially is only an answer to these resorts and only in the winter. **(32.1.2B, 32.1.2C, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I'm a climber, a skier, and a naturalist guide for the Cottonwood Canyons Foundation. I feel like these developments would be sacrificing so many wonders of this canyon just for a few months of winter income. **(32.4I)** Income that would not necessarily be coming back to help the canyon. I'm against these new developments. I'm for shuttles or limited entry solutions. **(32.2.9A and 32.2.4A)**

COMMENT #: 9257
DATE: 9/1/21 1:06 PM
SOURCE: Website
NAME: Barry MacLean

COMMENT:

I fully support the construction of a tramway from the mouth of the canyon to Snowbird and Alta. This outcome would be both environmentally smart and unique in North America. **(32.2.9D)**

COMMENT #: 9258
DATE: 9/1/21 1:06 PM
SOURCE: Email
NAME: Rachel Emily Pickering

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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 Emily Pickering
Herriman, UT

COMMENT #: 9259
DATE: 9/1/21 1:07 PM
SOURCE: Website
NAME: Brian MaWhinnney

COMMENT:

Please don't alter the canyon. We've done enough damage. **(32.2.9G)**

COMMENT #: 9260
DATE: 9/1/21 1:08 PM
SOURCE: Website
NAME: Grace Perez

COMMENT:

The Gondola Option is a once in a lifetime opportunity to change the nature of Little Cottonwood Canyon for the better. If adopted, LCC will become a national model for forward-thinking sustainability. "More buses" is a backward-looking strategy. LCC is a highly valuable and, arguably, already oversubscribed natural resource and will become increasingly so in the future. The Gondola Option will make it easier to manage this limited resource. It is time to truly do things differently. **(32.2.9D and 32.1.2B)**

COMMENT #: 9261
DATE: 9/1/21 1:08 PM
SOURCE: Website
NAME: Keith Meade

COMMENT:

I would hate to see a gondola and all that goes with it in LCC. **(32.2.9E)** The expanded bus option is much more flexible and less invasive. **(32.2.9A)** Please no gondola

COMMENT #: 9262
DATE: 9/1/21 1:08 PM
SOURCE: Email
NAME: Bee Lufkin

COMMENT:

Dear Utah Department of Transportation (UDOT),

Zion Canyon gives us a good model of how to handle crowds of people trying to get up a narrow canyon. **(32.2.2B)** I hate to see our canyons permanently disfigured to please the ski resorts in Little Cottonwood. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I also don't feel that taxpayer money should be used to benefit privately owned ski areas. That seems wrong, somehow. I ski at Alta but also hike in the canyon year round and would hate to see the gondola towers all year. **(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,
Bee Lufkin
Salt Lake City, UT

COMMENT #: 9263
DATE: 9/1/21 1:09 PM
SOURCE: Website
NAME: Ben Lowry

COMMENT:

Thank you for taking time and input from the community. First, I would like you to know I live within a 15-minute drive from the mouth of the canyon and my family, and I are active 4 season users of the canyon with heavier activity during the winter & spring season. Some of my comments below won't apply to the actual proposed gondola design and construction but applies to some of the major stakeholders (Snowbird & Alta) that you are working with and would greatly appreciate you to share with them these thoughts. I am active patron to both ski resorts all year long.

- First, I know there is no perfect solution. The fact is Utah is just not a secret anymore and our growth is tremendous within the state and our visitors. But something has to happen.
 - Please let the Snowbird and Alta resorts know that by allowing the multi-out of state resort passes (specifically the Ikon and Mountain Collective) it has exacerbated our congestion incredibly in the canyon and on the slopes and is expediting the loss of a local atmosphere. But more importantly they are killing the future of young skiers and snowboarders because families are just opting to not get involved with either sport anymore. They will see a smaller demographic of patrons for the next generations to come or only cater to the elite. But what is sad is here in the State of Utah we will market the greatest snow on earth but many of the Utah families specifically in the Wasatch front will not be able to afford or comfortably access this greatest snow for winter activity. **(32.2.2K)**
 - I do think the train solution is the best option but most likely out of reach. But regardless I think some master planning for this should still be given thought regardless of what plan is selected. In 50+ years, I just don't see how traffic can be controlled without it. **(32.2.9F)**
 - The gondola seems to be a great decision but there still needs to be some additional stops before Snowbird. These need to be at some of the trailheads, even if the stops are non-conditioned stops and with restroom only facilities. Catering stops only to the ski resorts seems like you are leaving out other non-resort users. Little Cottonwood is not only about controlling traffic for two ski resorts. The other trail head stops are used 4 seasons just like the resorts. **(32.2.6.5G, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**
 - With the gondola option continue to enhance bus transportation, carpool lanes, and bike lanes. I understand that this is already in play. **(32.2.2W)**
 - Enhance or create parking towers further away from just the mouth of the canyons. Try to lessen the traffic prior to Wasatch Blvd and be considerate to the homes along Wasatch Blvd. BTW I am not a resident on Wasatch but am mindful of their environment desires. It affects us all. **(32.2.6.2.1C)**
 - Regardless in the meantime before any construction starts, please incorporate the following.
 - Increase current bus transportation with shorter wait times. **(32.2.29R)**
 - During peak times enforce a mandatory 3-person minimum carpool or pay a major single occupancy fee and a smaller double occupancy fee. **(32.2.2Y)**
 - Create a small canyons fee (\$5) just like Millcreek Canyon. Or an annual pass. With this small influx of money enhance current trailhead areas with improved garbage clean up, parking, and even general road improvement up the canyon road. **(32.2.4A and 32.2.2Y)**
 - A mandatory small parking fee at all trailheads and ski resort parking. If you had a small cost of \$5 per car for all day parking or an annual parking pass this would reduce a decent number of vehicles driving up the canyon. A canyon fee and parking fee of greater than \$10 would be a burden on many lower- or middle-class individuals or families. The outdoors should be easily accessible to all income levels. I hate to recommend these two fees but, the canyon is recreation destination very much like a state or national park. **(32.2.4A and 32.5A)**
- Thank you for reading and listening to my comments.

COMMENT #: 9264
DATE: 9/1/21 1:09 PM
SOURCE: Website
NAME: Chaska Ivers

COMMENT:

No to the gondola! **(32.2.9E)** We need a solution that will benefit the canyon not the rich a gondola will only take away beauty and put more people than there needs to be at the resorts **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, 32.7C, 32.20A, and 32.20C)**

COMMENT #: 9265
DATE: 9/1/21 1:09 PM
SOURCE: Website
NAME: Mitch McCallum

COMMENT:

I've lived in Utah my whole life and have spent most of my weekends hiking, snowboarding, and climbing in the canyon. I am worried that the gondola as well as the bus solution would both have irreversible impacts on the canyon and its environment. **(32.4I, 32.13A, and 32.13B)** Please consider less harmful solutions such as tolling the canyon during the peak season to encourage carpooling as well as public transportation. **(32.2.4A and 32.2.9A)** Permanent solutions should only be considered when less harmful solution are attempted before hand. **(32.29R)** This canyon means a lot to me and the two proposed solutions would permanently alter the canyon and would take away many of the things that people travel into the canyons for; climbing, hiking, and to escape the busy city and pollution **(32.4A, 32.4B, 32.4G, 32.4I, and 32.10A)**.
Thank you

COMMENT #: 9266
DATE: 9/1/21 1:10 PM
SOURCE: Website
NAME: Clarissa Seebohm

COMMENT:

While I am not outright opposed to the proposed solutions (gondola, road widening), we should first explore less invasive alternatives more extensively (bussing system). **(32.2.9A)** If the consensus is that gondola or road widening is necessary, all parties who use the canyon must be considered. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Roadside bouldering in LCC is world class and must be protected to the best of our ability. **(32.4A and 32.4B)** Access to the backcountry must be protected as well. **(32.4G)** Any measure should be performed with the least amount of impact possible.

COMMENT #: 9267
DATE: 9/1/21 1:10 PM
SOURCE: Website
NAME: Laura Tobler

COMMENT:

I've been a sandy resident my whole life and want it to be preserved for what it is. Pro bus system.
(32.2.9A)

COMMENT #: 9268
DATE: 9/1/21 1:11 PM
SOURCE: Website
NAME: Michael Miller-Imperiale

COMMENT:

I would like to simply state my stance on the gondola proposal. I am not in favor of the project for a few different reasons. **(32.2.9E)**

1.) I do not think it will alleviate congestion in Little cottonwood canyon, rather it will shift where that congestion is; potentially shifting blame from UDOT to the ski areas. I believe that people complain about the line, or where it is they are waiting. The line may no longer be on the road, rather in the lift lines. **(32.7B, 32.7C, 32.2.6.5E, and 32.2.6.5C)**

2) The environmental impact of a project like this will change Little Cottonwood Canyon forever; both from the structure itself to the increase in people using the canyon. Upper Little Cottonwood Canyon is a place of tremendous beauty year round, and the structure along with increased user-ship will jeopardize that beauty forever. **(32.4I, 32.20A, and 32.20C)**

3.) as for the safety of travelers on the road in Little Cottonwood Canyon, there are other ways to mitigate the risks regarding avalanche. Snow sheds are an extremely economical solution that are used all over the skiing world. **(32.2.9K)**

4.) The cost of this project alone is incredible and will not impact anyone but the people who live here, many of whom will never use it. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

My opinion is that the transit in Little Cottonwood Canyon should be left alone with the exception of increasing bus service, and protecting the road from avalanche, and the congestion should be left to manage itself. **(32.2.9A and 32.2.9K)** Eventually some will simply not use Little Cottonwood Canyon, because the road is too busy; that is when we will know that we have reached the capacity of the canyon.

Thank you for hearing my voice.

Mike

COMMENT #: 9269
DATE: 9/1/21 1:11 PM
SOURCE: Website
NAME: Joe Brooks

COMMENT:

I support the gondola as the most logical solution to reducing traffic caused by road conditions / inadequate traffic volume with existing infrastructure **(32.2.9D)**

COMMENT #: 9270
DATE: 9/1/21 1:12 PM
SOURCE: Website
NAME: Carolyn Blatter

COMMENT:

The gondola option is a great option and provides minimal canyon impacts **(32.2.9D)**

COMMENT #: 9271
DATE: 9/1/21 1:12 PM
SOURCE: Website
NAME: Shannon Woolley

COMMENT:

I live in south salt lake. Please decide not to build a gondola or widen the road in Little Cottonwood. **(32.2.9E and 32.2.9C)** Gondola only benefits the ski resorts and widening the roads would disturb wildlife/destroy climbing areas. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, 32.7C, 32.13B, and 32.4A)** Capacity study needs be done before any construction. **(32.20B)** Protecting the wildlife and environment should be our number 1 concern. **(32.29G)** Please consider doing more frequent buses, a ZNP bus system, tolling the canyon, or a combination of all of the above. **(32.2.2B and 32.2.4A)** We are not at the point of needing to drastically change our beloved canyon.

COMMENT #: 9272
DATE: 9/1/21 1:12 PM
SOURCE: Email
NAME: Jasmine Robbins

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Jasmine Robbins
Midvale, UT

COMMENT #: 9273
DATE: 9/1/21 1:13 PM
SOURCE: Website
NAME: Katie Rockwood

COMMENT:

I don't think the answer to a very limited resource is how to pack more people into it. **(32.1.2B, 32.20A, and 32.20C)** Especially when that resource is the home to wildlife, a source of our drinking water, and a place to enjoy nature. Wider roads, a gondola, a train, these aren't helpful, they're ways to destroy what we have **(32.2.9E, 32.2.9C, and 32.2.9M)**. We should be seeking environmental ways to protect this canyon, to preserve it, to save it's natural beauty. **(32.29G)** Not to get more traffic into it. **(32.1.2D)** It is at it's limit now. How much more can it take? When will we stop and say this is the line where we stop. You can't keep pushing it further. Stop now. Find ways to regulate the number of people, not increase them. **(32.20B)** The ski resorts aren't hurting for money. The Gondola especially is only an answer to these resorts and only in the winter. **(32.1.2B, 32.1.2C, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I'm a climber, a skier, and a naturalist guide for the Cottonwood Canyons Foundation. I feel like these developments would be sacrificing so many wonders of this canyon just for a few months of winter income. **(32.4I)** Income that would not necessarily be coming back to help the canyon. I'm against these new developments. I'm for shuttles or limited entry solutions. **(32.2.9A and 32.2.4A)**.

COMMENT #: 9274
DATE: 9/1/21 1:13 PM
SOURCE: Website
NAME: Jack Vines

COMMENT:

I strongly support the enhanced bus with roadway widening. **(32.2.9B)** The gondola while supported by Alta/Snowbird will not adequately address the core problem of canyon congestion as local visitor will not utilize a service that takes a 40-47 minutes. **(32.2.4A, 32.1.2B, 32.1.2C, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Please do not force a service that will negatively impact the aesthetics of the canyon and will not be utilized to the estimated volumes except on snowy weekends. **(32.1.4D and 32.17A)**

COMMENT #: 9275
DATE: 9/1/21 1:13 PM
SOURCE: Website
NAME: Hayes Hill

COMMENT:

I don't think the tax payers of Utah should have to pay for this, the family that owns Snowbird are Billionaires let them pay for it because they are the people who will benefit the most. **(32.29D, 32.1.2B, 32.1.2C, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 9276
DATE: 9/1/21 1:14 PM
SOURCE: Website
NAME: Mark Berenblum

COMMENT:

The LCC gondola is not an adequate solution to the problem at hand and accrues benefits to a private company at taxpayer expense. **(32.1.2B, 32.1.2C, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I am an Alta/snowbird customer but strongly oppose the gondola as currently envisioned. **(32.2.9E)**

COMMENT #: 9277
DATE: 9/1/21 1:14 PM
SOURCE: Website
NAME: Kristin Paulsen

COMMENT:

With either option ...How do you carry your food coolers and clothing etc. needed for your week's stay?....and get your stuff back Down the Canyon? Since Iron Blossam first opened we have just been able to easily come and go as needed and park near the lodge throughout our times up there. **(32.2.4A and 32.2.6.5E)**

COMMENT #: 9278
DATE: 9/1/21 1:14 PM
SOURCE: Website
NAME: Liam Gensel

COMMENT:

Please don't do this. **(32.29D)** Encourage carpooling or incentivize it with a fraction of the money that would have been spent. **(32.2.4A and 32.2.2Y)** You would be destroying an amazing climbing area and it would do more harm to the area than good. **(32.4A, 32.4B, and 32.4I)**

COMMENT #: 9279
DATE: 9/1/21 1:14 PM
SOURCE: Email
NAME: Beth Allen

COMMENT:

Dear Utah Department of Transportation (UDOT),

I never imagined that I would retire to an urban area until I visited Utah years ago. There really is no other city in our country that I am aware of that has the amount of access to wilderness areas that Salt Lake City has. Maybe because I have lived and traveled to other places makes me realize what a gem the Wasatch is. This is why it is critical to make decisions that will preserve the beauty of these landscapes without degrading them any further. Once this exceptional resource is gone, Salt Lake City becomes "Any City USA" and people will choose to live and visit elsewhere. The current plans for a gondola don't even address the issues in LCC never mind the transportation issues in the other canyons of the Wasatch. **(32.2.9E, 32.4I, 32.1.2B, 32.1.2C, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

I am a downhill skier, cross country skier, hiker and bicyclist. I helped do surveys at trailheads several years ago to get opinions and ideas from the public about their hopes and concerns regarding the Wasatch. The overwhelming majority expressed a strong desire for managing the vehicle traffic and maintaining the wilderness aspects of the Wasatch. The message from the public then was very clear and still is today. **(32.2.4A)**

In previous comments I submitted, I said that I would give up downhill skiing in a heartbeat if it would save the canyons from being over-developed and further degraded. I understand that the ski industry is here to stay as long as the snow lasts, but protecting the Wasatch is not all about skiing even though those looking to profit from building and expanding an already threatened resource think it is. **(32.1.2B, 32.1.2C, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Any plan for getting people into the canyons must accept that these are four season canyons. Any solutions to the congestion in all of the canyons must address the four season usage. **(32.1.2C)** A gondola with no drop off points for walkers/hikers, snowshoers and backcountry skiers is a ridiculous and totally impractical solution. **(32.2.6.5G)**

There have been some great ideas brought forth for making it more enticing to get people out of cars and onto busses. Moving toward electric buses, larger carparks at the bottom of the canyons, more frequent bus schedules that have express busses to places like Snowbird and Alta and additional buses that have stops for trailheads and charging higher fees for driving cars into the canyons are worth consideration. **(32.2.9A, 32.2.4A, 32.2.6.3C)** Building a gondola is not even worthy of serious discussion in my opinion. I have been using the buses and TRAX regularly until Covid hit. I am doing so because I feel it is the right thing to do for the environment even though it may be less convenient for me. There are many who don't want to deal with the minor inconveniences. Making buses more convenient and cost effective could make a huge impact on those who may not share my concern for the environment. **(32.2.6.3N)**

Very truly yours,
Beth Allen

Sincerely,
Beth Allen
Millcreek, UT

COMMENT #: 9280
DATE: 9/1/21 1:15 PM
SOURCE: Website
NAME: Zak Brown

COMMENT:

The gondola option seems to me like a win for the owners of Snowbird and Alta and a loss for everyone else. It's a tourist trap novelty that will do little to improve the day-to-day experience of local users. **(32.1.2B, 32.1.2C, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Enhanced bus service with additional lanes is clearly a better option, but needs to be paired with actual enforcement of traction laws and incentives for carpooling. **(32.2.9B, 32.2.2M, and 32.2.4A)**

COMMENT #: 9281
DATE: 9/1/21 1:15 PM
SOURCE: Website
NAME: Wallace Fetzer

COMMENT:

PLEASE consider a quiet train like the Swiss have from Interlaken to Lauterbrunnen and over to Grindlewald. It is highly efficient and quiet. I would love to know this has been considered and why it is not an option. It is far superior to a tram. **(32.2.9F and 32.2.9E)**

COMMENT #: 9282
DATE: 9/1/21 1:15 PM
SOURCE: Email
NAME: Maude Romney

COMMENT:

Dear Utah Department of Transportation (UDOT),

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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,
Maude Romney
Salt Lake City, UT

COMMENT #: 9283
DATE: 9/1/21 1:16 PM
SOURCE: Email
NAME: Ann Brady

COMMENT:

Dear Utah Department of Transportation (UDOT),

The gondola, while really cool, will really upset a lot of people AND it doesn't stop along the way meaning the suggestion is just for ski resorts. **(32.1.2B and 32.1.2D)** The gondola is an incomplete solution. **(32.2.9E)** Creating bus lanes in a narrow canyon is going to encourage more traffic. **(32.1.2B, 32.2.4A, and 32.7C)** Of the options I have heard so far, I support the Zion model: close the road to traffic that doesn't have a right to be there. Buses, deliveries, and owners only. **(32.2.2B)** Whatever we do, we're going to need to do it for BCC next, and Millcreek one day, too. We need the option that means significantly less cars. **(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)**
- 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 Brady
Heber City, UT

COMMENT #: 9284
DATE: 9/1/21 1:17 PM
SOURCE: Website
NAME: Alyssa Blake

COMMENT:

As a full time student im often very stressed. Climbing and outdoor activities in the canyons are a way that I'm able to relax and find peace. Adding more construction and technology in the beautiful canyons will take from that peace. **(32.4I)** Let the mountains be and leave them how they were made. **(32.2.9G)**

COMMENT #: 9285
DATE: 9/1/21 1:18 PM
SOURCE: Website
NAME: David Owen

COMMENT:

This is the right solution for a difficult problem. (32.29D)

COMMENT #: 9286
DATE: 9/1/21 1:18 PM
SOURCE: Website
NAME: Kara Downey

COMMENT:

These proposals do not actually address the problem of traffic in the canyon, and the gondola frankly seems like a taxpayer-funded giveaway to Alta and Snowbird. **(32.2.9E, 32.1.2B, 32.1.2C, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Have other options (such as permits) for limiting the number of cars been explored? **(32.2.2L, 32.2.2K, and 32.2.4A)** What about people who use the canyons for reasons other than resort skiing? If a gondola must be built (although I'd prefer that NOT happen), it needs to be paired with better options for people not going to Alta and Snowbird. **(32.1.2D)** Last but not least, as a climber living in SLC, I'm concerned about the impact of both options on climbing in Little Cottonwood Canyon. UDOT should work with the Salt Lake Climbers Alliance to minimize the impact on classic climbing routes throughout the canyon. As currently described, both options will have a significant NEGATIVE impact on climbing. **(32.4A and 32.4B)**

COMMENT #: 9287
DATE: 9/1/21 1:18 PM
SOURCE: Website
NAME: Benson Weeks

COMMENT:

Please don't go forward with any proposal that would ruin the bouldering in little cottonwood canyon. Whether that's gondola pylons/towers or an expanded road that cuts into the space. **(32.4A, 32.4B, 32.2.9E, and 32.2.9C)**

COMMENT #: 9288
DATE: 9/1/21 1:18 PM
SOURCE: Website
NAME: Will Gardner

COMMENT:

I want both options more parking wider road and a gondola (32.2.2W)

COMMENT #: 9289
DATE: 9/1/21 1:18 PM
SOURCE: Website
NAME: Gene Reu


COMMENT:

I support the gondola proposal. As a Utah resident and frequent user of Little Cottonwood Canyon
(32.2.9D)

COMMENT #: 9290
DATE: 9/1/21 1:18 PM
SOURCE: Email
NAME: Matt Mullins

COMMENT:

Hi, I'm a concerned voting resident of Salt Lake City. My background is science where parsimony or the simplest solution is often the best one. I believe tolling at the base of Little Cottonwood Canyon (to discourage driving and encourage bus use) combined with increased bus service and added transportation hubs is the simplest, least expensive, and most sustainable solution. **(32.2.9A, 32.2.4A, 32.2.6.2.1C)** There's simply no need to throw away our taxpayer money for widening the road in the canyon itself nor adding a gondola. **(32.2.9C and 32.2.9E)**

Sincerely, Matt Mullins founder of American Gear Guide
Matthew Mullins
Founder


COMMENT #: 9291
DATE: 9/1/21 1:19 PM
SOURCE: Website
NAME: Lysie Brown

COMMENT:

Please move forward and approve the gondola. We have got to do something about traffic and our air quality. This is a solution to both. **(32.2.9D and 32.10A)**

COMMENT #: 9292
DATE: 9/1/21 1:19 PM
SOURCE: Website
NAME: Jason McGowan

COMMENT:

The gondola proposal is extremely concerning as it aims to use public funds in a way designed to provide maximum benefit not to the users of the canyon, but to two private ski resorts. **(32.1.2B, 32.1.2C, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The bus system is a much better alternative as it could provide citizens with access to all portions of the canyon and avoid permanently damaging the canyon. **(32.2.9A, 32.1.2C, and 32.2.6.3C)**

COMMENT #: 9293
DATE: 9/1/21 1:19 PM
SOURCE: Website
NAME: Aaron Rae

COMMENT:

I submitted a comment back in June in support of the gondola and man do I wish I hadn't. Upon further research and much more consideration I have come to the conclusion that the gondola is one of the worst things that could happen to the canyon. **(32.2.9E)** It destroys the beauty of the canyon, gets rid of places to recreate such as boulders in the lower part of the canyon, and is a disgusting intrusion on our public lands. **(32.17A, 32.4B, and 32.4I)** Not to mention, it will make a very few people at Alta and snowbird immensely richer while the taxpayers pay for this monstrosity. **(32.2.7A)** While I do not think that an increased bus service is a viable solution, since it is the only other option being presented here, it is by far the better choice. **(32.2.9A)** However, there are more viable long term solutions that not only help protect our public lands from being affected but also help preserve the things that we love about our ski areas in little cottonwood. Some of these options might be both resorts leaving the ikon pass, capping day ticket sales, or limiting the number of people allowed in the canyon. **(32.2.2K)** PLEASE listen to the people who live, work, and ski here rather than the corporations who are looking to benefit of the gondola. **(32.1.2B, 32.1.2C, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 9294
DATE: 9/1/21 1:20 PM
SOURCE: Website
NAME: Amanda May

COMMENT:

I oppose both of these options presented by UDOT. Both of these options will ruin the look and feel of this beautiful canyon. (**32.2.9C, 32.2.9E, and 32.4I**)

COMMENT #: 9295
DATE: 9/1/21 1:20 PM
SOURCE: Website
NAME: Robert Reynolds

COMMENT:

I'm against the gondola, I feel that there needs to be a different, less environmental impacting solution such as not allowing any cars up canyon except the ones with a special pass ie: employee or vendor. A system similar to what's in place in zion national park. **(32.2.9E and 32.2.2B)**

COMMENT #: 9296
DATE: 9/1/21 1:20 PM
SOURCE: Website
NAME: Boyd Stephens

COMMENT:

I strongly disagree with the proposed gondola solution **(32.2.9E)**. I think we should create programs that greatly incentivize carpooling and make it easier/more accessible. I also think the amount of busses going up and down the canyon should be greatly increased. **(32.2.4A and 32.2.9A)**

COMMENT #: 9297
DATE: 9/1/21 1:20 PM
SOURCE: Email
NAME: Celine Carol Browning

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Celine Carol Browning
Ogden, UT

COMMENT #: 9298
DATE: 9/1/21 1:21 PM
SOURCE: Website
NAME: Shaun Moyes

COMMENT:

Both bus lane and Gondola are inferior to the tried and true avalanche tunnels used all over Europe for decades. **(32.2.9C, 32.2.9E, and 32.2.9K)** The key is to keep traffic moving and limit the canyon once full. Gondola is the worst idea for cost and impact in a very small canyon and it brings the same congestion issues to the mouth of the canyon where parking and base action will occur. **(32.2.6.5E)**
Please no Gondola!!!

COMMENT #: 9299
DATE: 9/1/21 1:21 PM
SOURCE: Website
NAME: Richard Solace

COMMENT:

I already submitted a comment, but it was more of a knee-jerk reaction against increased growth in the canyon. Why not just limit the number of people that use the canyon?) Oh yeah.... \$\$\$ is the reason there will be no limiting! **(32.2.2K)** When it comes down to it, I think I would prefer the gondola system over more buses. **(32.2.9D)** I really hate to see our canyon deteriorate due to over use. **(32.20B)**

COMMENT #: 9300
DATE: 9/1/21 1:21 PM
SOURCE: Email
NAME: Jonathan Cheever

COMMENT:

Dear Utah Department of Transportation (UDOT),

If the goal is to alleviate traffic, then gondola should not be an option. If the goal is to feed private companies money, then the gondola should be built. May logic prevail. **(32.2.9E, 32.1.2B, 32.1.2C, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** May the plutocrats try other methods rather than tax payer dollars.

Sincerely,
Jonathan Cheever
Park City, UT

COMMENT #: 9301
DATE: 9/1/21 1:22 PM
SOURCE: Website
NAME: Matthew Rodosky

COMMENT:

Please preserve climbing and natural areas! Don't do it! (32.4A, 32.4B, 32.4I, and 32.29D)

COMMENT #: 9302
DATE: 9/1/21 1:22 PM
SOURCE: Email
NAME: Cyrus Johnston

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Cyrus Johnston
Salt Lake City, UT

COMMENT #: 9303
DATE: 9/1/21 1:23 PM
SOURCE: Website
NAME: Paul Lewis

COMMENT:

I am in favor of the gondola option. It would be nice to keep the canyon open during poor weather. Little cottonwood is very prone to avalanches. **(32.2.9D)**

COMMENT #: 9304
DATE: 9/1/21 1:23 PM
SOURCE: Website
NAME: Shirley Pryor

COMMENT:

I think the Gondola Alt B is the best thing for the canyon. There would be less traffic, a great ride up to the canyon. The gondolas in Europe are awesome and destination places and this would just add to the great resorts we have! It would be good to have a fun summer gondola too with the beautiful canyon. Go Gondola! **(32.2.9D)**

COMMENT #: 9305
DATE: 9/1/21 1:24 PM
SOURCE: Website
NAME: Thomas Kronthaler

COMMENT:

I am in favor of the Gondola **(32.2.9D)**

COMMENT #: 9306
DATE: 9/1/21 1:24 PM
SOURCE: Website
NAME: Gabe Goorman

COMMENT:

Do not build that gondola **(32.2.9E)**

COMMENT #: 9307
DATE: 9/1/21 1:25 PM
SOURCE: Website
NAME: Maile Cutter

COMMENT:

The gondola solution is not an answer to our problem with traffic congestion in Little Cottonwood Canyon. **(32.2.9E)** It is merely a way for the resorts to increase revenue at the expense of the taxpayers, while ruining some of the most beautiful public land that Utah has to offer. **(32.4I, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Increased bus service, along with increased parking at the base of the canyon and road tolling, is the solution that best meets the needs of all users of LCC. **(32.2.9A)** Please consider this option, as the gondola is irreversible and will likely not solve the issues at hand. **(32.1.2B, 32.7B, and 32.7C)**. Thank you.

COMMENT #: 9308
DATE: 9/1/21 1:25 PM
SOURCE: Website
NAME: Trevor Evans

COMMENT:

The gondola is a terrible idea. **(32.2.9E)** We need something that will be sustainable in 100 years and something that includes both BCC and LCC. **(32.1.1.A)** We need to think bigger long term more sustainable. **(32.2.9PP)** For an ever growing populous.

COMMENT #: 9309
DATE: 9/1/21 1:26 PM
SOURCE: Website
NAME: Peter Candell

COMMENT:

Little Cottonwood canyon does not need a gondola spanning its length. **(32.2.9E)** Little cottonwood canyon is an environmental treasure that is used my thousands each year for things other than skiing. This will damage the canyons natural beauty and hurt the river and canyon ecosystem during the construction and the lifespan of the lift. **(32.17A, 32.12A, and 32.13A)**

COMMENT #: 9310
DATE: 9/1/21 1:26 PM
SOURCE: Email
NAME: Jennifer Santoro

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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 Santoro
Cottonwood Heights, UT

COMMENT #: 9311
DATE: 9/1/21 1:26 PM
SOURCE: Email
NAME: Alexis Schmid

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

COMMENT #: 9312
DATE: 9/1/21 1:27 PM
SOURCE: Website
NAME: Jeff Hartley

COMMENT:

I oppose the gondola solution as currently designed. **(32.2.9E)** The La Caille base station is half a solution. It was not fairly compared to a rail based solution that could bring passengers from points further away from the mouth of Little Cottonwood Canyon and would thereby be a superior solution with regard to tail pipe emissions. **(32.2.2I)** The whole vetting process has been a charade. The La Caille base will make a lot of money for developers, including politicians, but it will not decrease the congestion failures at the mouth of Little Cottonwood Canyon. **(32.2.6.5E, 32.7B, and 32.7C)** 9400 South headed east from 2000 East and Wasatch Blvd will both still suffer from congestion failure as people try to get to the La Caille base. Both roads will be parking lots on every Saturday and every big snow day. What a farce. **(32.2.6.5E)**

COMMENT #: 9313
DATE: 9/1/21 1:27 PM
SOURCE: Website
NAME: David Raue

COMMENT:

I am a strong supporter of the gondola concept. **(32.2.9D)** However, as proposed with limited parking and bus transfers from remote parking areas you are setting yourselves up for failure. **(32.2.6.5B and 32.2.6.5J)** People just won't do it. **(32.2.4A)** Yet the parking structure at the terminal base seems to be a 3-level structure. It is imperative that this be made larger, say 2 more decks. After all, the footprint will already exist. Why this isn't part of the original proposal is a mystery to me. If there's some insurmountable reason that this can't be done we'd all like to know it. Too tall? So what? **(32.2.6.5J)** The haters are already hating on everything you've proposed so far. They want to turn back the clock and offer nothing. Build the damn parking garage UP! Thank you for your consideration.

COMMENT #: 9314
DATE: 9/1/21 1:27 PM
SOURCE: Website
NAME: Adam Buechley

COMMENT:

I am an individual that has used recreated in many forms up Little Cottonwood Canyon, and I am greatly concerned about the two options being considered to fix the problems that have developed with the amount of vehicles driving into the canyon. Neither of these options are good. **(32.2.9C and 32.2.9E)** Both would destroy terrain and/or inhibit people from the recreational opportunities that make Little Cottonwood Canyon incredible! **(32.4A, 32.4B, 32.4G, and 32.4I)** In my opinion, the gondola could be possible with great consideration for the construction, and not destroying locations and terrain used for recreational activities, while creating multiple locations to get on/off throughout the canyon. This would be an almost impossible task. **(32.4B and 32.2.6.5G)** The toll is absolutely a horrible idea which would inhibit people that are financially challenged to use and appreciate our public lands! **(32.5A)** This has to be removed from possibility. Public transit must be the only option, while limiting personal vehicles, however enabling entrance and exit throughout the canyon. **(32.2.4A)** Thank you for your consideration.

COMMENT #: 9315
DATE: 9/1/21 1:27 PM
SOURCE: Website
NAME: Tyler Eldridge

COMMENT:

I believe the traffic problem in the canyon is two fold.

1. Traffic getting to the canyon
2. Personal Vehicles sliding off road once in canyon

To solve these problems, I believe increased bus service and a designated bus-only lane on Wasatch to the canyon. Combine increased bus service in the bus-only lane with a fee station for private vehicles. This fee station should include a sliding scale depending on demand. The more cars to move through the fee station, the greater the cost for subsequent cars. This fee station will also help to address problem 2 above by verifying snow tires and AWD for vehicles entering the canyon. **(32.2.9A, 32.2.6.2.2A, 32.2.4A, and 32.2.2M)** Note: Increased bus-service could be from all parts of the valley helping to distribute the traffic further away from Cottonwood Heights. "Express Ski Busses" go direct to the canyon from park and ride locations around the valley. **(32.2.2I)**

COMMENT #: 9316
DATE: 9/1/21 1:27 PM
SOURCE: Email
NAME: Steven R Fisher

COMMENT:

Hello,

I feel it is a duty to voice my concerns about your plans for both Wasatch Blvd and Little Cottonwood Canyon.

As an insurance agent and business owner in Sandy, I am constantly meeting people that move to the area to be near the ski resorts or the canyons. People tell me how much they like the fact that it feels remote and that they can get away within minutes. They like that they can leave the city and the congestion with all the problems behind and be in our beautiful canyons within minutes.

The canyon experience doesn't start at the mouths of the canyons. It starts on the approaches as you drive on Wasatch Blvd or as you approach the area on one of east and west routes. I've been with kids who get very excited as you get off I 215 and think they're already to the canyon as we drive on Wasatch Blvd (with the exception of the ugly gravel pits). Any changes you make to Wasatch should keep that in mind. It is not an area intended to be used as a freeway, which five lanes will do. People already speed on Wasatch, especially the wider area around the gravel pits. It should be enjoyed at a slower pace which means designing it to get people to slow down and enjoy the beautiful scenery of the area. **(32.2.6.2.2A and 32.4F)**

Another concern is noise. I have lived higher up in Olympus Cove and the noise that travels up from the freeway and bounces off the mountain is terrible. People that do not live in these areas do not realize how much noise travels and because of the mountains, it makes it that much worse. So, if you increase the lanes and the amount of traffic on Wasatch Blvd in Cottonwood Heights and Sandy, you will also be making the noise that much worse for all the residents, not just those who are unfortunate enough to live off of Wasatch Blvd. That area should not have a freeway (which is what it will become) running through it. **(32.11B and 32.2.6.2.2A)**

If you do expand, please consider noise reducing and speed reducing options such as making it a parkway. Trees and plants in the medium will help to slow people down and reduce the noise. It will also help improve ugly pavement with some beauty. Look at Foothill Blvd near Bonneville Golf course as an example. **(32.2.6.2.2A)**

Regarding Little Cottonwood Canyon. This canyon and Big Cottonwood Canyon are priceless gems in our state. My Dad drove us out west when we were kids just to have us look to the east. He showed us how the two canyons formed. Once by river and weather the other by glacier. I have been amazed at their beauty and the mountains ever since and have shared these canyons with family and friends from other states as long as I can remember. I have shared the information with clients and others who have moved to the area. Once again, people love how remote and beautiful these two canyons and surrounding areas feel.

So, what to do with Little Cottonwood. WE ALL KNOW the gondola is just some tricky gimmick that the resorts hope will bring more people up just for the ride. It will not solve the congestion problem because people going up to ski will choose faster options. **(32.1.2B, 32.1.2C, 32.1.2D, 32.2.4A, 32.2.7A, 32.7B, and 32.7C)** We also know that most people who use the canyons during the summer will not want to be stuck traveling to one of the two ski resorts. They want to stop at different locations to hike or enjoy the

river. **(32.2.6.5G)** The gondola will detract from the natural beauty of the area. There is no way around that. **(32.2.9E and 32.17A)**

The bus system is the best option, but not by increasing the number of lanes on the road. **(32.2.9A and 32.2.9C)** This is an amazingly beautiful narrow canyon and the beauty is the fact that it doesn't feel spoiled except where the resorts are. Driving up on a summer day is special. Wider roads will just make it feel like you need to speed and get to a destination. If you're traveling up a canyon, do you really need to speed?! It will also create scars that will never be repaired. So, you end up ruining the beauty of the canyon so that some people can get there quickly and you ruin the experience of traveling up the canyon for others. **(32.17B, 32.4I, and 32.2.6.3B)**

Zion's and Millcreek Canyon have become a model of how things should be handled when you have too many people and congestion in a given area. You need tolls for roads. **(32.2.4A)** You need a shuttle service. You need to get people to park their cars before entering the canyons. People staying or attending events at the resorts should get a pass to take their cars up, but with some limitations. The resorts might not like this, but the canyons are not there for them. They're for all of us to enjoy. And, bottom line, people will enjoy the resorts more if they don't have to deal with all the cars and pollution. A few less people in the canyons is really is not a bad thing. **(32.2.2B)**

Bottom line, don't spoil the canyons for the resorts. **(32.4I)** People choose to live here for the beauty and the incredible access to so many wonderful things. Those that visit just for the ski season and the occasional drive or hiking experience should not dictate the experience for everyone else. Our canyons shouldn't be ruined for them.

I never thought I'd feel the need to say this, but SAVE THE CANYONS!! They are what make our Salt Lake Valley GREAT!

All my respect,

Steven Fisher

COMMENT #: 9317
DATE: 9/1/21 1:29 PM
SOURCE: Website
NAME: Brandi Carothers

COMMENT:

I vote for neither option. **(32.2.9C and 32.2.9E)** Snow Bird proved during the pandemic that parking reservations were the way to handle crowds and now Alta is doing something similar this year. Very smart and simple. No cost to tax payers. No change in infrastructure. Keep the ski bus as it is. I ride it 100 days a year and love it. **(32.2.2K)**

COMMENT #: 9318
DATE: 9/1/21 1:29 PM
SOURCE: Website
NAME: Karen Johnson

COMMENT:

I support tolls, avalanche sheds and increased bus service. **(32.2.4A, 32.2.9K, and 32.2.9A)** NOT GONDOLAS!! **(32.2.9E)** Both Alta & Snowbird should have paid parking reservation systems. **(32.2.2K)** Everyone else can ride the bus! It would also help to not have vehicles in the canyon that are not prepared for winter driving conditions. **(32.2.2M)**

COMMENT #: 9319
DATE: 9/1/21 1:30 PM
SOURCE: Website
NAME: Johnathan Bangerter

COMMENT:

My vote is for the Gondola. The road option is just more of the same problem. **(32.2.9D)**

COMMENT #: 9320
DATE: 9/1/21 1:30 PM
SOURCE: Website
NAME: Pierre Haren

COMMENT:

Concerning the gondola project in Little Cottonwood Canyon:

- 1- I am a resident of the [REDACTED]
- 2- I have a PhD in Civil Engineering from MIT
- 3- Here are my comments by decreasing order of importance:
 - a. This project is irreversible, the gondola will be there for the next 100 years **(32.2.6.5A)**
 - b. It is a very expensive scar in this beautiful canyon **(32.17A)**
 - c. There are many more options that are much more gradual and reversible, including electric buses **(32.2.6.3D and 32.2.6.3F)**
 - d. The congestion problem it tries to solve only happens a few days per year and is due to the IKON pass and the fact that going up the canyon is free. Making a paid reservation system with QR Codes would very simply solve the congestion issue. **(32.1.4D, 32.2.2K, 32.2.4A, and 32.2.2K)**
 - e. Most of European ski resorts protect their roads from avalanches with tunnels **(32.2.9K)**
 - f. If global warming continues, we will not have snow in 10 years and therefore no congestion problem and still a gondola to nowhere. When times are unpredictable, reversible solutions are a priority. **(32.2.2E)**
 - g. All this will only profit a couple of real-estate developers who are capturing public money for their own profit. It is shameful. **(32.1.2B, 32.1.2C, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 9321
DATE: 9/1/21 1:30 PM
SOURCE: Email
NAME: Anna Clare Shepherd

COMMENT:

Dear Utah Department of Transportation,

My husband and I have lived in our home by Millcreek Canyon for 43 years and have loved our 3 terrific canyons nearby and so have our 8, now grown, children. We also loved them as teenagers and young adults before that time. Some of my favorite memories are of hiking in Little Cottonwood Canyon, particularly to White Pine and especially Red Pine lakes and to the Albion Basin, especially over the ridge and down past lakes Catherine, Martha, and Mary in Big Cottonwood Canyon. Little Cottonwood Canyon is a treasure that must be preserved in its present, as-close-to-pristine form as possible. Please do not place a gondola in the canyon. **(32.2.9E)** And please do not widen the road to accommodate more traffic! **(32.1.2B and 32.2.9C)** The ski resorts are NOT most important! Catering to them at the expense of us other canyon users and appreciators will simply allow them to multiply exponentially and destroy the canyon visibly and in terms of use for the rest of us! **(32.1.2B, 32.1.2D, 32.2.7A, 34.4I, 32.7B, and 32.7C)**

I support the recommendations of the Wasatch Backcountry Alliance and I've included them 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.

I underscore these positions taken by Wasatch Backcountry Alliance, as well. Little Cottonwood Canyon MUST NOT BECOME a glorified canyon-type Lagoon! The ski industry MUST NOT BE ALLOWED, let alone encouraged, to determine the canyon's future and overrun it by its money-making commercialism and destroy its beauty and incredible value for the rest of us! **(32.2.7A and 32.4I)**

Sincere
Anna Clare Shepherd
Salt Lake City, UT

COMMENT #: 9322
DATE: 9/1/21 1:31 PM
SOURCE: Website
NAME: Austin Robinson

COMMENT:

Do not build the gondola. **(32.2.9E)** The little cottonwood Canyon is used by more than just skiers and is home to many in Salt Lake Valley. **(32.1.2B, 32.1.2C, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I would rather see the transportation system improved and improved and public vehicles not allowed in the Canyon before building a gondola throughout the Canyon. That is that is just ridiculous. **(32.2.2B and 32.2.2L)**

COMMENT #: 9323
DATE: 9/1/21 1:31 PM
SOURCE: Website
NAME: Margaret Keiffer

COMMENT:

Go with the gondola. Makes the most environmental sense for the long term (32.2.9D)

COMMENT #: 9324
DATE: 9/1/21 1:31 PM
SOURCE: Email
NAME: Ellyx Jolley

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Ellyx Jolley
Cottonwood Heights, UT

COMMENT #: 9325
DATE: 9/1/21 1:31 PM
SOURCE: Email
NAME: Barbara Thornton

COMMENT:

Dear Utah Department of Transportation (UDOT),

Please, PLEASE consider the future we are leaving for our children. The financial prosperity of a few corporate ski resorts is not more important than protecting our precious, beautiful, remarkable mountains. **(32.1.2B, 32.1.2C, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** People come from all over the world to see our natural wonders, NOT just to ski. Skiing is wonderful and an important part of our culture, but not more important than protecting the natural landscape in general. **(32.4I and 32.17A)** I want my children to be able to hike and explore the mountains without gigantic machinery looming overhead. **(32.4I)** I want for future generations to have access to places that still feel disconnected from the city but are accessible to many. Our family has a rustic cabin in Big Cottonwood canyon, it's over 100 years old. It is shared by over 5 generations of family. We treasure this little spot of nature and want to protect its wildness for us and for others. Please.

Sincerely,
Barbara THORNTON
MILLCREEK, UT

COMMENT #: 9326
DATE: 9/1/21 1:32 PM
SOURCE: Website
NAME: Hunter Lyng

COMMENT:

No gondola- don't waste time and resources to save the resorts. **(32.2.9E and 32.1.2B)**
Spend less, uses more buses, increase parking at mouth of LCC, and charge a useage fee for any car going up canyon. **(32.2.9A)** Resorts pay per employee, employees do not pay for this directly it is part of their employment. **(32.29D)**

COMMENT #: 9327
DATE: 9/1/21 1:33 PM
SOURCE: Website
NAME: Andrew Herrin

COMMENT:

If we are about preservation and reducing our footprint on the world around us, the gondola makes the most sense now, and for the future. **(32.2.9D and 32.1.2B)**

COMMENT #: 9328
DATE: 9/1/21 1:33 PM
SOURCE: Website
NAME: Bruce Bastian

COMMENT:

I strongly recommend enhanced bus service WITHOUT widening the road. **(32.2.9A)** Make people driving cars pay a to. Make the bus free or, at least, extremely affordable. **(32.2.4A)**. Although it would be politically difficult, it makes the most sense to require the use of the bus system during peak hours of each day, i.e. you can't drive a car up the canyon (unless you are a resident of Alta); you would have to take the bus **(32.2.2B)**. Use the money that would be spent on a gondola or widening the road to build a parking structure over the current park n ride, or a system of parking lots below that canyon, that would be serviced every 10-15 minutes by the canyon bus system. **(32.2.6.2.1C and 32.2.6.3N)**. Keep the canyon pure and clean, let people use public transit!

COMMENT #: 9329
DATE: 9/1/21 1:33 PM
SOURCE: Email
NAME: Anna Wilson

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Anna Wilson
SLC, UT

COMMENT #: 9330
DATE: 9/1/21 1:33 PM
SOURCE: Email
NAME: Caro Nilsson

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Caro Nilsson
Salt Lake City, UT

COMMENT #: 9331
DATE: 9/1/21 1:34 PM
SOURCE: Website
NAME: Cherie Mockli

COMMENT:

It seems the objective of this project is to provide access to skiing resorts. **(32.1.2B)** As a climber and a hiker, it seems those particular activities are not a priority in regards to two of the three UDOT proposals. I enjoy hiking and climbing because they are economical and get me out in the great outdoors. There are many people like me, people who enjoy access to our local mountains, but do not have the same resources the skiing community has. **(32.1.2B, 32.1.2C, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I worry the proposal for a gondola or widening the road will cut off my access to what I enjoy most about LCC. **(32.4A, 32.4B, and 32.4P)** I am sure my voice is of little importance. I have lived my entire life in the Salt Lake valley and I have watched it change so much. I know change is inevitable, but it seems more and more that interests with money and resources continue to take my and many other community members access, to what has always made living here so great, away. I am really worried about what the main propels will mean for me and my community. **(32.2.9C and 32.2.9E)**

COMMENT #: 9332
DATE: 9/1/21 1:34 PM
SOURCE: Website
NAME: Alta Lodge Alta Lodge

COMMENT:

Alta Lodge appreciates the opportunity to comment on the UDOT Little Cottonwood Canyon EIS.

Alta Lodge

Alta Lodge was established in Alta in 1940, and has been owned and operated by the Levitt family since 1959. Alta Lodge provides fine lodging and dining, winter and summer, to over 15,000 visitors annually. Alta Lodge guests are Utah residents and out-of-state and international visitors, all of whom travel to the Lodge on SR 210. As employees and residents, our staff are daily travelers on SR 210. Alta Lodge is a long-term stakeholder in the Alta community and SR 210.

The EIS Alternatives

Enhanced Bus with Roadway Widening is the current EIS alternative that UDOT should select. **(32.2.9B)** It is the only alternative offering improvement in mobility by decrease in travel time, and also the only alternative that improves accessibility for all users, at all times of year and for all places and destinations in the canyon. **(32.2.6.3C and 32.1.2C)**

November through May, the dedicated bus lanes should also provide access for airport shuttle services serving out-of-state travelers, such as Alta Shuttle and Canyon Transportation. **(32.2.6.3B)**
The road improvements should anticipate the coming changes in networked and autonomous vehicle tech. One thing that will not change is the need for pavement - the vehicles of the future will run on asphalt. **(32.2.6H)** Another thing that will not change any time soon is the need for avalanche protection on Highway 210. Road improvements and avalanche protection - which will be needed no matter what forms transportation takes - should take priority over increasing vehicle capacity. **(32.2.9K)** As vehicles become more autonomous, they still will need guidance, especially in hazardous terrain and winter weather. Smart-road systems should be built into the roadway to communicate with smart vehicles.

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

- slow - by requiring over 20 minutes more travel time than the Enhanced Bus/Roadway Widening alternative, it would detract from rather than serve the project purpose of mobility **(32.7B and 32.7C)**
- visually obstructive - it would create high visual environmental impacts **(32.17A)**
- narrow in function
- severely limited and inflexible in points of ingress and egress **(32.2.6.5G)**
- intrusive and out of scale to the Alta community **(32.4O)**
- the subject of many years of protracted litigation over environmental impacts, property rights and purported rights of eminent domain.

The ski resorts are great, we love them, and we can all see that an aerial tramway would serve the purposes of the ski resorts; however, that is not UDOT's mission. The mission is to serve the citizens and the travelers. An aerial tramway would not do that. **(32.1.2B, 32.1.2C, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Other Solutions - Faster, Cheaper and Better

Although our comments above are directed to the current EIS alternatives, we should not lose sight of canyon transportation solutions that would be more effective and much cheaper, and could be made much sooner - starting now. **(32.29R)**

Passing lanes and pullouts should be added and improved. Slow vehicles delaying five or more cars should be required to pull out. The traction law should be strengthened and should be strictly enforced November through April, limiting entry to SR 210 to vehicles with true snow tires and all-wheel drive. **(32.2.2M and 32.2.2P)**

Entry from Snowbird westbound should be limited to a single point at Entry 1, so that vehicles coming from Alta have equal access to the roadway. **(32.2.2UU)**

The problem on SR 210 in the canyon is too many vehicles. The way to have fewer vehicles is to have more people in each vehicle. The path toward that solution is carpooling and new transit tech. **(32.2.4A and 32.2.6H)** Transit tech will evolve in ways that we do not yet fully understand. Carpooling, however, is something we can understand now. We should make carpooling incentives such as tolling, preferred parking, carpooling networks and apps, and easy carpooling pickup and drop off locations. Carpooling improvements are light on infrastructure and will offer a great return on investment. **(32.2.4A)**

Thank you for considering our comments.

Cliff Curry, President

Alta Lodge

Alta, Utah

Sept. 1, 2021

COMMENT #: 9333
DATE: 9/1/21 1:35 PM
SOURCE: Website
NAME: Jill Eichbauer

COMMENT:

Of the 2 options, I support expanded bus service. **(32.2.9B)** The gondola seems to service the ski resorts and neglect other canyon uses. **(32.1.2B, 32.1.2C, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Bus service could adapt to changes in canyon usage. Bus service costs less and less buses could run during times/days there is less demand. I travel up the canyon with two children for skiing and summer hiking/climbing. We already use the bus and it works fine. If the bus had a lane to bypass traffic, it would great! **(32.1.2C and 32.2.63C)**

COMMENT #: 9334
DATE: 9/1/21 1:36 PM
SOURCE: Website
NAME: Cole Perschon

COMMENT:

The problem is not the long car lines on ski days. The problem is overcrowding. **(32.1.2B)** Less people in the canyon is what we need, not more. **(32.20B and 32.1.4D)** Building a gondola, which would forever destroy our beloved canyons's views, will not only not solve the problem. It will grow it. **(32.17A, 32.2.9E, 32.20A, and 32.20C)**

COMMENT #: 9335
DATE: 9/1/21 1:37 PM
SOURCE: Website
NAME: Donna Bryant

COMMENT:

I would like to see buses pick up day skiers at various ski rental shops throughout the valley. This slows the congestion at the mouth of the canyons. **(32.2.2I)**

COMMENT #: 9336
DATE: 9/1/21 1:37 PM
SOURCE: Website
NAME: Mark Smith

COMMENT:

I support an alternative to simply widening the road. **(32.2.2P or 32.2.9A)** Gondola seems like most feasible. **(32.2.9D)** Why not keep it going a bit further and service solitude and Brighton while we're at it? **(32.2.2Q)**

COMMENT #: 9337
DATE: 9/1/21 1:37 PM
SOURCE: Website
NAME: Brandon Ussery

COMMENT:

The gondola solution is not an answer to our problem with traffic congestion in Little Cottonwood Canyon. **(32.2.9E)** It is merely a way for the resorts to increase revenue at the expense of the taxpayers, while ruining some of the most beautiful public land that Utah has to offer. **(32.4I, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Increased bus service, along with increased parking at the base of the canyon and road tolling, is the solution that best meets the needs of all users of LCC. **(32.2.9A)** Please consider this option, as the gondola is irreversible and will likely not solve the issues at hand. **(32.1.2B, 32.7B, and 32.7C)** Thank you.

COMMENT #: 9338
DATE: 9/1/21 1:37 PM
SOURCE: Website
NAME: Brennan Langdon

COMMENT:

Using a bus system would be strongly affected by the weather. (32.2.6.3P)

COMMENT #: 9339
DATE: 9/1/21 1:38 PM
SOURCE: Website
NAME: Kate Ruebelmann

COMMENT:

Dear UDOT,
I oppose the proposition of the gondola construction and lane addition to LCC as it directly impacts a large amount of the climbing areas in the canyon. **(32.2.9E, 32.2.9C, 32.4A, and 32.4B)** It will also damage the pristine beauty of the canyon by changing the view shed and adding noise pollution **(32.17A, 32.17B, 32.11A, and 32.11D)**.

COMMENT #: 9340
DATE: 9/1/21 1:38 PM
SOURCE: Website
NAME: Avery Parrish

COMMENT:

We do not want your gondola. (32.2.9E) go shove it up brighton's [REDACTED]. i'd rather live with traffic then a tourist trap for your money scheming.

COMMENT #: 9341
DATE: 9/1/21 1:38 PM
SOURCE: Website
NAME: Melissa Eble

COMMENT:

To me, the gondola alternative is the much preferred choice. **(32.2.9D)** Watershed, environmental impact and impact to wildlife are paramount. The gondola option reduces impact on our watershed, and it prevents a substantial increase in amounts of concrete, asphalt and construction in the canyon that would occur with the bus option. With the bus option, road maintenance would increase during the summer months which would detract from the beauty and enjoyment of the canyon, and negatively impact wildlife and the watershed. **(32.4I, 32.13A, and 32.12A)** Road maintenance also would add more noise pollution and traffic impediments for those wishing to enjoy the canyon. **(32.11A)** In addition, since the gondola won't be affected by weather, people will still be able to consistently reach the resorts and return home safely and timely. I also feel that it will draw tourists because of its year-round operation and spectacular views. The canyon views will be negatively impacted by either of these options, but I think the gondola's positive elements far outweigh those of the bus option. **(32.17A and 32.17B)** With the gondola option, however, access to trailheads definitely needs to be addressed. **(32.2.6.5G)**

COMMENT #: 9342
DATE: 9/1/21 1:38 PM
SOURCE: Website
NAME: Gavin Gustafson

COMMENT:

Build the gondola **(32.2.9D)** Then please start looking at solutions for Big Cottonwood Canyon.
(32.1.1A)

COMMENT #: 9343
DATE: 9/1/21 1:38 PM
SOURCE: Email
NAME: Alex Louisot

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

COMMENT #: 9344
DATE: 9/1/21 1:39 PM
SOURCE: Email
NAME: Jake Halpin

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Jake Halpin
Cottonwood Heights, UT

COMMENT #: 9345
DATE: 9/1/21 1:40 PM
SOURCE: Website
NAME: Veronica Bastian

COMMENT:

I strongly recommend enhanced bus service WITHOUT widening the road. **(32.2.9A)** Make cars entering the canyon pay a toll, while making the bus free or, at least, extremely affordable. **(32.2.4A)** It makes the most sense to require the use of the bus system during peak traffic hours of each day, i.e. you can't drive a car up the canyon (unless you are a resident of Alta); you would have to take the bus. **(32.2.2B)**. Use the money that would be spent on a gondola or widening the road to build a parking structure at the location of the current park n ride, or a system of parking lots below that canyon, that would be serviced every 10-15 minutes by the canyon bus system. **(32.2.6.2.1C and 32.2.6.3N)** Keep the canyon pure and clean, let people use public transit!

COMMENT #: 9346
DATE: 9/1/21 1:40 PM
SOURCE: Email
NAME: Ruzena Novak

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Ruzena Novak
Salt Lake City, UT

COMMENT #: 9347
DATE: 9/1/21 1:41 PM
SOURCE: Website
NAME: Robert Petersen

COMMENT:

I'm totally in favor of the gondola system for the Little Cottonwood canyon. It would definitely be the long term solution for the hazards that exist in the canyon. **(32.2.9D)**

COMMENT #: 9348
DATE: 9/1/21 1:43 PM
SOURCE: Website
NAME: Theodore Kokernak

COMMENT:

Dear UDOT, Governmental Officials and other stakeholders,

We must preserve Little Cottonwood Canyon for future generations. Of the two final options for transportation changes that are being considered by the Utah Department of Transportation we join with Snowbird in encouraging UDOT to reduce our reliance on vehicles by voicing our support for the gondola option. **(32.2.9D)**

We must avoid more paving, emissions and drastic permanent changes in the canyon required by the expanded bus proposal. **(32.10A, 32.4I, 32.2.9C)** All of us need to be commitment to the long-term health and sustainability of Little Cottonwood Canyon and the gondola will provide a more reliable long-term solution.

By joining in making a difference in the way we use transportation now, future generations of mankind - our children - rely upon us to preserve not only Little Cottonwood Canyon and the state of Utah, but the entire planet. **(32.29G)**

Sincerely, Theodore S. Kokernak

COMMENT #: 9349
DATE: 9/1/21 1:43 PM
SOURCE: Website
NAME: Andy Hokanson

COMMENT:

I vote for more buses and widening the road. **(32.2.9B)**

COMMENT #: 9350
DATE: 9/1/21 1:43 PM
SOURCE: Website
NAME: Dylan Cincotta

COMMENT:

Please don't destroy the beauty of the canyon in the name of profit for two ski resorts! **(32.17A, 32.17B, 32.4I, and 32.2.7A)** Better options exist! More busses, tax for single passenger vehicles, wider road. **(32.2.9B and 32.2.4A)** Not a gondola. Please! **(32.2.9E)**

COMMENT #: 9351
DATE: 9/1/21 1:43 PM
SOURCE: Website
NAME: Ethan Leinius

COMMENT:

While easier and more efficient access to ski resorts and such in the area would be nice, it's not worth destroying parts of LCC. **(32.1.2B)** Not only will the construction harm the land, but it would also affect the wildlife inhabiting it, something much more cruel that you'd be willing to do. **(32.13A and 32.13B)** It's because of plans like these that will make our earth hate us more and more each decade until it can't handle anymore.

COMMENT #: 9352
DATE: 9/1/21 1:44 PM
SOURCE: Website
NAME: Stan Kelley

COMMENT:

I totally support the proposed gondola project. I am a long term season pass holder and I would use the gondola on a regular basis. **(32.2.9D)**

COMMENT #: 9353
DATE: 9/1/21 1:45 PM
SOURCE: Website
NAME: Brian Nappi

COMMENT:

Seems elaborate but it looks great. Shorten the time by 10 mins and it's a no brainer. ;) **(32.29D)**

COMMENT #: 9354
DATE: 9/1/21 1:47 PM
SOURCE: Website
NAME: Justin Roth

COMMENT:

Please consider alternatives to both the gondola and road expansion plans for the Little Cottonwood Canyon **(32.2.2PP)**. As a one time Salt Lake City resident and long time Little Cottonwood Canyon climber, I feel strongly that both of those options would do great harm to both the experience of Little Cottonwood Canyon and specifically to the climbing resources there that so many of us love and enjoy. **(32.2.9C, 32.2.9E, 32.4I, 32.4A, and 32.4B)** Let's not crest further environmental impact and subsidize ski resorts with taxpayer dollars. It will not solve the problem and will most benefit the resort owners. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 9355
DATE: 9/1/21 1:48 PM
SOURCE: Website
NAME: David Burgett

COMMENT:

My family (in Maryland) has been skiing Snowbird and Alta for 15 years and will continue to do so. I strongly support the gondola option, which will do less damage to the canyon, operate when the road is closed, and transport similar numbers. I hope that arrangements will be made to make it an option for out of town visitors staying in the canyon as well, including cabins to transport luggage during off-peak hours and shuttle service from La Caille to Smith's grocery. **(32.2.9D and 32.2.6.5D)**

COMMENT #: 9356
DATE: 9/1/21 1:48 PM
SOURCE: Email
NAME: Emmet Murray

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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'm personally tired of my money that I pay in taxes subsidizing projects that will only benefit the rich elite. I've been subsidizing the rich since 2008. It's time for a solution that will benefit the public as well as the environment we enjoy. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** We need to look at the future of the canyon and take control of the climate crisis. **(32.2.2E)** A gondola will only make the problems we face now worse and will mar and otherwise beautiful canyon. **(32.2.9E and 32.17A)** A modified electric bus program will help reduce some traffic into the canyon and will benefit other public land users. **(32.2.9A, 32.2.6.3F, and 32.2.6.3C)**

Sincerely,
Emmet Murray
Salt Lake City, UT

COMMENT #: 9357
DATE: 9/1/21 1:49 PM
SOURCE: Website
NAME: Jeffrey Steenblik

COMMENT:

Hi, I've been a sandy/SLC resident since 1988, the year of my birth. It is my opinion that building the structures necessary for the gondola would be an eye sore. **(32.2.9E and 32.17A)** I also feel like it would only benefit two companies (Alta and snowbird) without addressing the issue of traffic that would like to visit other areas of our beautiful canyon. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Whatever plan goes through, we need to address parking. So why not first plan a parking structure in a location that could service both proposed ideas, and promote carpooling before the project is completed? **(32.2.6.2.1C, 32.2.2Y, and 32.2.4A)** Thanks for reading. I hope the deciding bodies honor the opinions of the people over the big money.

COMMENT #: 9358
DATE: 9/1/21 1:49 PM
SOURCE: Website
NAME: Janet Deisley

COMMENT:

In my opinion the gondola is the only sensible option to achieve the stated goals. In this case, Utahns need to move away from the western mindset and adopt a European mindset, where gondolas and cable cars have been safely serving ski communities in rugged mountain ranges for a long time.
(32.2.9D)

COMMENT #: 9359
DATE: 9/1/21 1:49 PM
SOURCE: Website
NAME: Kipp Clark

COMMENT:

As a lifelong skier, we really need the gondola solution up little cottonwood canyon. **(32.2.9D)** The road is not designed for the environmental impact that the population growth along the wasatch that is occurring. **(32.7C)** A “pay to park” option will make my beloved mountains not accessible for your average Utahn. **(32.5A)** The bus option is not viable as the construction will soil the pristine canyon. **(32.4I, 32.13B, and 32.17B)** Ultimately, we need to have a wasatch interlink system in place where we do not need cars in order to access the Wasatch front mountains. **(32.1.5B)**

COMMENT #: 9360
DATE: 9/1/21 1:49 PM
SOURCE: Website
NAME: Ian McDonald

COMMENT:

I am opposed to the destruction of the canyon for a gondola or anything else. **(32.2.9G)**

COMMENT #: 9361
DATE: 9/1/21 1:49 PM
SOURCE: Website
NAME: Matt McClung

COMMENT:

Widening SR-210 and increasing the bus service is the clear winner for many reasons such as the lowest travel time, medium cost, adding a true pedestrian/bike lane for summer use which enhances public safety, and because the other options present marginal gains over this plan, but have significant drawbacks. **(32.2.9B)**

Whatever you do, PLEASE do not install a gondola. **(32.2.9E)** What a complete waste of time. It is expensive, unsightly, useless in the summer, does not add a bike lane, and has the LONGEST travel time. I mean seriously, I can get up the canyon on my own in 60 minutes on all but the very very worst days. So what incentive would I have to sit in a steamy gondola with a bunch of other people for an hour to get to Alta? None. **(32.2.4A)**

Widening SR-210 is the only logical option. Please listen to your local residents and not the seemingly clueless Snowbird and Alta management. **(32.2.9N)**

COMMENT #: 9362
DATE: 9/1/21 1:50 PM
SOURCE: Website
NAME: Howard Kosowsky

COMMENT:

we support the gondola solution **(32.2.9D)**

COMMENT #: 9363
DATE: 9/1/21 1:50 PM
SOURCE: Email
NAME: Erica Okada

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Erica Okada
Taylorsville, UT

COMMENT #: 9364
DATE: 9/1/21 1:51 PM
SOURCE: Website
NAME: Rob Greener

COMMENT:

I'm in favor of the proposed gondola and feel it's the best possible option presented to mitigate traffic and make highway 210 safer for all users. **(32.2.9D)**

COMMENT #: 9365
DATE: 9/1/21 1:52 PM
SOURCE: Website
NAME: Nathan Williams

COMMENT:

No one wants a gondola, don't do it fam (32.2.9E)

COMMENT #: 9366
DATE: 9/1/21 1:52 PM
SOURCE: Website
NAME: Tiffany Schwartz

COMMENT:

Please don't build a gondola in LCC and take away the beauty that is LCC. There are better ways to deal with the traffic then put an eye sore in the canyon. **(32.2.9E, 32.17A, and 32.2.2PP)**

COMMENT #: 9367
DATE: 9/1/21 1:54 PM
SOURCE: Website
NAME: Tyler Fagergren

COMMENT:

This helps keep salt lake special, and offers an attractive alternative to traffic. (32.29D)

COMMENT #: 9368
DATE: 9/1/21 1:54 PM
SOURCE: Website
NAME: Joseph Terry

COMMENT:

After reviewing possible solutions for Little Cottonwood Canyon, I am in favor of the gondola **(32.2.9D)**.

COMMENT #: 9369
DATE: 9/1/21 1:55 PM
SOURCE: Website
NAME: Henry Krichbaum

COMMENT:

Please do the gondola. (32.2.9D)

COMMENT #: 9370
DATE: 9/1/21 1:55 PM
SOURCE: Website
NAME: Dawson Burke

COMMENT:

Please do not go through with this plan!! It would uproot an entire community built around the climbing in this region. **(32.29D, 32.4A, and 32.4B)**

COMMENT #: 9371
DATE: 9/1/21 1:55 PM
SOURCE: Website
NAME: Chad Van Orden

COMMENT:

I am against both options selected by UDOT. **(32.2.9C and 32.2.9E)**. Until someone is willing to share Alta Ski Resort and Snowbird Ski Resort capacity numbers I think this a waste of taxpayer money. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. The days when parking is an issue, the number of skiers on the hill makes for a very unpleasant day. The lines for the lifts, food services, and service are usually quite annoying. **(32.20C)** I am for expanded bus service, with hubs in the valley that run with a greater frequency. **(32.2.2I or 32.2.9A)**. While watching the UDOT meeting online, I agree with Mr. Aaron Dekeyzer was spot on with my view. Listen to him and his ideas. Don't ruin the canyon with wider roads/gondola (a complete joke). **(32.4I)**

COMMENT #: 9372
DATE: 9/1/21 1:55 PM
SOURCE: Website
NAME: Thomas Chancellor

COMMENT:

I am strongly opposed to the Gondola proposal for Little Cottonwood Canyon and strongly urge the enhanced bus alternative. **(32.2.9E and 32.2.9A)** I view the gondola alternative as the use of public money to advance private interests (the ski resorts at Alta and Snowbird). **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Please respect the public interest rather than the ski resorts. Thank you

COMMENT #: 9373
DATE: 9/1/21 1:55 PM
SOURCE: Website
NAME: Kathy Gordon

COMMENT:

As a Utah lifer and canyon user, I feel more public transportation would be a smaller footprint on the canyon than a gondola. Cheaper to maintain and less of an impact on the canyon itself. **(32.2.9E and 32.29D)**

COMMENT #: 9374
DATE: 9/1/21 1:55 PM
SOURCE: Email
NAME: Whitney 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):

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Sincerely,
Whitney Brady
SLC, UT

COMMENT #: 9375
DATE: 9/1/21 1:56 PM
SOURCE: Website
NAME: Marjorie Castle

COMMENT:

I have seen and discussed the gondola presentation for protection of Little Cottonwood Canyon and prefer it to any other solutions. **(32.2.9D)**

COMMENT #: 9376
DATE: 9/1/21 1:56 PM
SOURCE: Email
NAME: Patrick MacLane

COMMENT:

Dear Utah Department of Transportation (UDOT),

I 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,
Patrick MacLane
Salt Lake City, UT

COMMENT #: 9377
DATE: 9/1/21 1:57 PM
SOURCE: Website
NAME: Paula Burns-McEvoy

COMMENT:

I have attended the public meetings regarding the proposals for canyon traffic issues. I only ski Little Cottonwood canyon so this is an issue I deal with at times. I am not in favor of the gondola option. **(32.2.9E)** This only benefits the resorts and does not address other issues with canyon use. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I support expansion of the road, additional buses that run to just either resort. **(32.2.9B)** Additional buses that run more frequently could help reduce car traffic. I would also like to see additional parking for people who do carpool up the canyon. **(32.2.6.2.1C)** Thank you for taking the time to read the comments from concerned people.

COMMENT #: 9378
DATE: 9/1/21 1:57 PM
SOURCE: Website
NAME: Will Jones

COMMENT:

I am in favor of the gondola for access. I would also feel that there should be driving access for long time supports of snowbird and Alta **(32.2.9D)**

COMMENT #: 9379
DATE: 9/1/21 1:57 PM
SOURCE: Website
NAME: Daniel Keirstead

COMMENT:

Boulders = good. (32.4A)
Roads = bad (32.2.9C)

COMMENT #: 9380
DATE: 9/1/21 1:57 PM
SOURCE: Website
NAME: Dylan Beckstrom

COMMENT:

This [REDACTED] is literally going to do nothing to help with congestion in the canyon. If anything congestion will get worse. **(32.1.2B, 32.1.2D, 32.7B, and 32.7C)** You're willing to ruin a huge portion of the wilderness which already worldwide has dwindled wayyy too much, not to mention the economic impact the canyon brings to salt lake and utah. **(32.13A, 32.13B, and 32.6A)**. The proposed plan is just going to speed up the destruction of the land and take away a big part of the economy. Don't be such ignorant selfish [REDACTED]

COMMENT #: 9381
DATE: 9/1/21 1:58 PM
SOURCE: Website
NAME: Geramy Davis

COMMENT:

Place camera at the entrance to the canyons and run plates.. if they are registered as someone who loves up there np.. if not the car is ran through the DMV.. and a 1000 ticket is mailed to the person. On second office 1500 and points on the license.. 3 5000 and a mandatory court date... If you want a example of the traffic system look to Florida with it's toll system and how it registered cars pass remotely..and in registered get stopped to pay toll.. **(32.2.4A)** but also more bus and stops in canyon for us climbers.. ty **(32.2.9A and 32.2.6.3C)**

COMMENT #: 9382
DATE: 9/1/21 1:59 PM
SOURCE: Website
NAME: Garrett Clark

COMMENT:

The two proposed transportation alternatives would incur significant permanent impact upon the treasured landscape of Little Cottonwood Canyon without effectively addressing the issue of congestion. **(32.2.9C, 32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Both the gondola and road widening solutions, while effectively increasing transportation capacity, fail to provide any incentive to utilize the infrastructure (which in their proposed forms, remain less desirable than driving in a private vehicle). This means that much like the current UTA bus system, this infrastructure would be underutilized and fail to solve the issue of canyon congestion. **(32.2.4A, 32.7B, and 32.7C)**

Furthermore, Udot and other involved parties have a responsibility to maximize the usefulness of existing infrastructure before spending vast sums of taxpayer money on ineffective solutions. There is no reason to permanently alter the landscape of Little Cottonwood Canyon when the real problem lies in the underutilization of infrastructure already in place. **(32.4I and 32.1.2B)** This is why incentivization and augmentation of the current bus system is the best path forward for reducing canyon congestion. Efforts should be focused into getting people out of their cars and onto busses by whatever means necessary. Buses are a flexible means of transportation that allow spikes in demand to be met while minimizing traffic/emissions during periods of low demand. **(32.2.9A and 32.2.4A)**

Please consider this course of action and continue to strive for the best future for Little Cottonwood Canyon and all of the people who enjoy its wonderful recreational resources. **(32.29G)**

COMMENT #: 9383
DATE: 9/1/21 2:00 PM
SOURCE: Website
NAME: Graham Laver

COMMENT:

No Gondola. Reduce impact on canyon. Limit construction and daily visitors. (32.2.9E, 32.2.9A, and 32.2.4A)

COMMENT #: 9384
DATE: 9/1/21 2:00 PM
SOURCE: Website
NAME: Zack Marmer

COMMENT:

Both options are ridiculous. **(32.2.9C and 32.2.9E)** The bus would reduce traffic to one lane making anyone who drove independently of the bus suffer just as much traffic as there currently is at peak hours. **(32.7C)** Making taxpayers pay for a Gondola that tripples commute time to the mountains is completely unfair to taxpayers as well as skiers/riders. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The only solution is to limit the amount of people going to the resorts via a reservation system. Any other solution overcrowds the resorts and doesn't make them worth riding. Coming from someone who moved here from Denver several years ago specifically to avoid the crowds knowing reservations are the only way to reduce traffic. **(32.2.2K)**

COMMENT #: 9385
DATE: 9/1/21 2:00 PM
SOURCE: Email
NAME: Annelise Allen

COMMENT:

Dear Utah Department of Transportation (UDOT),

Please do not tear down the beauty of the canyons to build more lanes or a gondola! **(32.17A, 32.17B, 32.2.9C, and 32.2.9E)**. The gondola would only be about sightseeing and not be used for practical transport (while at the same time destroying the view), and more lanes would not move faster as the congestion is about the destination (Alta). **(32.2.4A and 32.7C)** The issue the canyons are having is a larger issue of Salt Lake City. We need better, more efficient mass transportation as a whole and this will also reduce the environmental issues we have with congestion, smog and air pollution. 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,
Annelise Allen
Slc, UT

COMMENT #: 9386
DATE: 9/1/21 2:00 PM
SOURCE: Email
NAME: Caely Hart

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Caely Hart
Ogden, UT

COMMENT #: 9387
DATE: 9/1/21 2:01 PM
SOURCE: Website
NAME: Nicholas Metherall

COMMENT:

The resorts are already full, we don't need to facilitate more people getting to the top. **(32.1.2B and 32.20C)** Congestion can be mitigated with more parking at the base and rules for mandatory bussing or carpools. **(32.2.6.2.1C, 32.2.2B and 32.2.4A)** We shouldn't be permanently altering the nature of the canyon for a handful of extra skiers during a tiny portion of the year. **(32.4I and 32.1.4D)**

COMMENT #: 9388
DATE: 9/1/21 2:01 PM
SOURCE: Website
NAME: Chad Bradford

COMMENT:

Please consider alternatives that minimize the impact of the bouldering areas within Little Cottonwood Canyon. **(32.4A, 32.4B, and 32.2.2PP)** These areas are one of the main reasons I moved to and have maintained residence in Utah for the past two decades.

COMMENT #: 9389
DATE: 9/1/21 2:01 PM
SOURCE: Website
NAME: William West

COMMENT:

There are already people enjoying this area as it is. Please don't destroy the unique, high quality boulders with luxury transport. **(32.4A and 32.4B)**

COMMENT #: 9390
DATE: 9/1/21 2:02 PM
SOURCE: Website
NAME: Jacob Horgan

COMMENT:

I am opposed to the gondola and lane addition in little cottonwood canyon. **(32.2.9E and 32.2.9C)** I hope UDOT can find a solution to the traffic issue that does not involve destroying areas that are historic and important to Utah's climbing community. **(32.2.2PP, 32.4A, and 32.4B)**

COMMENT #: 9391
DATE: 9/1/21 2:02 PM
SOURCE: Website
NAME: Katherine Boue

COMMENT:

First, thank you for taking the time to consider these comments. The gauntlet of navigating public comments on such a contentious issue is no small feat and the work being done here to ensure a fair public process is very much appreciated.

It is clear that action needs to be taken to address the influx of visitation to Little Cottonwood Canyon. The impacts of traffic and crowding are undeniable, and the need for solutions is pressing. **(32.1.4A)** However, our actions today guide the course of the canyon's future, and we must take EVERY option to mitigate traffic issues while focusing on the lowest environmental impact possible. The proposed ideas for gondolas and trams are simply unreasonable as they directly destroy precious recreation (climbing areas specifically) and provide services only to for-profit ski areas. **(32.2.9E, 32.4B, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

The solutions for this canyon must prioritize ALL canyon users, and a gondola or cog rail simply does not achieve that.

It is understandable that perhaps we will need to have a gondola one day to address the exponentially increasing visitation of the canyon -- but it is our responsibility as stewards of this area to first try the less impactful solutions: enhanced busing. **(32.2.9A and 32.29R)**

Enhanced busing provides the most affordable initial costs, creates the least impact on the existing natural resources in the canyon, provides the same travel time as a gondola, safeguards the future of bouldering in the canyon, and leaves room to explore other options in the future. If we start building a gondola now, there is no undoing the damage that will be caused by that development. **(32.2.6.3D and 32.29R)**

We have an opportunity to lead on responsible recreation infrastructure development, and I am hoping (perhaps even begging) that we rise to the occasion and do the right thing for recreation users and for the environment.

Thank you again for your time.
Katie Boue

COMMENT #: 9392
DATE: 9/1/21 2:02 PM
SOURCE: Website
NAME: Shayna McGowan

COMMENT:

I have read over the environmental assessments and I am highly disappointed. Where is the assessments on the impact that a gondola and widening roads would take on the animal wildlife that is in the canyon? **(32.13A and 32.13B)** What sort of impact would it have on the rock climbers tourism that comes into the canyon? **(32.4A and 32.4B)** How does this decrease the issues with too many people in the canyon? **(32.20B)** This is not something that has been taken into account with any of your impact studies. The gondola and additional widening of the roads would have no sort of greater beneficiary to anything and needs more assessment than anything should be considered. Until you take everything into account that could become detrimental to everything that lives and uses the canyons before ANYTHING should be considered. **(32.29G)**

The other is how and why should the regular taxpayer be expected to pay for this when it is something that we don't have money to do such? We as regular workers can barely if at all afford to pay our own bills for footing something that many of us do not want. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

We need to invest in common sense solutions that should be considered before money. We need LESS people into the canyon, we need more busses without widening roads and gondolas that are an eyesore and disgusting. **(32.2.9C, 32.2.9E, 32.2.9A, 32.2.2PP, 32.17A, and 32.17B)**

As just a normal person, I want to see the canyons as they are now, not a giant ski lift like the gondola. I'd be willing to pay to make things better in already existing things we have now without expenditure and environmental impact making the canyon worse.

Please reconsider. Neither of these are effective and will be detrimental to not only our pockets that WE as the general populous do not have nor do we want to spend, and that will mess up our canyon permanently.

COMMENT #: 9393
DATE: 9/1/21 2:02 PM
SOURCE: Website
NAME: Loretta Markham

COMMENT:

I'm in favor of a more robust bus service alternative. Expand service, frequency, maintenance facilities, operations should be part of this alternative and not a reason to keep the bus alternative minimized to what it should be to match demand. **(32.2.9A)** Additionally evaluation on an alternatives ability to expand beyond that assumed in the EIS is important as technologies such as automated bus vehicle, vehicles in general are part of our solutions within this planning study horizon. **(32.2.6H)**

No to the gondola which only serves a small portion of canyon users and cannot connect to BCC and overall canyon network well. **(32.2.9E, 32.1.5B, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 9394
DATE: 9/1/21 2:02 PM
SOURCE: Website
NAME: Dane Brooks

COMMENT:

Please do not destroy Little Cottonwood! I am a boulderer who has not had the chance to make it there yet. Please do not take away this privilege from myself and others, as well as make a negative impact on the environment. **(32.4A, 32.4B, 32.4I, and 32.29G)**

COMMENT #: 9395
DATE: 9/1/21 2:02 PM
SOURCE: Email
NAME: Steven Fuhr

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,
Steven Fuhr
Ogden, UT

COMMENT #: 9396
DATE: 9/1/21 2:02 PM
SOURCE: Email
NAME: Kalen Thorien

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)**
- 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.

Sincerely,
Kalen Thorien
Salt Lake City, UT

COMMENT #: 9397
DATE: 9/1/21 2:03 PM
SOURCE: Website
NAME: Thomas Delea

COMMENT:

I support the Gondola as it represents the most cost-effective solution for solving traffic and road closure issues with limited environmental impact **(32.2.9D)**

COMMENT #: 9398
DATE: 9/1/21 2:03 PM
SOURCE: Website
NAME: Adam Leader

COMMENT:

I prefer the "enhanced bus with no additional roadway" option today to make improvements with the least visual and physical impact to LCC. **(32.2.9A)** All the other options have a bigger impact. If problems persist 5-10 after attempting this lowest-impact option, then would support trying then next lowest impact path. Its such a special place over-building too fast will ruin the whole LCC. **(32.29R)**

COMMENT #: 9399
DATE: 9/1/21 2:03 PM
SOURCE: Website
NAME: Marilee Hall

COMMENT:

To UDOT:

As a UT taxpayer, resident of Sandy who lives west of La Caille and an outdoor enthusiast who enjoys using the canyon for outdoor activities, I do NOT support either option that has been presented **(32.2.9C and 32.2.9E)**. Both options will negatively impact the natural spaces, beauty and use of the canyon. **(32.4I)** There are other less impactful, less expensive options that have not been presented for comment. **(32.2.2PP)** These options will impact my favorite local hiking area, Quail Hollow Park, and will ruin the canyon view. **(32.4U, 32.17A, and 32.17B)** The main options presented will mainly provide transportation options solely for the use of those at the resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** There are hiking and climbing spots up and down the canyon. **(32.4A, 32.4B, and 32.4I)** This is not a solution for everyone - only those resort users. In the last few years, I'm more likely to take the bus than to drive directly to the resort, even though this is a less convenient and more expensive option with limited parking at the base. More needs to be done to explore cheaper and more convenient options for alternate transportation. **(32.2.2PP)**

The final solution MUST not impact the natural beauty and joy of the canyon. Absolutely NO to the gondola option. NO to the widening the canyon.

Respectfully,
Marilee Hall

COMMENT #: 9400
DATE: 9/1/21 2:04 PM
SOURCE: Website
NAME: Chris Firmage

COMMENT:

I believe that the traffic for the canyons is a problem and I am fully on board with solutions to solve that problem. I do not believe that is in the best interest of the canyon to build a gondola or expand the road and by so doing destroying priceless boulders and access to the canyon **(32.2.9E, 32.2.9C, 32.4A, and 32.4B)**. You are reducing recreation for citizens so that privately owned ski resorts can continue taking in profits. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Why can we not institute tolls and limit the hours that cars are able to drive up on fresh powder days? **(32.2.4A, 32.2.2L, 32.2.2Y)** Let's force people to use public transit and face the facts that you won't always be the first at the lift or maybe you can not ski a few days because of road blockages. It has been proven that expanding lanes does not ease traffic look at Seattle or even Lehi traffic is still terrible and we keep adding lanes. **(32.2.6.3B)** Let's invest in our natural places and protect them not destroying access for some so that others can get somewhere else faster. Climbers may not be as large of a economic factor yet but by destroying this canyon you limit yourself on other forms of recreation. **(32.4A and 32.4B)** Please do not destroy our canyons for the sake of everyone wanting to get up the canyon. It is not worth it.

COMMENT #: 9401
DATE: 9/1/21 2:04 PM
SOURCE: Website
NAME: Ian Cheney

COMMENT:

Please consider summer recreation like climbing, this plan will affect climbing areas and biking areas as well (**32.1.2C, 32.4A, 32.4B, and 32.9A**)

COMMENT #: 9402
DATE: 9/1/21 2:04 PM
SOURCE: Website
NAME: James Harper

COMMENT:

Hello,

I strongly disagree with the gondola, this would ruin the outdoor recreational climbing and trail running that I and many others in the community utilize. **(32.2.9E, 32.4B, and 32.4I)** This would also absolutely decimate the pristine conditions of LCC, which is even worse then affecting the other outdoor activities besides skiing **(32.17A and 32.4I)**

COMMENT #: 9403
DATE: 9/1/21 2:05 PM
SOURCE: Website
NAME: Camille Tranter

COMMENT:

No gondola!!!! (32.2.9E)

COMMENT #: 9404
DATE: 9/1/21 2:05 PM
SOURCE: Website
NAME: Shannon Woulfe

COMMENT:

I am firmly against the gondola option, and tentatively in favor of the bus option. **(32.2.9E and 32.2.9A)** I recreate in Little Cottonwood canyon frequently during the winter, both at the resorts and in the backcountry. The travel situation is a nightmare as it currently exists, and I agree that something should be done. **(32.1.4A)** I think that increasing buses (every five minutes sounds wonderful), increasing parking at the bottom of the canyon drastically, and closing the roads to personal vehicles during peak hours would be the best option, without widening the roads. **(32.2.2B)** I oppose the gondola due to the impact on the views and because it will not increase non-car access for those who access the backcountry. **(32.17A, 32.4G, and 32.2.4A)** On a bus, I can signal for it to stop at a trailhead. **(32.2.6.3C)** On a gondola, I can't. The buses are more flexible, have less of a permanent impact on the environment/views, and are cheaper.

COMMENT #: 9405
DATE: 9/1/21 2:05 PM
SOURCE: Website
NAME: Ian Hill

COMMENT:

Upon further consideration I would like to withdraw my previous vote of support for the gondola in lieu of a vote of support for the enhanced bus service. **(32.2.9N, 32.2.9E, and 32.2.9A)**
Thank you

COMMENT #: 9406
DATE: 9/1/21 2:05 PM
SOURCE: Website
NAME: Adison Christianssn

COMMENT:

Please do not build the gondola or widen the road. **(32.2.9E and 32.2.9C)** Both options will interfere with the natural beauty of the canyon and only serve to enrich private companies. **(32.17A, 32.17B, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I believe there is a better solution out there. **(32.2.9PP)** Please please please do not do this.

COMMENT #: 9407
DATE: 9/1/21 2:05 PM
SOURCE: Email
NAME: Nick Pompa

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Nick Pompa
Salt Lake City, UT

COMMENT #: 9408
DATE: 9/1/21 2:05 PM
SOURCE: Email
NAME: Dogan Ozkan

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Dogan Ozkan
Fairbanks, AK

COMMENT #: 9409
DATE: 9/1/21 2:06 PM
SOURCE: Website
NAME: Graham Garland

COMMENT:

A gondola would ruin LCC all for the sake of two resorts. Building a gondola would be nothing short of criminal. (32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)

COMMENT #: 9410
DATE: 9/1/21 2:06 PM
SOURCE: Website
NAME: Jonathan Cohen

COMMENT:

I am against the gondola option first and foremost. **(32.2.9E)** It will forever change the scenery of LCC and does not guarantee to reduce congestion in the canyon. **(32.17A, 32.7B, and 32.7C)** Expanding the canyon road will not guarantee this either, and it will destroy a huge amount of the natural resource and access for climbers and outdoor enthusiasts, like myself. **(32.2.9C, 32.7B, 32.7C, 32.4A, and 32.4I)** There are currently no incentives for people to carpool or use the existing bus service. Creating a solution based on incentivizing those two options could greatly reduce traffic without taking destructive and irreversible approaches. **(32.2.4A and 32.2.9A)**

COMMENT #: 9411
DATE: 9/1/21 2:06 PM
SOURCE: Website
NAME: Kathryn Ladig

COMMENT:

The gondola seems like a massive folly undertaken only for the enjoyment of engineers. **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** It does not offer access to backcountry skiing/hiking locations, it WILL break down and have mechanical issues, it will require a massive and specialized staff, it will cause harm to the environment, it will cost massive sums to repair and upkeep. **(32.4G, 32.2.6.5K, 32.4I, 32.13A, and 32.2.7C)** How will you tighten and replace the cable overtime? By shutting down the road?! What are you emergency plans for when the structure breaks and there are miles of cars full of people that need to be evacuated over hazardous terrain? **(32.2.6.5K)** Please consider increased busing and/or a train prior to this suspended catastrophe. **(32.2.9A or 32.2.9F)**

COMMENT #: 9412
DATE: 9/1/21 2:06 PM
SOURCE: Website
NAME: Franz Hebl

COMMENT:

Good afternoon. I am writing in opposition to the Gondola B alternative. I am a skier who averages 40-50 days of skiing every year. I use the mountains and the canyons multiple times a week during the winter. The bottom line is the mountains are full. Adding the capacity to get more people to the resorts will only serve to make lift lines longer and reduce the safety of skiers, with more people on the mountain (collision risk) and more people potentially stuck should a catastrophic event occur (gondolas do fail). **(32.2.9E, 32.20C, and 32.2.6.5K)** Any enhanced transportation plan will not solve the true problem, overcrowding of the canyons. **(32.20B)**

The cottonwood canyons are a crown jewel for Utah. That said, skiing is a sport predominantly pursued by people with means. No plan should move forward that is paid for by the taxpayers and citizens of Utah, most of whom do not ski or snowboard. **(32.2.7A)** Should the ski resorts present a plan to FULLY fund any upgrade to transportation infrastructure, I think it would be the responsibility of the citizens of Utah to consider any such proposal.

Sincerely,
Franz Hebl

COMMENT #: 9413
DATE: 9/1/21 2:06 PM
SOURCE: Website
NAME: Dan Meldrum

COMMENT:

I am now in favor of enhanced bus service with a dedicated bus lane. The buses should be electric so as not to increase pollution. **(32.2.9B and 32.2.6.3F)**

COMMENT #: 9414
DATE: 9/1/21 2:07 PM
SOURCE: Website
NAME: Jack Frazier

COMMENT:

The gondola is a bad option. **(32.2.9E)** It will only work well on powder days. The best option in my opinion would be to get 3 lanes from top to bottom with turnouts or shoulders where available. 2 up and one down. **(32.2.2D and 32.2.2P)** Ideally have it switchable somehow to 2 up 1 down in the morning and it switches to 2 down 1 up at night. **(32.2.2D)** Create multiple incentives to ride the busses (get up earlier) ticket discounts, etc. **(32.2.4A)** And if possible the avalanche sheds in the major problem spots. I can elaborate more, but that would be most logical in my opinion **(32.2.9K)**

COMMENT #: 9415
DATE: 9/1/21 2:07 PM
SOURCE: Email
NAME: Abby Ames

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

COMMENT #: 9416
DATE: 9/1/21 2:08 PM
SOURCE: Website
NAME: Wesley Eads

COMMENT:

I am opposed to the gondola. **(32.2.9E)** It only serves private business in a government project. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** A dedicated bus lane with both summer and winter operations and improved parking facilities allows for greater public service. **(32.2.9B, 32.1.2C, 32.2.6.3C, and 32.2.6.2.1C)**

COMMENT #: 9417
DATE: 9/1/21 2:08 PM
SOURCE: Website
NAME: Seth Blanchard

COMMENT:

I'm very disappointed in the proposal to install gondolas that only enhance ski access while destroying critical climbing and hiking areas. What a waste. (32.2.9E, 32.4B, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)

COMMENT #: 9418
DATE: 9/1/21 2:08 PM
SOURCE: Website
NAME: Jarom Allen

COMMENT:

Both a gondola and expanding the road up LCC are bad ideas **(32.2.9E and 32.2.9C)**. First, why should the taxpayers subsidize the ski resorts? **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Second, less destructive methods exist to solve the problem. **(32.2.2PP and 32.2.9A)** LCC is a priceless piece of Utah and should be protected. Less invasive and cheaper methods exist and should be explored first. **(32.2.2PP, 32.29G and 32.29R)**

COMMENT #: 9419
DATE: 9/1/21 2:08 PM
SOURCE: Website
NAME: Kevin Wise

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. **(3.2.2.9C, 32.2.9E, 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)**

Read from SLCA's Justice, Equity, Diversity, and Inclusion (JEDI) Committee how UDOT's proposals perpetuate environmental marginalization and injustice in the Wasatch Front. **(32.5A)**

COMMENT #: 9420
DATE: 9/1/21 2:08 PM
SOURCE: Website
NAME: Derek Larsen

COMMENT:

I am an active user of both BCC and LCC for hiking, snowshoeing and rock climbing. I am strongly urging you to consider options which support the MOUNTAIN and not just a particular industry. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** There are less costly alternatives that we need to explore so that those of us who are not skiers have options to get to the favorite places we enjoy without destroying some of the incredible world class rock climbing that is found in LCC. **(32.2.2PP, 32.2.9A, 32.4A, and 32.4B)** Both of the selected options would wipe out a significant number of climbing areas and would favor the resorts over other activities. Please consider additional options before committing tax payers to pay for one of these two options which clearly aren't the best options for the health of the MOUNTAIN. **(32.2.2PP)** Sure they help the resorts. Resorts are users, just like climbers and shouldn't be given preferential treatment to meet their demands. **(32.1.2B and 32.1.2D)** Especially given global warming, I am sure we can be more inclusive in our options for the future of our majestic canyons. **(32.2.2E)**

COMMENT #: 9421
DATE: 9/1/21 2:09 PM
SOURCE: Email
NAME: Dasha Puchkovsky

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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 native Utahn, this is atrocious. Our canyons will be ruined with this gondola, and eyesore parking lots will be scattered all over to access the gondola. **(32.2.9E, 32.17A, and 32.2.6.2.1C)** There are thousands of people who do not even ski and use the canyons for hiking, photography, meditation, and building this gondola, to only serve a group of people 4 months out of the year, that has other solutions is completely unfair to everyone else in the community. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Sincerely,
Dasha Puchkovsky
Midvale, UT

COMMENT #: 9422
DATE: 9/1/21 2:10 PM
SOURCE: Website
NAME: Justin Brown

COMMENT:

We have less of a transportation problem in LCC and more of a "too many people trying to cram into the top of LCC" problem. **(32.20B)** I see this as a property owner (who is affected by the traffic). I'm not a fan of either of these two options, but by far the WORSE option is the gondola. **(32.2.9C and 32.2.9E)** It's just a boondoggle to provide Alta and Snowbird corporations the ability to further overcrowd their mountains at taxpayer expense. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** We need to be able to spread people out throughout the canyon, and a gondola doesn't do that. Please no gondola.

COMMENT #: 9423
DATE: 9/1/21 2:10 PM
SOURCE: Website
NAME: M M

COMMENT:

A gondola will be more eco-friendly and weather-proof, and will better serve the community's needs. It also allows for any future social distancing needs more efficiently than busses, and requires fewer staff to operate. **(32.2.9D)**

COMMENT #: 9424
DATE: 9/1/21 2:10 PM
SOURCE: Website
NAME: Andrew Worsham

COMMENT:

Before making drastic changes to the canyon that would only serve private enterprises such as the ski resorts and contractors, please consider making a more fiscally reasonable choice. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Increased Bus Service stands to benefit all, as well as create more bus resources year round for SLC's infrastructure. **(32.2.9A, 32.1.2C, and 32.2.6.3C)** Do not widen the road or build a gondola. **(32.2.9C and 32.2.9E)** The gondola is not a reasonable solution to this in any regards. Widening the road is a highly impactful action that also is not necessary. Creating incentives for citizens to take mass transit (a la buses) to their destinations in LCC will reduce the traffic. **(32.2.4A)** A gondola will just be something traffic will sit underneath in the canyon instead. **(32.7C)**

COMMENT #: 9425
DATE: 9/1/21 2:10 PM
SOURCE: Website
NAME: Turner Petersen

COMMENT:

As a local to the LCC ski community, I would like to discuss why I think a Gondola is NOT the answer to change in Little Cottonwood Canyon. **(32.2.9E)**. I know that the EIS plan is about environmental impact and yes, a Gondola would take a few cars off of the road. However, A gondola will only pump more people up to Snowbird and Alta. Last year on weekends, the ski experience was so miserable on weekends that I just stopped going. **(32.20C)** I also think that even with a gondola, the same amount of people will continue to drive up, therefore making the pollution the same and the ski experience worse. **(32.2.4A and 32.7C)** I urge UDOT to evaluate the bus lane and rail options before using tax payer dollars to facilitate a negative ski experience, and more people in our already overworked canyon. **(32.2.9B or 32.2.9F)** Finally, I would rather my tax dollars not go to for-profit organizations such as Snowbird and Alta. **(32.2.7A)**
Say No to the Gondola.
TKP

COMMENT #: 9426
DATE: 9/1/21 2:10 PM
SOURCE: Email
NAME: Alexis 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)**
- 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 Cook
Provo, UT

COMMENT #: 9427
DATE: 9/1/21 2:10 PM
SOURCE: Email
NAME: Robert Anderson

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

COMMENT #: 9428
DATE: 9/1/21 2:10 PM
SOURCE: Email
NAME: Hollie 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)**
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Sincerely,
Hollie Mason
Salt Lake City, UT

COMMENT #: 9429
DATE: 9/1/21 2:10 PM
SOURCE: Email
NAME: Aidan Anderson

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Aidan Anderson
Holladay, UT

COMMENT #: 9430
DATE: 9/1/21 2:11 PM
SOURCE: Website
NAME: John Humphreys

COMMENT:

A gondola will not fix systemic overcrowding of a resource. If they can't run a Gondala efficiently at the resorts what makes anyone think it'll be effecient or time effective getting to it? **(32.2.9E and 32.20C)**

COMMENT #: 9431
DATE: 9/1/21 2:11 PM
SOURCE: Email
NAME: Payton Dall

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

COMMENT #: 9432
DATE: 9/1/21 2:12 PM
SOURCE: Website
NAME: Leah Ravitz

COMMENT:

I think a gondola is an excellent idea. As a resident of cottonwood heights I would like to see a decrease in traffic in my favorite canyon **(32.2.9D)**

COMMENT #: 9433
DATE: 9/1/21 2:13 PM
SOURCE: Website
NAME: Charles Petersen

COMMENT:

As some one that use the canyon a lot during the summer and winter I love the idea of the Gondola. I will keep more people off the road, and I don't like the idea of widening the road. I believe that it will do more damage to the canyon than the Gondola. **(32.2.9D and 32.2.9C)** Thanks

COMMENT #: 9434
DATE: 9/1/21 2:13 PM
SOURCE: Website
NAME: Mario Morante

COMMENT:

Please preserve the land and find an alternative solution. **(32.2.2PP and 32.29G)**

COMMENT #: 9435
DATE: 9/1/21 2:13 PM
SOURCE: Website
NAME: Adam Comey

COMMENT:

The gondola is the right long term solution. Need to move away from the passenger car and related roadways as the only solution. **(32.2.9D)**

COMMENT #: 9436
DATE: 9/1/21 2:13 PM
SOURCE: Website
NAME: Matthew Fultz

COMMENT:

I've been rock climbing in Little Cottonwood Canyon for 10+ years. It would be so heartbreaking and such a loss of history to be passed down to my children if we lose such iconic and beautiful boulders a whole community has grown up climbing on. **(32.4A and 32.4B)** Please reconsider this proposal!
(32.2.9G or 32.2.9PP)

COMMENT #: 9437
DATE: 9/1/21 2:13 PM
SOURCE: Email
NAME: Halley Bruno

COMMENT:

Dear Utah Department of Transportation (UDOT),

I was born and raised in Utah, I live at the mouth of big and little cottonwood canyon. My voice matters and I would like to comment that I DO NOT want to see a gondola installed in our canyon. We don't need more metal and concrete in our wilderness, just leave it be please. Globalization has a goal of destroying natures perfection for ease and comfort. Please don't do this. Please NO gondola. **(32.2.9E and 32.4I)**

Sincerely,
Halley Bruno
Salt Lake City UT, UT

COMMENT #: 9438
DATE: 9/1/21 2:14 PM
SOURCE: Website
NAME: Adelaide Slack

COMMENT:

I am in favor of enhanced bus service up Little Cottonwood Canyon rather than the proposed gondola. **(32.2.9A and 32.2.9E)**. I do not feel that the gondola will serve all the users of LCC, and as tax-payers dollars are at work with this project please use them to serve all tax-paying individuals. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. Thank you for the thorough analysis and proposals and opportunity for public comment.

COMMENT #: 9439
DATE: 9/1/21 2:14 PM
SOURCE: Website
NAME: Harrison Nye

COMMENT:

The gondola could be a good solution, but to the average person it will take away from the scenic beauty and draw of the canyon. **(32.2.9E and 32.17A)**. There hasn't been enough time to effectively study enhanced buses. **(32.2.9A and 32.29R)**

COMMENT #: 9440
DATE: 9/1/21 2:14 PM
SOURCE: Website
NAME: Sheryl Facktor

COMMENT:

Think the LCC gondola is a great idea and should also be introduced in BCC as well (**32.2.9D, 32.1.1A, and 32.2.2Q**)

COMMENT #: 9441
DATE: 9/1/21 2:14 PM
SOURCE: Email
NAME: Brett Glasheen

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 Glasheen
Salt Lake City, UT

COMMENT #: 9442
DATE: 9/1/21 2:15 PM
SOURCE: Website
NAME: Nathan Simpson

COMMENT:

I am against building a gondola in LCC. **(32.2.9E)** Tax payer money should not fund a project that only helps people go to and from private businesses. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I believe that we should implement alternatives (tolling, increased bus service, lane-widening) that benefit all canyon users, not just those going to ski resorts. **(32.2.4A, 32.2.9B, 32.1.2C, and 32.2.6.2C))**

COMMENT #: 9443
DATE: 9/1/21 2:15 PM
SOURCE: Website
NAME: Felicia Olivera

COMMENT:

Why not start with solutions that are less expensive and flexible? Much can be done with bus service to make it more appealing/usable/efficient and it would be a fraction of the cost of current options on the table.

- Bus service could be reasonably customized to match different needs at different times of year.

(32.1.2C and 32.1.2B)

- There are many ways to incentivize bus use over cars. **(32.2.4A)**

- Over time, the fleet could be replaced with electric buses for even more improved (lower) environmental impact. **(32.2.6.3F)**

Avalanche sheds and an extra lane (designated bus when needed) on the canyon road would certainly improve safety and traffic flow and these could also be longer-term improvements. **(32.2.9K and 32.2.9B)** But improvements can be made now and there is no reason not to start with what we've got. **(32.2.9R)**

COMMENT #: 9444
DATE: 9/1/21 2:15 PM
SOURCE: Email
NAME: Suzanne Stensaas

COMMENT:

Dear Utah Department of Transportation (UDOT),

I DO NOT FAVOR THE GONDOLA FOR MANY REASONS OTHERS HAVE STATED. **(32.2.9E)** WE NEED GOOD bus service and plenty of park and ride spaces. We need to improve the road but with minimal possible visual and road cuts. **(32.2.9A and 32.2.6.2.1C)**

One of my main concerns is that the decisions are made for the ski industry, but i think if you count year round use there are more people using canyons and not paying lift prices as ski industry customers. **(32.1.2D and 32.1.2C)** With the pandemic the canyons are more important and used even more. It is about the only healthy place and the Wasatch front population is expanding.

Given the multiple uses of the canyon we need buses that take us to all the trailheads in both canyons starting with LCC. **(32.1.1A and 32.2.6.3C)** We need all year and all days of the week. **(32.1.2C)** It needs to be affordable. Perhaps in winter there could be an express bus to the resorts and local bus for cross country, micro-spikers, snowshoers all along the road where people currently park. There needs to be parking at some of these places too. **(32.1.2C, 32.2.6.3C, 32.2.6.3N, and 32.2.6.2.1C)**

Millcreek has done a great job improving access and facilities with a modest fee. Why cant we do the same in LCC? **(32.2.4A)**

I use the Wasatch and hike regularly 2 days-a-week year round. I picnic 5 times a year, camp 6 days a year and ski at Alta 5 days a year. My use is not resort oriented. I use the canyons for the beauty and my sanity and healthy. Many others i know do the same. **(32.4I)**

This is an incredibly important decision of lasting import. Bus is the only option and it must be done carefully with all parties at the table. **(32.2.9A)**

Sincerely,
suzanne Stensaas
Salt Lake City, UT

COMMENT #: 9445
DATE: 9/1/21 2:16 PM
SOURCE: Website
NAME: Jerry Garcia

COMMENT:

Gondola (32.2.9D)

COMMENT #: 9446
DATE: 9/1/21 2:16 PM
SOURCE: Website
NAME: Ian Thomas

COMMENT:

Please restrain from further development in LCC in the short term. I am pro-development and understand the situation in LCC needs to be addressed. But how many days per year is there truly a crisis? 10-15? **(32.1.4D)** The two solutions presented here do not convincingly solve the issue of overcrowding on those few days, and they risk considerable harm to the LCC watershed and the beauty we all seek to enjoy. **(32.2.9C, 32.2.9E, 32.20A, 32.20C, 32.12A, 32.12B, 32.17A, and 32.17B)**

Focus on short term solutions to limiting traffic in the canyons: buses, carpooling, traction law enforcement. Do not expand the road; limit cars, especially single riders. **(32.29R, 32.2.9A, 32.2.4A, and 32.2.2M)**

Development is necessary to address the challenges at play here but the two solutions DO NOT show a certainty of success, at considerable cost to taxpayers, for the benefit of private resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Step back, consider short term solutions, and reassess larger, long term ideas in the next couple years. These two proposals simply do not appear worthwhile. **(32.29R)**

Thank you.

COMMENT #: 9447
DATE: 9/1/21 2:17 PM
SOURCE: Website
NAME: Jesse Splan

COMMENT:

I think a gondola is not a feasible or sustainable solution for Little Cottonwood Canyon. **(32.2.9E)**

COMMENT #: 9448
DATE: 9/1/21 2:17 PM
SOURCE: Website
NAME: Ian Woulfe

COMMENT:

I am in support of expanding bus service. I am not in support of the gondola because it does not support all users of LLC. (32.2.9A, 32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)

COMMENT #: 9449
DATE: 9/1/21 2:17 PM
SOURCE: Website
NAME: Jessica Stengel

COMMENT:

It is always a luxury to have options and much time has been devoted to finding options for unmanageable traffic situations, often coupled with highly dangerous weather conditions. The gondola seems like an unsustainable, unjustifiably expensive, and short-lived gimmick. **(32.2.9E)** This seems like a marketing ploy rather than a legitimately functional and truly viable option. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. Bus routes, instead, provide greater access to a greater number of people, offer year-round possibilities, and utilize what will have to happen anyway - widening roads. Bus routes, as proposed, seem to allow for the most flexibility for the users/skiers/passengers without utterly eviscerating personal freedom/flexibility. One of the greatest joys of living on the Wasatch front is a morning of skiing and then into the office in the afternoon. Buses seem to keep that luxury alive. **(32.2.9A, 32.1.2C, and 32.2.6.3C)**

Additionally, a gondola will not work for anyone afraid of heights or who is claustrophobic. (Yes, it perhaps seems inconsistent that someone afraid of heights would want access to the resorts/lifts yet not be able to ride a gondola. However, I know several folks like this - they can tolerate a ski lift but anything else sends them into various states of decomposition.)

More practically, buses also allow for quick stops in the event of emergencies - and will allow emergency responders easy/unimpeded access. A gondola simply does not provide the same. **(32.2.6.5D)** Be it someone who gets motion sick or someone who suffers a cardiac event or something else - on the gondola, that person is stuck, as are their fellow passengers. On a bus? It's easy to pull over and provide care (without jeopardizing health or safety or well-being of passengers).

I appreciate the time, energy, and consideration devoted to finding sustainable, long-term solutions to the traffic/population woes in Little Cottonwood. The bus, by far, seems like a better and realistic option. **(32.2.9A)**

COMMENT #: 9450
DATE: 9/1/21 2:17 PM
SOURCE: Website
NAME: Steven Rokeach

COMMENT:

I am opposed to the proposals put forth. **(32.2.9C and 32.2.9E)** The gondola is a bad idea due to expense, interference with the beauty of the canyon and lack of convenience. **(32.2.4A, 32.2.7C, and 32.17A)**. I am strongly in favor of tolling the road and charging for parking. **(32.2.2Y and 32.2.2K)**
Please do not build an 10+mile gondola.
Steven Rokeach

COMMENT #: 9451
DATE: 9/1/21 2:17 PM
SOURCE: Email
NAME: Ellise Shuman

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Ellise Shuman
Salt Lake City, UT

COMMENT #: 9452
DATE: 9/1/21 2:17 PM
SOURCE: Email
NAME: Brody Leven

COMMENT:

Dear Utah Department of Transportation (UDOT),

I moved here from across the country 15 years ago. I started and run a business here. I employ people here. And I will follow so many others in leaving if there is literally a gondola put up the canyon that I moved here for. **(32.2.9E)**

I'm currently reading a book about the history of the Wasatch called "the lady in the ore bucket". I recommend it.

The carrying capacity is unknown in LCC. So many of us think it's already been passed. **(32.20B)** We don't need to usher more people up the mountain, to private resorts, on the public dime. **(32.1.2B and 32.20C)** The damage it will permanently cause to pristine nature is absolutely untenable. **(32.4I)** The cost, maintenance, moving capacity, is all the same with busses. But busses also cause less damage, take more time, and have the ability to go to the places OTHER THAN THE SKI RESORTS. **(32.1.2C and 32.2.6.3C)** I work in an industry where none of us go to the resorts yet drive up the canyon every single day. This will not help that at all. Bussing is the only viable and honest solution here. This is so sad. We will be forced to take our businesses somewhere where folks care about nature more than money. **(32.2.9A and 32.2.6.5D)**

Sincerely,
Brody Leven
SLC, UT

COMMENT #: 9453
DATE: 9/1/21 2:18 PM
SOURCE: Website
NAME: Eric Coley

COMMENT:

Please choose the least destructive option possible for LCC transportation. **(32.29G)** The climbing that would be affected is very meaningful to myself and a lot of others. **(32.4A and 32.4B)** Those areas have introduced so many people to the sport of climbing and would be a devastating permanent loss.

COMMENT #: 9454
DATE: 9/1/21 2:18 PM
SOURCE: Email
NAME: Valere McFarland

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Valere McFarland
Ogden, UT

COMMENT #: 9455
DATE: 9/1/21 2:19 PM
SOURCE: Website
NAME: John O Stinson

COMMENT:

go Gondola , not bus **(32.2.9D and 32.2.9C)**

COMMENT #: 9456
DATE: 9/1/21 2:21 PM
SOURCE: Website
NAME: T Neff

COMMENT:

There's too much traffic and pollution in Little Cottonwood Canyon & getting worse. I like the idea of the gondola, but am concerned about the cost and the means by which to transport those in wheelchairs or other needs. **(32.2.9D, 32.2.6.5D, and 32.2.6M)**

Thanks

COMMENT #: 9457
DATE: 9/1/21 2:21 PM
SOURCE: Website
NAME: Danielle Poirier

COMMENT:

Dear UDOT,

I applaud your efforts to tackle this large, complicated, and daunting issue. As a 17 year resident of Utah, residing in the Wasatch Back and Front, I have witness the growth and change in these mountains. I value these mountains for their environmental, recreation, and economic values. As a climber, skier (resort and backcountry), trail runner, and hiker, I frequent these mountains all year round. Having built a career in the outdoor industry, I know PROTECTING NOT FURTHER DEVELOPING these mountains has immense economic value as well- value that extends beyond two private companies (Alta and Snowbird) and shares the outdoor recreation love with other local companies such as Voile, Backcountry, and the countless other business that benefit from being located next to world-class climbing and backcountry skiing. Let's not forget to mention this canyon is the delicate watershed for a growing population. These mountains are quite literally life-giving and we all know action must be taken to ensure their visitation (and exploitation) does not become their demise.

I, and many other long term Wasatch citizens, have taken for granted being able to access these mountains and park more or less where we please for years. Up until the past three years (yes, years- not just winters) the explosive use and demand for recreation in these mountains has become painful apparent. **(32.1.2C)** I, like many others, have come to terms that this era in the Wasatch has come to an end. I am willing and eager to adopt and SOLUTION that will improve mobility, reliability, and safety for all users. **(32.1.4A)** However the current two proposals UDOT is moving forward with will fail to solve this pain point (for reasons I will outline in this comment) and as the current EIS stands, it is incomplete. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

While I understand Utah is a very development-oriented state, I believe we need to tread lightly and be extremely strategic with WHERE and WHAT we are developing rather than building just for the sake of building. **(32.1.2B)** With the lack of details, concrete commitments, and answers to many important factors in this EIS, I fear moving forward with either of the two proposals will be a massive development in our watershed that is largely motivated my the development-mindset and speculative "data" rather than non-bias and thorough data. We "cannot move forward with either proposal because of these important unanswered questions **(32.2.9C and 32.2.9E)**

- What happened to tolling and why can't it be implemented now? The Utah state legislature allocated >\$60M to help improve traffic in LCC, including studying the concept of tolling personal vehicles, yet that is not being proposed as a solution that can be implemented in the near term, despite tolling being a clear tool to limit car use. **(32.2.2Y and 32.2.4A)**

* What can be done next season and the one after that, rather than focusing on 2030 and 2050?
(32.2.29R)

* What will the costs be to ride the gondola/train? And who will operate them? Exorbitant fees are the opposite of disincentivizing personal vehicle use. **(32.2.4A and 32.2.6I)**

* What would a dramatic influx of \$ do to streamlining the UTA bus system? **(32.2.9A and 32.2.6.5N)**

* Why is there so much reluctance to do a comprehensive capacity study for the canyon? The train and gondola as proposed will be adding more people to the canyon; is the capacity of the canyon unlimited or do we need to do the hard work of determining how many people can realistically be in LCC at one time. Ignored or unmanaged, WBA is concerned increasing the number of people in LCC (capacity) will lead to new pressures to more development in LCC - and even ski resort expansion. Despite this being

a critical question, neither UDOT or USFS are willing to address this fundamental question. **(32.20B, 32.20A, 32.20C, and 32.20F)**

* Who will pay for the exorbitant solutions? The two LCC ski resorts are the obvious benefactors of the solutions, with nearly all of the ridership heading to their resorts, yet we have not heard any concrete details about what Snowbird and Alta will contribute financially. Perhaps this is why the resorts are so enthusiastic about these ambitious proposals. **(32.2.7A)**

* Why have there been no efforts to work on creative solutions for bus lanes or directional traffic options? **(32.2.2D and 32.2.9B)**

* WBA has proven on our shuttle days that more, smaller, targeted “vans” are a viable option for both backcountry and resort users; why have these not been discussed as options? **(32.2.2B and 32.2.2I)**

* Why has there been such an exclusive focus on LCC, and not on a more-comprehensive valley-wide transit system that keeps the canyons’ popularity in mind? It seems obvious to everyone except UDOT that whatever changes are put in place for LCC will have a direct impact on Big Cottonwood, yet we continue to hear excuses for why issues and solutions for BCC are not being considered at the same time. **(32.2.2I and 32.1.1A)**

* What is the fate of Wasatch Boulevard? Does turning Wasatch Blvd from a two lane road into a six lane super-highway make any sense, either in terms of safety for local residents or for getting people to the ski areas on a powder day? Are we creating a bigger bottleneck at the canyon mouth? **(32.2.6.2.2A and 32.7B)**

* Why does UDOT bother having people register for its “traction” program if there is no enforcement of it on snowy days? And why are cars with poor tires allowed up the canyons on dry mornings when big storms are forecast for during the day, knowing it will inevitably lead to poor driving conditions that will be made worse by ill-prepared vehicles? Why not simply enforce the traction law from October through May at all times of the day? **(32.2.2M)**

Furthermore the lack of a cohesive regional transit plan that takes into account Wasatch Boulevard, Big Cottonwood Canyon (BCC), LCC, Millcreek, residential users, and commuters should give decision making a pause while we future analyze the impacts. **(32.2.2I)** I am not anti development, however I am against development in Little Cottonwood Canyon and at the bases of both Big and Little. If we must develop, development should take in the valley and utilize existing infrastructure in the canyons. We must avoid the development-minding thinking that has plague and failed the colonial American West. To put it in perspective, these solutions are looking at improving mobility for a chunk of “peak travel” periods - essentially 30+/- days out of the entire year (winter weekends and big storm days). Is it worth permanently altering the canyon for 30 days per year? **(32.1.2B and 32.1.4D)**

I am not advocating that UDOT should do nothing. UDOT has missed a crucial step of first using our existing infrastructure and putting allocated resources (half a billion dollars) towards developing a better, more robust bus system that is truly integrated across the valley rather than at the mouths of the two canyons. **(32.2.2I)**

While there are aspects of the proposals that might work, UDOT needs to steps back and present a solution that:

* Is a comprehensive regional transit plan that includes all of the Wasatch Front (not just LCC); **(32.2.2I)**

* Transit Mobility encouraged from neighborhoods (we’re concerned with bringing congestion to base of canyons); **(32.2.2I)**

* A real effort with adequate funding to explore enhanced busing solutions that can be implemented next season; **(32.2.29R and 32.2.7C)**

* A plan that addresses transit while also considering the capacity of the canyons and how to protect and preserve the natural environment that makes them so special;**(32.20B and 32.2.29G)**

* And a plan that can be implemented in the near future, addressing immediate problems - with an eye for the future. **(32.2.29R)**

Without concrete steps to limit single-use drivers, any alternative will fail. UDOT has failed to first put in place the following measures to improve reliability, mobility and safety before developing: ,

- 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)**

UDOT has also failed to take into equal consideration the impacts of proposed alternative on other stakeholders aside from Snowbird, Alta and the developers. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The two proposed alternative will negatively impact rock climbers, backcountry skiers, and other dispersed users who cannot afford or chose not to visit the two private business in this canyon. **(32.4A, 32.4B, 32.4G, 32.4I, and 32.4P)** I ask that UDOT revisits these impacts of the boarder community before moving forward. Thank you for your efforts and taking the time to listen.

Danielle Poirier

COMMENT #: 9458
DATE: 9/1/21 2:21 PM
SOURCE: Email
NAME: Matt Gossett

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Matt Gossett
Portland, OR

COMMENT #: 9459
DATE: 9/1/21 2:22 PM
SOURCE: Website
NAME: Karen Kelley

COMMENT:

As a retired physician and former employee at the Snowbird Ski Resort clinic, as well as season pass holder, I must voice my opposition to the Gondola proposal. **(32.2.9E)** Little Cottonwood Canyon is a limited and valuable resource for outdoor recreation, and we must address the potential overuse of this canyon, not only in winter months, but with the year round use that has only been exacerbated by the pandemic and many more people “discovering” the convenient outdoor activities that abound. **(32.20B and 32.1.2C)** Before spending massive tax payer funds for either proposal, more cost effective strategies for travel in the canyons must be explored. **(32.2.2PP and 32.29R)** I count myself fortunate to have skied (both resort and back-country), hiked, climbed (both rock and ice) snow-shoed, and biked in the canyon for 45 years. I would love to see simple expanded bus service, with buses that stop at popular areas along the canyon, that is provided year round. **(32.2.9A, 32.1.2C, and 32.2.6.3C)** Incentives to encourage utilization of buses could include a pass/toll system to drive up the canyon, and well as to park. **(32.2.4A and 32.2.6.2.1C)** Millcreek canyon has successfully engaged in a toll booth/pass system, and ski resorts in Big Cottonwood are exploring paid parking options. I believe the simple enhanced bus service that has been left off the final two choices is an option that has not been effectively trialed. Touting the gondola system as an option that would by-pass avalanche concerns is simply not accurate. When avalanche danger is high, the resorts themselves face limitations and interlodge prohibits skiing during those times. **(32.2.6.5H)** Avalanche snow sheds also would not help alleviate those conditions. **(32.7A)** High winds would also affect the gondola. **(32.2.6.5K)** Please consider other users than resort skiers, as well as resort skiers who also appreciate the unique nature of LCC, utilizing opportunities year round, and respecting when the choice may just be patience for the whims of weather. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Companies and individuals relocating to Utah list the outdoor opportunities as one of the main reasons for choosing our state. Let’s preserve those experiences for them and future generations, and limit forever altering our landscapes without a full evaluation of alternatives **(32.29G)**.

Thank you for your time and consideration,
Karen Kelley, MD

COMMENT #: 9460
DATE: 9/1/21 2:22 PM
SOURCE: Website
NAME: Richard Sullivan

COMMENT:

I am strongly opposed to the proposed gondola for LCC. (32.2.9E) I am in favor of a cog railway with snow sheds as my first choice to choice mitigate traffic (32.2.9F and 32.2.9K) related problems in LCC, and I believe adding another dedicated (bus) lane (up in the am and down in the pm) and vastly inceasing UTA bus service, eventually replacing diesel with all electric buses is better for the environment (32.2.2D and 32.2.6.3F)

COMMENT #: 9461
DATE: 9/1/21 2:22 PM
SOURCE: Website
NAME: Schuyler Ransohoff

COMMENT:

Gondola is the best plan moving forward. I have heard a lot of anti gondola rhetoric but those folks don't present a better alternative. They just want to go back in time 30 years. **(32.2.9D)**

COMMENT #: 9462
DATE: 9/1/21 2:22 PM
SOURCE: Email
NAME: Natalee Good

COMMENT:

Dear Utah Department of Transportation (UDOT),

Hello,

I am sharing and reaching out because I grew up at the mouth of Big Cottonwood Canyon and spent so much of my childhood in between Little and Big Cottonwood 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)**.

Please, consider alternatives as purposed.

Best,
Natalee

Sincerely,
Natalee Good
Clearfield, UT

COMMENT #: 9463
DATE: 9/1/21 2:23 PM
SOURCE: Website
NAME: Michael Walker

COMMENT:

I'm a skier. This is the best option by far **(32.29D)**

COMMENT #: 9464
DATE: 9/1/21 2:23 PM
SOURCE: Email
NAME: Mary Hill

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

COMMENT #: 9465
DATE: 9/1/21 2:24 PM
SOURCE: Website
NAME: Stan Pitcher

COMMENT:

Hello, I may already submitted a comment early on but just in case I will submit another. I moved to Utah in 1986 and have made many trips up and down both LCC and BCC. Its amazing how things have changed over those years. Not just in the canyon but in the valley as well. There are so many people now looking for respite in the canyons, not just at the ski areas in winter but everywhere at all times of year. Its obvious at this point that the canyons have reached their carrying capacity. The solution chosen must limit the number of people in the canyons. **(32.20B)** The tram is a ridiculous idea, it only serves the resorts and would be an incredibly ugly eyesore in one of the most beautiful canyons in the country. **(32.17A, 32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I really think the solution lies in the majority of folks being required to take buses and limiting the number of cars allowed in the canyon. **(32.2.9A, 32.2.2L, and 32.2.4A)** This could be done now without road modifications. See how this might work in both big and little before adding another lane. **(32.1.1A and 32.2.9A)** I really think the long term solution involves rail to Park City and then tunnels to Brighton and Alta. Its expensive but the right thing to do. **(32.2.2N and 32.2.2Q)**

COMMENT #: 9466
DATE: 9/1/21 2:24 PM
SOURCE: Email
NAME: Jessica 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,
Jessica Jensen
Salt Lake City, UT

COMMENT #: 9467
DATE: 9/1/21 2:24 PM
SOURCE: Email
NAME: Taylor Sanderson

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,
Taylor Sanderson
North Salt Lake, UT

COMMENT #: 9468
DATE: 9/1/21 2:25 PM
SOURCE: Website
NAME: Steve Lowder

COMMENT:

I think expanding the road and either using trax lines or the bus is the better option. **(32.2.9F or 32.2.9B)** We already have busses that are not being used on the weekend during peak demand and you can pick them up along the way without having to transfer from your car to bus to then gondola. **(32.2.2I)** My personal opinion would be trax cars. They don't slip of the road and can carry way more people from all over the valley. **(32.2.9F and 3.2.2I)** This would also help with big cottonwood canyon as well and wasatch to 215. That has become a disaster in powder days. Red snake for miles! **(32.7C)**

COMMENT #: 9469
DATE: 9/1/21 2:25 PM
SOURCE: Website
NAME: Mike McMahon

COMMENT:

After reviewing the draft EIS, the gondola option is the clear choice. The gondola option increases canyon access while minimizing land and watershed disturbance. **(32.2.9D and 32.12A)**

A multi-level parking structure and base station at LaCaille lowers inner-canyon traffic and allows for operation in inclement weather. **(32.2.6.5K)**

Of the two final options, the gondola option is preferable.

COMMENT #: 9470
DATE: 9/1/21 2:25 PM
SOURCE: Website
NAME: Scott Carr

COMMENT:

I feel that the use of gondolas for civic transportation have proven successful around the world at benchmark mountain resort areas. My experience with the UDOT Cottonwood bus has been terrible versus the positive experiences had in, for example, the Telluride Gondola. Therefore, It is my opinion that the expansion of an unpleasant mood of transport and necessary physical canyon alterations for the road proposed will degrade the experience in Cotton canyon. **(32.2.9C, 32.4I, and 3.2.9D)**

COMMENT #: 9471
DATE: 9/1/21 2:25 PM
SOURCE: Website
NAME: Casey Hausman

COMMENT:

The tram is a bad idea, if a better bus system is available it will be used (similar to the bus from the free lot at Jackson hole) it works there it would work here **(32.2.9E and 32.2.9A)**

COMMENT #: 9472
DATE: 9/1/21 2:26 PM
SOURCE: Email
NAME: Chris Connelly

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)**
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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. **(32.2.0A, 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.

Dear Utah Department of Transportation,

I've spent years of my life in LCC throughout every season of the year. Before we jump straight into permanently changing the landscape of the canyon, we need to give some of the proposed alternatives to the gondola a real chance. **(32.2.9E and 32.2.9R)** Whether that be increasing the busses going up the canyon or adding tolls for private vehicles. You can't go back easily after you've built gondola towers all the way up the canyon. **(32.2.9A)**

Chris

Sincerely,
Chris Connelly
Draper, UT

COMMENT #: 9473
DATE: 9/1/21 2:27 PM
SOURCE: Website
NAME: John Schuhmacher

COMMENT:

We dont need another tourist attraction. Avalanche control has detroyed so many trees in the canyon and may have done it on purpose to advance the Gondola project. **(32.2.9E and 32.1.2B)** I have never seen this much tree destruction during the 2020 Ski season in all 40 years I have been skiing this canyon. There is no need to force avalanches or you will create more devastation. **(32.1.2B)** In addition, how will this affect my Preferred parking pass? Not in favor of this monstrosity. **(32.2.4A)**

COMMENT #: 9474
DATE: 9/1/21 2:27 PM
SOURCE: Website
NAME: Sara Mantlik

COMMENT:

UDOT has identified two preferred alternatives to address the traffic congestion in LCC.. Road widening for a bus shoulder lane and a gondola.

Both of these alternatives have significant environmental impact to the beautiful landscape in the canyons. **(32.2.9C, 32.2.9E, 32.17A, and 32.17B)**

Alternatives that physically and permanently alter the landscape should only be considered after less disruptive approaches have been tried. **(32.2.2PP, 32.2.9A, and 32.29R)**

The strongest alternative with the least environmental impact is to only allow cars into the canyon for residents of alta or workers in the canyon, all other visitors during peak-season need to take the bus. **(32.2.2B)** The additional buses that are added to support the canyon traffic in the winter can be re-purposed in the low season to provide better public transportation across salt lake county.

COMMENT #: 9475
DATE: 9/1/21 2:27 PM
SOURCE: Website
NAME: Audrey Dufel

COMMENT:

I am very much against the LCC Gondola debacle. **(32.2.9E)** There is a road. Limit car access and provide better bus service. **(32.2.4A and 32.2.9A)** I know its not a money making venture for the people behind the Gondola business but it makes the most sense. **(32.2.7A)**

COMMENT #: 9476
DATE: 9/1/21 2:27 PM
SOURCE: Email
NAME: Jan Ellen Burton

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

COMMENT #: 9477
DATE: 9/1/21 2:27 PM
SOURCE: Email
NAME: Fae Hadlock

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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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Please don't add these gondolas. **(32.2.9E)**

Sincerely,
Fae Hadlock
Salt Lake City, UT

COMMENT #: 9478
DATE: 9/1/21 2:28 PM
SOURCE: Website
NAME: Jim Westover

COMMENT:

Pay to play (congestion pricing that rewards car pooling) or expanded bus service. **(32.2.4A and 32.2.9A)** NO GONDOLA. **(32.2.9E)**

COMMENT #: 9479
DATE: 9/1/21 2:28 PM
SOURCE: Website
NAME: Parker Higgins

COMMENT:

Gondola, especially if it runs earlier in the day before the resorts open! Employees would definitely use it as well. During the winter run it later (like 6am-6pm). **(32.2.9D and 32.2.6.5F)**

COMMENT #: 9480
DATE: 9/1/21 2:28 PM
SOURCE: Email
NAME: George Wanty

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
George Wanty
Salt Lake City, UT

COMMENT #: 9481
DATE: 9/1/21 2:28 PM
SOURCE: Email
NAME: Ethan Conner

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Ethan Conner
Salt lake, UT

COMMENT #: 9482
DATE: 9/1/21 2:29 PM
SOURCE: Website
NAME: Kurtis Olson

COMMENT:

I approve of the gondola **(32.2.9D)**

COMMENT #: 9483
DATE: 9/1/21 2:29 PM
SOURCE: Website
NAME: Dawn Young

COMMENT:

Please reconsider the extended lane or the gondola. **(32.2.9C and 32.2.9E)** These serve only a portion of the people who spend time in the canyons doing activities that they love. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. As a rock climber and a skier, I'm asking that you not create the damage to the boulders that will happen with either of these options. **(32.4A and 32.4B)** There are other options. **(32.2.2PP)** Please consider the impact to the natural landmarks. **(32.29G)**

Thanks you,

Dawn Young

COMMENT #: 9484
DATE: 9/1/21 2:29 PM
SOURCE: Website
NAME: Jackie Wood

COMMENT:

Good Afternoon,

I know this does not count as a vote, but the more voices that are heard and comments received, the more I would hope that alternatives would be considered. I am absolutely against having a gondola be incorporated as a part of LCC. **(32.2.9E)** Though this has the potential to eliminate traffic, there are several outlying details to consider:

1. Just because the gondola is in place, does not mean that individuals are going to use it. Most likely, locals and backcountry skiers are going to want to continue to commute up the canyon. **(32.2.4A)**
2. A gondola detracts from the beauty and unique structure of LCC itself. **(32.4I and 32.17A)** This is something that not only locals, but tourists value dearly- continuing to add more man made structures to the canyon will eventually kill what makes this place so special.

I know one voice does not always matter, but this is something where I know I do not stand alone.

I hope you consider both my concerns and the rest of the communities. **(32.29G)**

Thank you,

Jackie Wood

COMMENT #: 9485
DATE: 9/1/21 2:29 PM
SOURCE: Website
NAME: Anthony Brengosz

COMMENT:

UDOT's two preferred plans for Little Cottonwood Canyon, are both non-starters because they value one form of recreation over others. **(32.2.9C, 32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Little Cottonwood is home to myriad climbing opportunities of national and international historical significance, not to mention being integral to the current rock climbing recreational opportunities available to folks in the Wasatch and who travel here specifically to climb. **(32.4A and 32.4B)** UDOT must seek a new alternative that focuses on traffic mitigation without jeopardizing current recreational opportunities. **(32.2.2PP and 32.2.9A)**

COMMENT #: 9486
DATE: 9/1/21 2:29 PM
SOURCE: Email
NAME: Ryan Wirth

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

COMMENT #: 9487
DATE: 9/1/21 2:30 PM
SOURCE: Website
NAME: Phil Burnah

COMMENT:

I support the Gondola for the future transportation of the cottonwood Canyons. (32.2.9D)

COMMENT #: 9488
DATE: 9/1/21 2:30 PM
SOURCE: Email
NAME: Steven Fuhr

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Steven Fuhr
West Haven, UT

COMMENT #: 9489
DATE: 9/1/21 2:31 PM
SOURCE: Website
NAME: Steffen Thomas

COMMENT:

Howdy,

I am an SLC resident who skis or recreates in the cottonwoods every week. I think Enhanced bus service is the way to go. Obviously the Gondola option is a permanent decision that will forever alter the face of our wilderness. **(32.2.9E and 32.4I)** I also think that it will not provide the congestion relief that we hope for. **(32.1.2D, 32.7B, and 32.7C)** I have a hard time seeing people opting for the gondola when they can still drive up the canyon in their own car. **(32.2.4A)** Seems like the kind of thing where we all want a gondola so that the road opens up not because we actually think we would use the gondola.

I think Enhanced bus service would be really cool. Adding a bus lane so that people in cars could watch the bus fly by them while they're stuck in traffic would pretty quickly have a lot of folks opting for public transit simply because its faster. Widening the road sucks but if it means fewer cars in the canyon and more buses than I think that it would be worth it. **(32.2.9B)**

COMMENT #: 9490
DATE: 9/1/21 2:31 PM
SOURCE: Website
NAME: Brandon Polster

COMMENT:

A gondola is a very bad idea but it actually would need to have stops at each trailhead in the canyon and serve the community for free not just the ski resorts and those ski resorts should pay for it. **(32.2.9E, 32.2.6.5G, 32.2.4A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. Just turn the road into an expensive toll road for the winter to pay for the care of the canyon and to have less traffic. **(32.2.2Y)**

COMMENT #: 9491
DATE: 9/1/21 2:31 PM
SOURCE: Website
NAME: Andrew Grimes

COMMENT:

Please don't put a Gondola in LCC. **(32.2.9E)** As an avid canyon-goer the sight of a gondola would be hugely detrimental to the canyon, and ultimately only serve as a bandaid to a problem that lasts mostly on weekends couple months each year. **(32.17A, 32.4I, 32.7C, and 32.1.4D)** Where will people park for the gondola?? **(32.2.6.5J)** Make that parking and offer more buses. **(32.2.9A)** The buses aren't sufficient right now because there are so few parking spots in the park and ride. **(32.2.6.2.1C)** There must be a more sustainable solution than a Gondola -- PLEASE explore other options. **(32.2.2PP)**

COMMENT #: 9492
DATE: 9/1/21 2:31 PM
SOURCE: Website
NAME: Dawn Hatch

COMMENT:

I prefer the improved bus draft option. **(32.2.9A)** The gondola would destroy the beauty of Little Cottonwood canyon. **(32.2.9E and 32.17A)**. I would however, like all bus service to include racks outside the bus to hold ski and snowboards; with designated spots for each destinations gear.

(32.2.6.3O)

It is difficult for me and my husband with Parkinson's disease to carry and hold skis and other gear inside the bus. It is very difficult for older, and say cancer, or other muscular disorder or handicapped patients who do not have help getting to the slopes in the winter to require that they carry everything in their arms. I would guess that without accommodations for these types of individuals, a lawsuit is inevitable. **(32.2.6M)**

COMMENT #: 9493
DATE: 9/1/21 2:31 PM
SOURCE: Email
NAME: Ethan Burkett

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,
Ethan Burkett
Salt Lake City, UT

COMMENT #: 9494
DATE: 9/1/21 2:31 PM
SOURCE: Email
NAME: John Schwarz

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

COMMENT #: 9495
DATE: 9/1/21 2:32 PM
SOURCE: Website
NAME: Lauren Zimmer

COMMENT:

Putting a gondola up in LCC would be a HUGE detriment to the environment and beauty of LCC. It is absolutely unnecessary!! (32.2.9D, 32.17A, 32.4I, and 32.1.2B)

COMMENT #: 9496
DATE: 9/1/21 2:32 PM
SOURCE: Website
NAME: Trina Sheranian

COMMENT:

“Young men speak about the future because they have no past, and old men speak of the past because they have no future.” Today I sit comfortably between young and old reflecting on my childhood spent frolicking, skipping, swooshing and tumbling through our wild Little Cottonwood Canyon. As a young adult, these mountains were a refuge from my daily to-do's, an escape from the concrete roads, artificial noise and shiny surfaces that assault our senses. Nature's soundtrack washed my soul and renewed my energy. When I married, I moved to the Little Cottonwood mountains to grow my family in a place that has always felt like home. Today, I teach my four children to cherish the majesty that surrounds them; to breath in the pine scented air on a rainy day and to close their eyes to hear the canyon critters that secretly surround them. My teenagers call me when they see “our mountains” bundled in a thin blanket of clouds because they know it's my favorite. This is where my past ends and my future is unknown.

I am writing you today to PLEAD with those of you who love “our mountains” to consider THEIR PURPOSE. **(32.29G)** They are here to provide fresh, clean water to our valley. To protect billions of plants, animals and insects. To graciously give refuge to people who NEED open, unabstructed wilderness for their physical, mental and spiritual health. Little Cottonwood Canyon is woven into family traditions that span generations and I fear that precious thread may be carelessly cut.

Because I live in the heart of this canyon for 20 years, I am well aware of YOUR PURPOSE to keep people moving and safe on its quaint, winding road. I see the frustration, through steamy car windows, of skiers ironically separated from their precious snow because of an avalanche. I also see that nearly every SUV has one single person inside, shaking their heads and cursing all the cars on the road. This is not a problem that our canyon should be forced to solve. **(32.1.2B)** We created this inconvenience and it is our responsibility to solve it. Don't force Little Cottonwood Canyon to serve as a modern day “Giving Tree” because people feel too entitled for the inconvenience of carpooling or taking the bus.

I am opposed to any “solution” that assaults Little Cottonwood Canyon with steel and concrete and plea with you to carefully consider alternatives that benefit the canyon, and its guests. Future generations a depending on your wisdom. **(32.2.9C and 32.2.9E)**

Sincerely,
Trina Sheranian

COMMENT #: 9497
DATE: 9/1/21 2:32 PM
SOURCE: Email
NAME: Alison Mitchell

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Alison Mitchell
Salt Lake City, UT

COMMENT #: 9498
DATE: 9/1/21 2:33 PM
SOURCE: Website
NAME: Meg Chesley

COMMENT:

It is so important to reduce emissions and preserve the canyon. I support the gondola. **(32.2.9D and 32.10A)**

COMMENT #: 9499
DATE: 9/1/21 2:34 PM
SOURCE: Website
NAME: Allen Kenney

COMMENT:

I am in support of the gondola rather than increased bus service. **(32.2.9D and 32.2.9C)**

COMMENT #: 9500
DATE: 9/1/21 2:34 PM
SOURCE: Website
NAME: Spencer Aronstein

COMMENT:

I strongly support the Gondola option in the EIS because I believe that in order for a transit solution to be adopted and relied upon, it has to be a reliable experience. **(32.2.9D)** The current bus routes, as well as an enhanced bus option, are unreliable - it is unknown how long a bus will take to arrive, how long it will be stuck in traffic on the way up or down the canyon, and if the bus will even run at all during times of severe weather. **(32.2.6.3P)**

While the Gondola will often have longer travel times than the bus route, I believe that it will be more effective in generating ridership on the peak days, when it is needed most, because it will be a reliable method of travel - I know I can board at the base at 8 AM and be at Alta at 8:37 AM, vs. boarding a bus that may be there at 8:25 and may be there at 11 AM after sitting in traffic. I'd likely continue to drive with the bus option, while I would choose to ride the Gondola because I know what I'm signing up for, and I believe many other riders will feel the same. **(32.2.4A)**

That said, the capacity of the Gondola should be expanded - given that many 3S gondolas can run 2-3x the capacity of this one that is proposed, there is no reason why this one should not do the same. Eliminating lines on the gondola via higher capacity will allow for more riders to use it and for it to be more effective. **(32.2.6.5N and 32.2.6.5C)**

Finally, I believe more consideration should be given to a complete ban of private vehicles from the canyon, with only winterized busses permitted access. This is a lower impact, lower cost option that will have a more reliable travel time during all but the worst of weather. **(32.2.2L and 32.2.2M)**

Thank you for your consideration.

COMMENT #: 9501
DATE: 9/1/21 2:34 PM
SOURCE: Website
NAME: Kelly Stewart

COMMENT:

I am AGAINST these proposals. **(32.2.9C and 32.2.9E)** They favor a one set of users of the canyon at the expense of the entire tax payer system. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Additionally they destroy parts of the canyon other taxpayers use. **(32.4I)** This is WRONG. Simply increasing bus services (without widening the road) should be the first step to improve canyon conditions. **(32.2.9A and 32.29R)**

COMMENT #: 9502
DATE: 9/1/21 2:34 PM
SOURCE: Website
NAME: Rebecca Pilkerton

COMMENT:

I am strongly opposed to the gondola option for little cottonwood. (32.2.9E) I feel this is a very expensive options that will benefit only a limited number of users. (32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)

COMMENT #: 9503
DATE: 9/1/21 2:35 PM
SOURCE: Website
NAME: Victoria Firmage

COMMENT:

I think expanding the bus services, enacting a toll for fresh powder days, and restrictions on when passenger vehicles can go up the canyon should be considered before expanding the road or building a gondola. **(32.2.9A, 32.2.4A, 32.2.9C, and 32.2.9E)** Traffic is only a seasonal problem and we should not destroy our beautiful canyons just for less traffic on a ski day. **(32.1.2B)** Climbers and hikers also want to enjoy the canyon and building either would limit those activities. **(32.4A, 32.4B, 32.4G, and 32.4I)** Please consider less drastic measures like expanding bus services. **(32.2.9A)**

COMMENT #: 9504
DATE: 9/1/21 2:35 PM
SOURCE: Website
NAME: Don Rausch

COMMENT:

I support the gondola solution. **(32.2.9D)** I have skied at several resort areas Europe, they have extensive lift systems to limit the need for personal vehicles, these facilities are very efficient and convenient. The visual impact is minimal in my opinion, especially in contrast to a four lane road and covered snow sheds in the canyon. **(32.17A and 32.2.6.5Z)**

COMMENT #: 9505
DATE: 9/1/21 2:35 PM
SOURCE: Email
NAME: Russell Roberts

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Russell Roberts
Salt Lake City, UT

COMMENT #: 9506
DATE: 9/1/21 2:36 PM
SOURCE: Website
NAME: Harris Hadziabdic

COMMENT:

I'm here to say no to the gondola. (32.2.9E) [REDACTED] that thing. Truly there's way better solutions.
(32.2.2PP)

COMMENT #: 9507
DATE: 9/1/21 2:36 PM
SOURCE: Website
NAME: Kelli Buttars

COMMENT:

As a resident living at the base of Little Cottonwood Canyon with my family for the last 35 years, I support preserving the canyon and the quality of life for residents invested in the area. I do not see the widening of the road, or the gondola as solutions to the congestion and problems that occur only a few days during the year. **(32.2.9C, 32.2.9E, 32.7B, 32.7C, and 32.1.4D)** I believe more thought should be given to better, less expensive and less invasive solutions. **(32.2.2PP)** But in the interim, more attention should be given to promoting bus use, Increasing bus availability and convenience, and marketing bus use. **(32.2.9A and 32.2.4A)** I say NO to a gondola that just changes the location of the parking problems and drastically changes the look of our canyon. **(32.2.9E, 32.2.6.5E and 32.17A)** I say NO to widening the road and suffering through years of construction that supports more cars going up the canyon with nowhere for them to park...and potentially increasing need for unsightly parking structures at the base of the canyon. **(32.2.9C, 32.2.7C, and 32.2.6.2.1C)** Problems exist with all the proposals. Instead of creating new problems, let's focus on mitigating the problems we already have with better management, smarter and less expensive solutions and more listening to the ideas of the citizens. **(32.29R)** There is already infrastructure in place below the canyon that could serve as a "park and wait" facility for those wanting to access the canyon after being temporarily closed due to avalanches. This is the old Shopko building in the Canyon Center shopping mall. This giant parking lot and indoor facility could be purchased as used in this manner. It could work very similar to the ideas presented for the gondola station (indoor food facilities, waiting areas, etc. but without the Gondola!) **(32.2.200)**

The Gondola is not the right answer for a small problem of canyon congestion. It seems to really only benefit a small interest group...not the majority. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** If one option must be selected...advantage goes to Enhanced busing, but even then, time should be taken to allow for other ideas to be developed. **(32.2.9A and 32.29R)**

Please don't make a \$600 million dollar mistake at the expense of tax payers and the beauty of our canyon.

Kelli Buttars

COMMENT #: 9508
DATE: 9/1/21 2:36 PM
SOURCE: Website
NAME: Jace Schaecher

COMMENT:

As someone who has been skiing LCC for the past 10 years, the issue is the overcrowded resorts selling too many tickets or passes. The clearest evidence of this is when you go ski on a weekend that is blacked out on the Ikon Pass. Traffic is not nearly as bad. **(32.2.2K)** The gondola, like you said won't even reduce traffic. **(32.7B and 32.7C)** The gondola as cool of a concept that it is, doesn't help anyone but the two resorts that I have been skiing at for years. **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** It's a drastic step in the wrong direction. Get rid of the Ikon pass and you will reduce the amount of people trying to drive up the canyon. **(32.2.2K)**

COMMENT #: 9509
DATE: 9/1/21 2:36 PM
SOURCE: Website
NAME: Amanda Bennett

COMMENT:

Knowing the amount of traffic in the winter compared to other season, I feel it would make more sense to have a more robust bus schedule in the winter than can be diminished in the summer. **(32.2.9A, 32.2.6.3C, and 32.1.2C)** The gondola is a huge undertaking and a large price for something that will be used solely in the winter. **(32.2.6.5F and 32.2.9E)** I understand the appeal of easing canyon traffic, however the amount id skiers and snowboarders the gondola can accommodate is actually greater than the resorts have capacity for. **(32.20C)** The other issue I see is that while the canyon avalanche paths do go across the canyon, any time the canyon has been closed the resorts have been closed while they also deal with avalanche mitigation and snow moving. **(32.2.6.5H)** Being an employee of the canyon, I'd rather see efforts made to better the bus system with buses that go right to Alta to make it possible to get back down the canyon at the end of the day and not be waiting for an empty bus at 6pm. **(32.2.6.5N)**

COMMENT #: 9510
DATE: 9/1/21 2:37 PM
SOURCE: Website
NAME: Jarem Nielsen

COMMENT:

What's being proposed to finance the gondola? How long will the expenses last and what will be the cost of using the gondola and/or parking? **(32.2.7C and 32.2.4A)**

COMMENT #: 9511
DATE: 9/1/21 2:37 PM
SOURCE: Website
NAME: Ryan Wirth

COMMENT:

Why would you now want a transportation system not to serve the entire canyon and rather only serve two points, the base and the top? Seems like it only serves the resorts at the top. What if we'd also like to stop at Red Pine? (32.4G, 32.2.6.5G, 32.2.6.3C, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)

COMMENT #: 9512
DATE: 9/1/21 2:38 PM
SOURCE: Website
NAME: Emma Buckley

COMMENT:

I am opposed to the gondola project. Keep our canyons natural and beautiful. (32.2.9E)

COMMENT #: 9513
DATE: 9/1/21 2:38 PM
SOURCE: Website
NAME: Rory Beals

COMMENT:

I believe that the construction of a gondola would majorly degrade the natural environment and aesthetic of Little Cottonwood Canyon, while also not alleviating a large portion of the traffic in the canyon. **(32.2.9E, 32.17A, 32.4I, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. The construction period could potentially destroy many of the areas in the canyon where people go to climb, one of the major draws to the canyon in the summer. **(32.4B and 32.2.7C)** Certainly the bus alternative could have similar effects on roadside boulders, but the impacts would end at the road, rather than reaching farther into the canyon for wherever the gondola poles would be constructed. **(32.4A)** It would also create a large visual change in the canyon, which would take away from the natural beauty of the canyon. **(32.17A)** Certainly, there has been an influx of people into the canyon the past few years, but I do not believe that we should bend the canyon's natural resources to fit our needs, and instead adapt as outdoor enthusiasts to the influx of people. **(32.1.2B)** If there isn't congestion on the road, there will be in the gondola lines, and vice versa. **(32.2.6.5C)** No option is going to solve travel time on crowded powder days in the winter, and therefore I am inclined to believe the option that changes the canyon the least (by which I mean expanded bus services), is the one that should be selected by UDOT. **(32.7C and 32.2.9A)**

COMMENT #: 9514
DATE: 9/1/21 2:38 PM
SOURCE: Website
NAME: Matt Haines

COMMENT:

I think a solution to the canyons is to start the lifts at an earlier time so the locals and powderhounds can ski before the tourist crowds show up later. This disperses the uses and lets a parking spot be used twice in a day. It is crazy that its 2021 and we still start skiing at 9 am. They can do it. They do it for the people with the Seven Summits pass. **(32.2.2K)**

COMMENT #: 9515
DATE: 9/1/21 2:38 PM
SOURCE: Website
NAME: Alex Welton

COMMENT:

Please try expanded bus schedules before expanding the road or installing a giant gondola. **(32.2.9A, 32.2.9C, 32.2.9E, and 32.2.9R)** Add expanded parking and continue to encourage (financially or other incentives) more environmentally friendly transit (carpooling to bus, using train and bus combos, etc.). **(32.2.4A)** Until riding the bus is the more convenient or only option, people aren't going to do it. **(32.2.6.5N)**

COMMENT #: 9516
DATE: 9/1/21 2:38 PM
SOURCE: Email
NAME: Bryce Nelson

COMMENT:

Dear Utah Department of Transportation,

Hello, I'm a native Utahn and have been recreating in LCC in various forms (resort skiing, backcountry skiing, bouldering, climbing, hiking) for the past 25 years.

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- while preserving the canyon in its natural state to the greatest extent possible. **(32.29R and 32.29G)**

I'm opposed to the gondola completely, and also opposed to widening the road if it can be avoided. **(32.2.9E and 32.2.9C)** LCC bouldering is amazing and finite- would be a shame to see some of the classic boulders and areas negatively impacted or destroyed. **(32.4A and 32.4B)**

I am also against any future ski resort expansion outside of their current footprints. **(32.20C)**

Thanks for your time,

Bryce Nelson

Sincerely,
Bryce Nelson
Provo, UT

COMMENT #: 9517
DATE: 9/1/21 2:39 PM
SOURCE: Website
NAME: Joshua Graber

COMMENT:

Please consider those in the summer and those in the winter that would like to use attractions at any point along the canyon length. Trailheads are present along the entire length of the canyon and appreciated by many. Thank you all for your time. **(32.1.2B, 32.1.2C, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 9518
DATE: 9/1/21 2:39 PM
SOURCE: Email
NAME: Jens Tenbroek

COMMENT:

Dear Utah Department of Transportation (UDOT),

If one of these two options have to be selected, I would vote for widening the roads. **(32.2.9B)** This would at least let people experience the Canyon through a world class biking only lane.

To be honest though, I don't see why either of these options are necessary. **(32.1.2B)** The cost and environmental impact these options incur are not worth making a couple of private businesses happy. **(32.1.2B)** Are snowbird and Alta hurting for people to come? There are many measures that would help ease the traffic (enforcing tires/4x4, carpooling, more busses etc.) that are easy to implement. **(32.2.2M and 32.2.9A)**. On the days where this might be problematic for some individuals, there are still many other resorts for them to go to.

The cost on the tax payer and the land really cannot be justified. **(32.1.2B)**

Sincerely,
Jens Tenbroek
Salt Lake City, UT

COMMENT #: 9519
DATE: 9/1/21 2:40 PM
SOURCE: Website
NAME: Brett Pozolinski

COMMENT:

The gondola will not help LCC. **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**
It's environment, financial, and canyon impact are too grave. Bringing more skiers up the canyon is not a solution. **(32.20C)** Stop the gondola

COMMENT #: 9520
DATE: 9/1/21 2:41 PM
SOURCE: Website
NAME: John Giles

COMMENT:

Please do not build the tram. **(32.2.9E)** It. Will only benefit the ski resorts at a huge cost to the wallet and the environment. **(32.4I, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 9521
DATE: 9/1/21 2:42 PM
SOURCE: Website
NAME: Erik Johnson

COMMENT:

I am a hiker, climber and utah native. I am also a snowboarder. I don't believe a tram will fix the traffic problem in the canyon. **(32.2.9E, 32.1.2B, 32.1.2D, 32.7B, and 32.7C)**
I think it fails to take into account other activities in the canyon that people enjoy and harms the beauty of the canyon. **(32.7C and 32.17A)** So, if a tram doesn't fix the actual problem, doesn't serve all activities in the canyon, and harms the natural beauty of the place, there is no reason to put one in.
Thank you.

COMMENT #: 9522
DATE: 9/1/21 2:42 PM
SOURCE: Email
NAME: Spencer allen

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Spencer allen
Lehi, UT

COMMENT #: 9523
DATE: 9/1/21 2:43 PM
SOURCE: Website
NAME: Lyle Olsen

COMMENT:

I support the expanded bus service!!! (32.2.2A or 32.2.9B)

COMMENT #: 9524
DATE: 9/1/21 2:43 PM
SOURCE: Website
NAME: Jesus Perez

COMMENT:

I support lowering carbon emissions by a building a more sustainable solution such as the Gondola option. Please consider the Gondola to preserve the watershed and existing environment in Little Cottonwood Canyon. **(32.2.9D, 32.10A, and 32.12A)**

COMMENT #: 9525
DATE: 9/1/21 2:44 PM
SOURCE: Website
NAME: Mike Bills

COMMENT:

I am strongly opposed to the Gondola. (32.2.9E)

COMMENT #: 9526
DATE: 9/1/21 2:44 PM
SOURCE: Website
NAME: Taylor Hennum

COMMENT:

It does not make any sense to install a gondola. **(32.2.9E)** I think the most logical conclusion is that little cottonwood is not big enough for the amount of people driving up the canyon. Instead only essential persons like employees can drive up. Everyone non-essential must travel the bus. It is cheaper and a less impactful solution. **(32.2.2B)**

COMMENT #: 9527
DATE: 9/1/21 2:44 PM
SOURCE: Email
NAME: Peter Novak

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Peter Novak
Salt Lake City, UT

COMMENT #: 9528
DATE: 9/1/21 2:46 PM
SOURCE: Website
NAME: Scott Stevenson

COMMENT:

Do not destroy boulders in little cottonwood. Think about something other than money for once in your life! (32.4A, 32.4B, and 32.1.2B)

COMMENT #: 9529
DATE: 9/1/21 2:46 PM
SOURCE: Website
NAME: Jason Shumaker

COMMENT:

The gondola is not a solution. (32.2.9E)

COMMENT #: 9530
DATE: 9/1/21 2:47 PM
SOURCE: Website
NAME: Zoe Behle

COMMENT:

It seems like Alta and Snowbird's only concern in this situation is profit - to get as many people up LCC as possible without thought of overcrowding, environmental effects, etc. They need to acknowledge that there is a limit to how many people can be up the canyon. Neither proposal will help the situation without major changes to the entire city's public transport system. **(32.20A, 32.20B, 32.20C, 32.2.2I, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 9531
DATE: 9/1/21 2:47 PM
SOURCE: Website
NAME: Doug Hollin

COMMENT:

As a long time visitor to LCC and a part time resident of the valley, a gondola seems like a no-brainer to me. **(32.2.9D)** The bus option seems far less pleasant, similarly priced and vulnerable to closures. **(32.2.6.3P, 32.2.4A, and 32.7A)** While it doesn't solve the problem of the resorts being more crowded (they need to expand), rationing access to LCC by forcing people to wait in traffic for hours to get into the canyon does not feel like a solution. **(32.2.9C)**

COMMENT #: 9532
DATE: 9/1/21 2:47 PM
SOURCE: Email
NAME: Sam Maritz

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 Maritz
Salt Lake City, UT

COMMENT #: 9533
DATE: 9/1/21 2:48 PM
SOURCE: Website
NAME: Nathaniel Ward

COMMENT:

I do not support the gondola plan. **(32.2.9E)** Not only will this detract from the natural beauty of the mountains, but this plan only serves to benefit ski resorts and skiers, while ignoring the many others who utilize the canyon for other reasons. The gondola does not serve the people, it serves the resorts. I do not want my tax dollars being used to build a gondola, period **(32.17A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**.

I would consider widening LCC road as a last resort option if other efforts to improve traffic flow cannot be successful. First, let's try encouraging public transportation. Let's put a toll on LCC road for single vehicles, add improved funding for buses with improved parking and more frequent routes, and set capacity limits on ski resorts on the busiest days. **(32.2.9A, 32.2.4A, 32.2.6.2.1C, and 32.2.2K)**

COMMENT #: 9534
DATE: 9/1/21 2:48 PM
SOURCE: Website
NAME: Wade Siddoway

COMMENT:

I am a frequent user of the Little Cottonwood canyon and primarily as a backcountry skier and as a resort skier. The expanded bus option is the best approach as you can add a stop (and not every bus has to stop there) to White Pine trailhead to reduce the excessive parking in the WP trailhead. **(32.2.9A and 32.2.6.3C)** The gondola only serves the ski resorts and not to mention destroy the beauty of the canyon. **(32.2.6.5G, 32.2.9E, and 32.17A)** Same goes for widening the roads as it will take more effort to widen and then you add on the parking and crowding problems at the resorts. **(32.2.9C and 32.20C)**

COMMENT #: 9535
DATE: 9/1/21 2:48 PM
SOURCE: Website
NAME: Thomas Kakatsakis

COMMENT:

The Gondola option should be completely and totally rejected. **(32.2.9E)** It does not represent the interests of the community or environment, only the profits of the ski resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. It will not even resolve traffic issues, and will irreparably damage Little Cottonwood Canyon. **(32.7B, 32.7B, and 32.4I)** An improved and expanded bus fleet is far more practical, sustainable, and logical solution. **(32.2.9A)** NO GONDOLA IN LCC

COMMENT #: 9536
DATE: 9/1/21 2:49 PM
SOURCE: Website
NAME: Sam Maritz

COMMENT:

Please don't put a Gondola in or widen the road without first pursuing other options. **(32.2.9E and 32.2.9C)**

I believe that we should first build the proposed parking structures and increase bussing and see if that improves traffic flow. After a few years if there is still a huge issue then we should go for one of those two significant alternatives and part of the infrastructure will have already been built! **(32.2.9A and 32.2.9R)**

The biggest issue with the bus right now is that there is nowhere to park to take it. If we add those parking structures and increase the amount of busses running, there will be no need to widen the road or build a gondola.

COMMENT #: 9537
DATE: 9/1/21 2:50 PM
SOURCE: Website
NAME: Stephen Warner

COMMENT:

I am in favor of the gondola option because it provides transportation in all weather, avoids the avalanches and makes the canyon unique. **(32.2.9D)**

COMMENT #: 9538
DATE: 9/1/21 2:51 PM
SOURCE: Email
NAME: Ana Van Pelt

COMMENT:

Dear Utah Department of Transportation,

The prospect of building the world's longest and most expensive gondola in our watershed to service only 2 private businesses, and paid for with our tax dollars, is a prospect that is both worrisome and detrimental. Multiple towers exceeding 150-200 feet will forever impact the beauty and character of the canyon, and will certainly result in worse crowding and congestion, not to mention it will do little for dispersed users who are not going to a ski resort. **(32.12A, 32.2.7A, 32.12A, 32.17A, 32.20A, 32.20C, 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,
Ana Van Pelt
Salt Lake City, UT

COMMENT #: 9539
DATE: 9/1/21 2:52 PM
SOURCE: Email
NAME: Kayla Smartz

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,
Kayla Smartz
Salt Lake City, UT

COMMENT #: 9540
DATE: 9/1/21 2:53 PM
SOURCE: Website
NAME: Holland Morris

COMMENT:

I am not in favor of a gondola vs a more robust bus service. **(32.2.9E and 32.2.9A)** Busses have higher volumes, are better for the environment as they take cars off of the road, and will not scar Little cottonwood canyon as a gondola would. **(32.7C and 32.17A)** A gondola is a kitchy and cute idea with no real practical benefits. Lastly, Busses can provide multiple stops along LCC and a Gondola is an A to B system, and adding more stops along LCC would be resource-intensive as well as harm the landscape of the canyon. **(32.2.6.3C and 32.2.6.5G)** Do not Fall for a gimmicky and flashy use of public land

COMMENT #: 9541
DATE: 9/1/21 2:53 PM
SOURCE: Website
NAME: Cecilia Bean

COMMENT:

No to the gondola. **(32.2.9E)** Let's find a solution to our problem, the gondola is not a solution. It's very confusing why this is even being considered when it is the least effective proposed "solution" that exists currently. **(32.1.2B, 32.1.2D, 32.7B, and 32.7C)**. Before doing something like this that is completely irreversible, let's actually try to solve the problem. We have not tried anything yet, why jump to the most extreme conclusion without first trying some alternatives? **(32.29R)** Please, don't do this, we will not be able to correct it once you have realized it was a mistake. This absolutely would be a mistake.

COMMENT #: 9542
DATE: 9/1/21 2:53 PM
SOURCE: Email
NAME: John Oshea

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

COMMENT #: 9543
DATE: 9/1/21 2:54 PM
SOURCE: Website
NAME: John Byrne

COMMENT:

It is difficult to start a conversation about choosing between enhanced bus service and the gondola B plan without first noting that there has yet to be a recreational capacity study for our Canyon delivered to UDOT or anyone else. **(32.20B)** It seems incredibly bass akwards to be trying to make this choice without first having a better understanding of the need for increased uphill capacity if any. **(32.20C)** UDOT, in the EIS, suggests that generating a capacity study is the responsibility of the USFS and not UDOT. UDOT also notes that so far USFS has not expressed interest in participating in such a recreational capacity study. According to the EIS, UDOT was left with no choice but to estimate future demand by extrapolating the growth in users over the last couple of years. To me, this seems like a tenuous approach to spending half a billion dollars. **(32.20B)**

In choosing between the enhanced bus option and the gondola B plan, my number one criteria is which will be less impactful on our community here in Alta. Which option is more compatible with our core values and will be more consistent with and less disruptive to our way of life? After carefully reading and studying both plans it is clear to me that the enhanced bus option would be far less impactful on our community and should be selected by UDOT as the preferred alternative. Scalability of the project- the ability to build it in phases over time as demand actually warrants, operational flexibility with respect to winter and summer operations including trailhead service (which we all see this summer has become a more significant issue than ever) as well as some minor benefits like a dedicated summer bike and pedestrian lane are the main differentiators for me. **(32.2.9B, 32.2.6.3D, 32.1.2C, and 32.2.6.3C)** Thank you very much for this opportunity to voice my opinion.

COMMENT #: 9544
DATE: 9/1/21 2:54 PM
SOURCE: Website
NAME: Thomas Newhall

COMMENT:

People underestimate the importance of comfort and reliability in public transportation. If you've only lived in the US or in Utah, this is understandable, where even the most 'efficient' and 'reliable' systems pale in comparison to many international public transit systems. But having lived in Tokyo, Japan, famous for its ultra-reliable train system, I know the advantages of living with such a system, and that the resulting improvement in quality of life is hard to underestimate. Although famous for images of ultra-packed standing-room only rush-hour trains, in fact, most people who have lived in Tokyo love the transportation system there and think it is among the best in the world. My experience of this system for most times of the day was, rather, a moderately packed train where I could easily find a seat and read a book during my commute across town. As long as I left my house on time, I would almost never have to think about when I would arrive, guess whether the traffic would be good or bad, or worry about whether I could find parking. Beyond being a lower-cost, environmentally-friendly alternative, fewer factors to worry about in the commute made using public transit the obvious choice, and an altogether better experience than driving a car. The smooth ride made time on the train not just time wasted, but a time to read, answer emails or just relax; a much better experience than a herky-jerky bus ride around corners, over bumpy roads, and through stop lights. Of course, trains were sometimes delayed, but this was relatively rare, so rare even, that school kids can get a note from the train station attendant verifying the train's delay if it makes them late for school.

When considering the EIS for LCC, I think it is important to take into consideration factors of comfort and reliability as well as environmental concerns. We should take into consideration what the experience of using the system would be like for individuals. If people don't find the system reliable, comfortable, efficient and easy to use, they simply will find other alternatives regardless of their environmental impact. While any public transportation option would reduce environmental impact compared to using cars, it is clear that the La Caille Gondola B alternative best addresses not only environmental concerns, but also replicates the advantages of the Tokyo train system in terms of reliability and comfort, and would be an option that people would use not only out of necessity or because it is cheaper, but because it would truly be an easier, more enjoyable, and altogether better way to get up the canyon. **(32.2.9D)**

COMMENT #: 9545
DATE: 9/1/21 2:54 PM
SOURCE: Website
NAME: Connor Johnson

COMMENT:

Hi Folks,

As with most people's comments, this comment comes with the grain of salt that I only know what I know. But what I know is that there is currently a crowding/traffic problem, mostly on days when the snow is good and when any conditions tend to need work done. The solution needs to work for all people, be cost effective, do as little harm as possible, and ideally be a long term fix.

Timing - 37 proposed minutes for the road/bus, 36 proposed minutes on gondola. I'd call it a wash but the La Caille station likely doesn't even have enough room for everyone so they'll need to bus in from a "mobility station" to get there anyway. **WHY NOT JUST TAKE A BUS ALL OF THE WAY UP!**
Cost - 592M for the Gondola vs 510M for the road/bus, at least over 30 years. Win for the road/bus.
Also, I can't believe I have to say this but **THE RESORTS AREN'T PAYING FOR THIS. THE EVERYDAY PERSON IS, EVEN THOSE WHO DON'T SKI.** I absolutely love both Alta and Snowbird but it feels like a weird marketing gimmick for both. **(32.2.7A)**
People/Hour - each system moves 1000 people an hour, a wash for this point.
Environmental - allegedly the Gondola is less impactful, Gondola wins this point.
Aesthetically - really, we want to put a gondola here? All the way up LCC? ██████, I don't want to see that. A wider road isn't great, but it's better. **(32.17A and 32.17B)**

Both are proposed solutions, but are either absolutely necessary even? Both plans included at least one 1500 stall parking garage, why not include both and install a toll? I hate that a toll is a preferred solution here, but may be the move. **(32.2.4A and 32.2.2W)**

Regardless, you aren't going to find a solution that pleases everyone. Just please try to make a decision that does fit the needs of the majority in a cost effective manner. **(32.29G)**

COMMENT #: 9546
DATE: 9/1/21 2:55 PM
SOURCE: Website
NAME: Eli Johnson

COMMENT:

Save LCC!!! This is an unnecessary improvement that has far too high of an environmental and recreational cost. **(32.29D and 32.29G)**

COMMENT #: 9547
DATE: 9/1/21 2:55 PM
SOURCE: Website
NAME: John Llewellyn

COMMENT:

the gondola is a [REDACTED] attempt at solving the canyon congestion problem it will only serve the ski resort **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**
people using the canyon for hiking climbing camping will still have to drive supplies still be driven by trucks
what happens when gondola can't run due to wind and or maintenance?? **(32.2.6.5K)** and how about the traffic congestion at the canyon base due to the huge parking structure needed how long is the wait time going to be at peak times 8:30AM 4:30PM on top of 30-40 min travel time on the gondola?? **(32.2.6.5E and 32.2.6.5C)**

COMMENT #: 9548
DATE: 9/1/21 2:55 PM
SOURCE: Email
NAME: Andrew Nielsen

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Andrew Nielsen
Provo, UT

COMMENT #: 9549
DATE: 9/1/21 2:55 PM
SOURCE: Email
NAME: Connor Johnson

COMMENT:

Hi Folks,

As with most people's comments, this comment comes with the grain of salt that I only know what I know. But what I know is that there is currently a crowding/traffic problem, mostly on days when the snow is good and when any conditions tend to need work done. The solution needs to work for all people, be cost effective, do as little harm as possible, and ideally be a long term fix.

Timing - 37 proposed minutes for the road/bus, 36 proposed minutes on gondola. I'd call it a wash but the La Caille station likely doesn't even have enough room for everyone so they'll need to bus in from a "mobility station" to get there anyway. **WHY NOT JUST TAKE A BUS ALL OF THE WAY UP!**
Cost - 592M for the Gondola vs 510M for the road/bus, at least over 30 years. Win for the road/bus.
Also, I can't believe I have to say this but **THE RESORTS AREN'T PAYING FOR THIS. THE EVERYDAY PERSON IS, EVEN THOSE WHO DON'T SKI.** I absolutely love both Alta and Snowbird but it feels like a weird marketing gimmick for both. **(32.2.7A)**
People/Hour - each system moves 1000 people an hour, a wash for this point.
Environmental - allegedly the Gondola is less impactful, Gondola wins this point.
Aesthetically - really, we want to put a gondola here? All the way up LCC? FFS, I don't want to see that. A wider road isn't great, but it's better. **(32.17A and 32.17B)**

Both are proposed solutions, but are either absolutely necessary even? Both plans included at least one 1500 stall parking garage, why not include both and install a toll? I hate that a toll is a preferred solution here, but may be the move. **(32.2.4A and 32.2.2W)**

Regardless, you aren't going to find a solution that pleases everyone. Just please try to make a decision that does fit the needs of the majority in a cost effective manner. **(32.29G)**

Respectfully,
Connor Johnson

COMMENT #: 9550
DATE: 9/1/21 2:56 PM
SOURCE: Website
NAME: Matthew DeMarco

COMMENT:

The gondola would be disruptive to the very reason most people love our canyons which are its natural undisturbed environment and views. **(32.2.9E and 32.17A)** Having 200 foot structures throughout the canyon would disrupt almost all of the natural views. Secondly, the gondola would result in a bottleneck and long lines at the main parking area. **(32.2.6.5C and 32.2.6.5E)** Lastly, it really only benefits the ski resorts but not the people who actually use the canyon. Using taxpayer money to fund private business is something that I can't support. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. The widening of the road would destroy a lot of the climbing areas that set LCC apart. **(32.4A)** I support tolling and increasing the bus service. Creating a robust bus service similar to Zion is the best solution in my opinion **(32.2.4A, 32.2.9A, and 32.2.2B)**

COMMENT #: 9551
DATE: 9/1/21 2:56 PM
SOURCE: Website
NAME: Chris Hoppe

COMMENT:

As an engineer, I understand when evaluating large decisions like this, it's critical to look at a number of metrics as you have. However, through my lens, I see very different outputs:

Cost:

Even the cheapest Gondola option fails to improve access time through the canyon, costs more, has a more visual and environmental impact on the canyon, with higher operating costs than a simple enhanced bus option with no lane expansion. **(32.7C, 32.2.7C, 32.17A, and 32.2.9E)**

When looking at enhanced bus through expansion of lanes, we're looking at an estimated 155M dollars more spent, years to implement, damage to the canyon, AND higher ongoing maintenance and road repair costs over the years to save an estimated 10 minutes. **(32.2.7C, 32.2.7E, and 32.4I)** That cost does not account for the growth opportunity the initial capital savings would have. When we calculate the total cost 30 yrs out with a 6% growth rate, we get a total cost of \$2B for the expanded bus system with no road changes, \$3.4B for the expanded bus with road expansion, and \$4.2B for the gondola option. **(32.2.7E)**

At a 6% investment growth rate, the bus expansion with NO road modification will literally pay for itself annually with just the interest on the account. **(32.2.7E)**

Environmental Impact:

While a gondola system has a lower environmental impact than the proposed road expansion, it still has more when compared to a simple to implement enhanced bus system. The solution that also wins the lowest costs part of the equation. **(32.2.9A)**

Time to implement:

There is only a single solution that can be implemented quickly and with relatively low impact on the surrounding area and that is an enhanced bus system with no road changes. **(32.2.7C)** While it could be argued that UDOT will need to build new parking areas and structures to accommodate increased parking at bus pick-up points, another solution of increasing the number of pick-up points throughout the valley doesn't seem to have been considered. By dispersing those pick-up points, we can reduce congestion at canyon heads and provide a consistent base of potential customers at shops/malls around the city. **(3.2.2I)**

Scalability:

In the event that demand and access increase to Alta/Snowbird, a Gondola has a relatively fixed amount of people/hr it can transport, whereas bus systems are highly scalable based on demand which changes on each weekday, weekend, holiday. That scalability allows the system to flex its costs appropriately to the demand and resources needed and not be wasteful. **(32.2.6.5A and 32.2.6.3D)**

Access:

Both the enhanced bus with no road changes and the enhanced bus with road changes allow the stops to be shifted through the year to provide access to all types and seasons of users, whereas the gondola simply serves the resort businesses. **(32.1.2C, 32.2.6.3C, and 32.2.6.5G)** If Utah is to keep it's wilderness accessible for all, we need to make choices with that in mind.

I hope that the UDOT will reconsider the options selected to include a more accessible, financially, and environmentally reasonable solution such as expanding the bus system on existing roads.

Thank you,
Chris Hoppe

COMMENT #: 9552
DATE: 9/1/21 2:56 PM
SOURCE: Email
NAME: Melissa Remmert

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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 these ideas. I am born and raised in the beautiful Wasatch and I would like my children and their children to experience the same beauty I have. I understand something must be done, but adding a Gondola will not solve these issues. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, 32.7C, and 32.2.9E)**

Thank you,
Melissa Remmert

Sincerely,
Melissa Remmert
Salt Lake City, UT

COMMENT #: 9553
DATE: 9/1/21 2:58 PM
SOURCE: Website
NAME: Kyle Seeley

COMMENT:

Bus system improvement option seems to be the best option for both the environment and the end user. Snow sheds also would be beneficial in high avalanche areas of the road. **(32.2.9A and 32.2.9K)**

COMMENT #: 9554
DATE: 9/1/21 2:59 PM
SOURCE: Website
NAME: Cliff Barrett

COMMENT:

I really think that a gondola system will be the best really long term solution. **(32.2.9D)**

COMMENT #: 9555
DATE: 9/1/21 2:59 PM
SOURCE: Website
NAME: Joe Ryan

COMMENT:

Don't build the gondola! **(32.2.9E)**

COMMENT #: 9556
DATE: 9/1/21 2:59 PM
SOURCE: Email
NAME: Dona Crowne

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,
Dona Crowne
Salt Lake City, UT

COMMENT #: 9557
DATE: 9/1/21 2:59 PM
SOURCE: Email
NAME: Jayla Burley Wolfe

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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 support a Gondola. No way! **(32.2.9E)**

Sincerely,
Jayla Burley Wolfe
Salt Lake City, UT

COMMENT #: 9558
DATE: 9/1/21 3:00 PM
SOURCE: Website
NAME: Christian Sanchez

COMMENT:

Hello,

I would like to see less impactful options as to protect the existing nature and recreation that takes place in the form of rock climbing. **(32.4A and 32.4B)** Please consider more ways in which you can retain more of the natural elements of the area. Thank you for your time and consideration. **(32.2.2PP)**

Best,

Christian Sanchez"

COMMENT #: 9559
DATE: 9/1/21 3:00 PM
SOURCE: Email
NAME: Nancy Trowse

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Nancy Trowse
Millcreek, UT

COMMENT #: 9560
DATE: 9/1/21 3:01 PM
SOURCE: Website
NAME: Colin Quinn

COMMENT:

I do not believe it is in the best interest of the community to have either of these options realized, they are instead the best interest of two private companies at the head of LCC. **(32.2.9C, 32.2.9E, 32.1.2B, 32.1.2D, and 32.2.7A)** Before any "solution" is implemented, there first needs to be work done to determine what the problem is. Both of these proposals seem to only be interested in getting more people to Alta and Snowbird and I would question if that is even something anybody, besides Alta and Snowbird want. **(32.1.2B)** These resorts are already at a pretty high capacity with lift lines up to an hour on weekends during the winter. Is it really worth spending this much money to increase lift lines? **(32.1.2B and 32.20C)** The traffic is bad in both LCC and BCC, nobody will argue with that, but spending half a billion dollars of taxpayer money to serve two resorts, when cheaper options that serve more people haven't been attempted is ludicrous. **(32.2.2PP and 32.29R)** None of this is to even talk about how much environmental damage this will do to the canyon, which would be irreversible. **(32.4I)** Hundreds of boulder problems will be gone at the mouth of LCC. **(32.4A and 32.4B)** There will be obtrusive gondola towers or a wider road that will be an eye sore to everyone who visits the canyon. **(32.17A and 32.17B)** UDOT needs to reflect on who they are trying to benefit. Resort owners, or the users of this infrastructure. **(32.1.2B, 32.1.2D, 32.7B, and 32.7C)**

COMMENT #: 9561
DATE: 9/1/21 3:01 PM
SOURCE: Website
NAME: Alexander Brooks

COMMENT:

This project is an absurd waste. Not only will it destroy historic and classic boulders, it will destroy the beauty of little cottonwood. **(32.4A, 32.4B, 32.17A, and 32.17B)**

The economic returns are also laughable. Please please please do not do this. **(32.29D)**

COMMENT #: 9562
DATE: 9/1/21 3:01 PM
SOURCE: Website
NAME: Mike K

COMMENT:

As a climber, I find both Gondola and road widening proposals unacceptable. **(32.2.9E and 32.2.9C)**
The impact on climbing and year-round dispersed recreation is enormous with both proposals. **(32.4A, 32.4B, 32.4G, and 32.4I)** Both UDOT proposals threaten iconic climbing throughout Little Cottonwood and at least 64 boulders and 273 boulder problems. **(32.4A and 32.4B)**

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 #: 9563
DATE: 9/1/21 3:01 PM
SOURCE: Website
NAME: Lisa Ostrander

COMMENT:

I propose the bus option is utilized and there is a haul ton building any sort of gondola until other options are completely ruled out. **(32.2.9A, 32.2.9E, and 32.29R)**

COMMENT #: 9564
DATE: 9/1/21 3:02 PM
SOURCE: Website
NAME: Chris DiBona

COMMENT:

Having a Gondola would make LCC make so much more sense, keep car traffic down and really make the mountains run much more efficiently. **(32.2.9D)**

Given the impact of climate change on the ski business nationwide, the Utah resorts will see greater utilization and demand in the coming decades, and the road up canyon can be made much more efficient and I believe significantly less polluting, **(32.2.2E and 32.10A)**

If we manage to bring the Olympics back, an option like the gondola, and extending the plan to LCC and over to Park City seems like a requirement lest Utah end up with a success disaster on their hands. **(32.2.2N)**

COMMENT #: 9565
DATE: 9/1/21 3:02 PM
SOURCE: Website
NAME: Bryan Osborn

COMMENT:

I am emphatically for the gondola. Born and raised in Cottonwood Heights, live in Draper now been skiing up big and little my whole life and it has never been as bad as it is now. Watching the inversion slowly creep up Little Cottonwood Canyon it's something I never witnessed as a child. We need to do everything we can to decrease pollution in these canyons **(32.2.9D and 32.10A)**

COMMENT #: 9566
DATE: 9/1/21 3:02 PM
SOURCE: Website
NAME: Lewis Yeaple

COMMENT:

Little Cottonwood Canyon is a treasure, a place with incalculable value beyond the worth of any commodity or commercialization. Please do not disrupt this area. **(32.4I and 32.29G)**

COMMENT #: 9567
DATE: 9/1/21 3:02 PM
SOURCE: Email
NAME: Michael Metcalf

COMMENT:

Dear Utah Department of Transportation (UDOT),

To whom it may concern, I think that a shuttle bus system is the only long term option for LCC. Zion national park has proved that it can work. Work smarter not harder save the canyons, NO gondolas! **(32.2.2B and 32.2.9E)**

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

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

Michael Metcalf

Sincerely,
Michael Metcalf
Riverton, UT

COMMENT #: 9568
DATE: 9/1/21 3:05 PM
SOURCE: Website
NAME: Lia Bogoev

COMMENT:

I think this is a fabulous idea to protect the air quality, accessibility, and attractiveness of our mountains! I think the gondola will be something to look forward to, an attraction from which to enjoy the views of the mountains, spend time with friends rather than sit in the car. It's awesome and I hope it passes!
(32.2.9D, 32.10A, and 32.17A)

COMMENT #: 9569
DATE: 9/1/21 3:05 PM
SOURCE: Website
NAME: Samuel Bloom

COMMENT:

There is a fault line at the bottom of little cottonwood canyon. What happens if there is an earthquake here or elsewhere in the valley? Is the Gondola designed to withstand these sorts of incidents? On August 9th 2021 debris from rains was swept into the road of LCC and piled up as high as 15 ft. This cost UDOT over 1 million dollars according to news reports. Is the gondola designed to withstand this? The fires in California and Parleys canyon should be warning signs. As absolutely devastating as it would be, it is plausible that LCC could have a fire. What happens to the gondola if there is a fire? This has not been thought of in the current eis!!!! **(32.2.6.5K)** Please use a graded approach, increasing tolling and bus service before destroying and constructing in the canyon!!!!" **(32.2.4A, 32.2.9A, and 32.4I)**

COMMENT #: 9570
DATE: 9/1/21 3:06 PM
SOURCE: Website
NAME: Ian Boyd

COMMENT:

I wholeheartedly support the Gondola option as the most viable mass transportation option for LCC. Major (and even minor) ski resorts all over the Alps have been doing this for decades. It is a proven option, far less susceptible to disruption as road based options (weather, crashes, avalanche, landslides, dumb drivers). The PR optics are fantastic for Utah as well, declaring "We have arrived" by executing world-class, modern, and environmentally friendly large infrastructure projects on par with the best ski areas in the world. **(32.2.9D)**

COMMENT #: 9571
DATE: 9/1/21 3:06 PM
SOURCE: Website
NAME: Thomas Fleming

COMMENT:

DO NOT BUILD THE GONDOLA. **(32.2.9E)** There are already too many people at the resorts in the winter as it is, the resorts just want more money from more skiers and don't care about how terrible the experience is with overcrowded resorts. **(32.1.2B, 32.1.2D, 32.2.9A, 32.7B, 32.7C, and 32.20C)** The gondola will permanently destroy wildlife habitat as well as other recreational uses like pre-existing climbing areas. **(32.13A and 32.4B)** Not to mention it will forever ruin the majestic view of the canyon. **(32.17A)**

COMMENT #: 9572
DATE: 9/1/21 3:06 PM
SOURCE: Website
NAME: Jared Smith

COMMENT:

As an avid hiker of little cottonwood canyon for many years I feel that putting up a gondola or widening the road will detract from the beauty of this area. (32.2.9E, 32.2.9C, 32.17A, and 32.17B) I go to the mountains to be in nature and get away from these kinds of man made distractions. (32.4I) Another option I would be in favor of is increased bus service options for skiers. (32.2.9A) If we put in a gondola I feel we are putting money over preserving this beautiful wilderness area. I would be saddened to see this happen.

COMMENT #: 9573
DATE: 9/1/21 3:06 PM
SOURCE: Email
NAME: Andrea Krong

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,
Andrea Krong
Salt Lake City, UT

COMMENT #: 9574
DATE: 9/1/21 3:07 PM
SOURCE: Website
NAME: Joshua Brown

COMMENT:

As an avid hiker and climber who has no interest in the ski resorts I find the LCC gondola plan a tragic loss for the beauty and aesthetic of our canyon. **(32.2.9E and 32.17A)** Please look into the possibility of buses a little deeper. You will be using the same parking lot space and you will not be destroying the canyon for all the other user groups who are accessing the canyon year round for activities other than skiing. **(32.4I, 32.2.9A, and 32.2.2PP)**

COMMENT #: 9575
DATE: 9/1/21 3:07 PM
SOURCE: Website
NAME: Cody Steffensen

COMMENT:

Please don't ruin the canyon and what makes Utah so great! It's outdoor recreational areas **(32.4I)**

COMMENT #: 9576
DATE: 9/1/21 3:08 PM
SOURCE: Website
NAME: Andrew Spencer

COMMENT:

I am a stakeholder in the sense that I am not only a resident of Salt Lake County, but I also own property in the Cottonwood Canyons. I am strongly opposed to the denigration of the character of LCC by the proposed gondola. **(32.2.9D and 32.4I)** It is abhorrent and ultimately will not reduce traffic flow along SR 210, but simply increase canyon capacity. **(32.2.4A, 32.7C, 32.20A, 32.20B, and 32.20C)** This in no way protects the canyon; it simply degrades it further in an attempt to increase skier-days. As a taxpayer and a citizen, this is misguided and a misappropriation of our tax dollars. Please vote NO on this gondola. **(32.2.9E and 32.2.7A)**

COMMENT #: 9577
DATE: 9/1/21 3:08 PM
SOURCE: Website
NAME: Thatcher Reist

COMMENT:

Canyon traffic and congestion is not just an issue at the ski resorts in the winter. It is a year round problem at many stopping points in the canyon. **(32.1.2B and 32.1.2C)** The gondola has too narrow a focus to solve the problem as it only serves the ski resorts. **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.9A, 32.7B, and 32.7C)** Also, all proposed solutions will create congestion near the parking structures at the mouths of the canyons. **(32.2.6.2.1D and 32.2.6.5E)** Mass transit to these areas must be improved as well for this to be successful. **(32.2.2PP and 32.2.9A)**

COMMENT #: 9578
DATE: 9/1/21 3:08 PM
SOURCE: Website
NAME: Pam Jennings

COMMENT:

Simply put, please increase the number of buses to the resorts/canyon! **(32.2.9A)**

COMMENT #: 9579
DATE: 9/1/21 3:08 PM
SOURCE: Email
NAME: McCall Biddle

COMMENT:

Dear Utah Department of Transportation (UDOT),

I 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,
McCall Biddle
Orem, UT

COMMENT #: 9580
DATE: 9/1/21 3:09 PM
SOURCE: Website
NAME: Jody Yarbrough

COMMENT:

I support expanding the bus system. I have been a resident of Salt Lake City since 1994. I worked at Snowbird, Alta and Solitude in the 90s until mid 2000s. I have seen the increase in canyon usage over the years. I support expanding the bus system (not the gondola) since I believe it serves a broader population of those using the canyon (such as backcountry users and climbers). A bus system could allow users easier access to multiple areas in the canyon instead of just the resorts which is very much needed as well. **(32.2.9E, 32.2.9A, 32.1.2C, 32.1.2D, and 32.2.6.3C)**

COMMENT #: 9581
DATE: 9/1/21 3:10 PM
SOURCE: Website
NAME: Charles Oppliger

COMMENT:

The gondola plan is a massively expensive subsidy for 2 private businesses. I strongly oppose it without Snowbird and Alta paying the majority of the expense. **(32.2.9E and 32.2.7A)** I believe that snow sheds, improved bus service, and most importantly, staffed rigorous traction checks, are appropriate solutions. The Cottonwood Canyons should require snow tires all winter and add occasional mid canyon bus stops. **(32.2.9A, 32.2.9K, 32.2.2M, 32.1.2D, and 32.2.6.3C)**

COMMENT #: 9582
DATE: 9/1/21 3:10 PM
SOURCE: Website
NAME: Charlie Barron

COMMENT:

Building a gondola in LCC would have a devastating impact on the climbing in the canyon and would erase history dating back decades **(32.2.9E and 32.4B)**

COMMENT #: 9583
DATE: 9/1/21 3:10 PM
SOURCE: Email
NAME: Sivan 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)**
- 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,
Sivan Koren
Lehi, UT

COMMENT #: 9584
DATE: 9/1/21 3:11 PM
SOURCE: Website
NAME: Lloyd Padgett

COMMENT:

The best option is to enforce winter-long traction laws, not to promote the overuse of public lands
(32.2.2M)

COMMENT #: 9585
DATE: 9/1/21 3:11 PM
SOURCE: Website
NAME: Sean Smith

COMMENT:

I am against the proposed gondola in Little Cottonwood Canyon. **(32.2.9E)** As a 30+ year resident of Holladay City and lifelong skier, I see NO benefit of shifting the traffic bottleneck lower down the canyon into Cottonwood Heights. **(32.2.6.5E)** I only see a gondola worsening traffic and travel times in LCC. **(32.7B and 32.7C)** The gondola solution does NOTHING to address ski resort capacity and crowding in LCC, pushing more people up the canyon only increases lines and worsens the skiing experience. **(32.20C)**

Before bending to ski resort pressure for a gondola, it would be wise to explore other options to spread crowds in the resorts (e.g. eliminating the Ikon pass). **(32.2.2K)** Furthermore, the gondola only services LCC, winter traffic in BCC will only worsen with this option and it's already bad. Proposing a solution for LCC only is shallow. **(32.1.1A and 32.20D)**

I DO NOT want my tax dollars to go to a gondola. **(32.2.7A)**

Why not look at options that expand skier terrain and allow for resort interlink? **(32.1.5B and 32.2.2V)** With the population increase in SL Valley over the past decade, we need more resort skiing acreage to accommodate demand.

COMMENT #: 9586
DATE: 9/1/21 3:11 PM
SOURCE: Website
NAME: Reidun Marie Romundstad

COMMENT:

No gondola or road widening, please protect little cottonwood canyon bouldering opportunities for climbers worldwide (**32.2.9E, 32.2.9C, 32.4A, and 32.4B**)

COMMENT #: 9587
DATE: 9/1/21 3:12 PM
SOURCE: Website
NAME: Sam Bloom

COMMENT:

Please use a graded approach, rather than immediately turning to construction in the canyon. **(32.29R)** The canyon should remain as is at ALL COSTS. You cannot implement the "preferred" alternatives in big cottonwood. **(32.1.1A)** Increased bus service, metering, mobility hubs, and traction law enforcement is way cheaper and less damaging to our canyon than any of your proposals. **(32.2.9A, 32.2.4A, 32.2.6.2.1C, and 32.2.2M)** This should be a priority! What if there is a natural disaster that impacts the gondola? then it is a waste of taxpayer dollars. **(32.2.2K)** What if you bring people up the canyon in the gondola and the bus service is not capable of this load of people and then something happens that prevents the gondola from running anymore, such as an avalanche that damages the gondola, or high winds that last a long time. How do you plan to get people down? **(32.2.2K)** If the lanes are widened you will have preemptively damaged precious landscapes and boulders without yet trying a graded approach. **(32.4I and 32.4A)** Implement these plans in phases. **(32.29R)** Increased bus service and tolling can start this year!!! **(32.2.9A, 32.2.4A, and 32.2.7C)**

COMMENT #: 9588
DATE: 9/1/21 3:12 PM
SOURCE: Email
NAME: Ryley Michalak

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,
Ryley Michalak
Salt Lake City, UT

COMMENT #: 9589
DATE: 9/1/21 3:12 PM
SOURCE: Email
NAME: Ilana Fogelson

COMMENT:

Dear Utah Department of Transportation (UDOT),

I grew up in Salt Lake City and was taught, both by my parents, and by the natural world that surrounded me that it is important to carefully consider the impact our actions have on the ecosystems to which we inextricably belong. I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.1.2B and 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 "Carry **(32.20B)**

Sincerely,
Ilana Fogelson
Salt Lake City, UT

COMMENT #: 9590
DATE: 9/1/21 3:13 PM
SOURCE: Website
NAME: Barbara Hunerjager

COMMENT:

I would like to express my OPPOSITION to the gondola option. (32.2.9E)

COMMENT #: 9591
DATE: 9/1/21 3:13 PM
SOURCE: Website
NAME: Andrew Earl

COMMENT:

As a lifelong UT resident, I am all for finding a solution to the Little Cottonwood traffic issues. I believe the Gondola is a waste of taxpayer resources that does not even take a step towards solving the issue. **(32.1.2B, 32.1.2D, 32.2.9A, 32.7B, and 32.7C)**. It is a gimmick that does nothing to help Utah residents and it's diverse range of user groups. The associated costs of the gondola, or road expansion don't provide adequate ROI and it is hard to understand where the real value proposition is for Utah residents. **(32.1.2B and 32.2.7E)** Expanding shuttle services, charging a high premium for parking at the resorts, tolling the road for those that don't ride the shuttle, and expanding valley parking seems much more fiscally responsible, easy to scale, and appropriate for all user groups. **(32.2.9A, 32.2.6.2.1C, and 32.2.4A)**

COMMENT #: 9592
DATE: 9/1/21 3:13 PM
SOURCE: Website
NAME: Shay Myers

COMMENT:

I believe, like many of my community members, that both of the preferred alternatives (gondola and enhanced bus), will be unnecessarily destructive and expensive, and likely ineffective. The gondola being far worse between the two options. **(32.2.9E and 32.2.9C)**

Major canyon congestion is primarily limited to high-traffic ski resort season days in the mornings (primarily the mornings of weekends and powder days). This problem is much narrower in scope than these half billion dollar "solutions" would lead many people to believe. **(32.1.2B and 32.1.2D)**

For that reason, I strongly believe that the first step in addressing traffic congestion problems should focus specifically on these days, rather than permanent infrastructure changes. My suggestion is as follows:

1) Create a toll to enter Little Cottonwood Canyon during the ski-resort season. The toll should be higher than the cost of bus fare. A premium toll should be charged for single-occupancy vehicles. **(32.2.4A)**

2) Provide enhanced, rapid and affordable bus service directly to the resorts. This can be done without lane expansion. Provide better access throughout the valley so that bus users can get on direct bus routes closer to their homes. **(32.2.2I)**

3) On high-traffic days (weekends and powder days), completely close the canyon to private car traffic (with some possible limited exceptions). Allow buses direct and quick access up the canyon, directly to the resorts. Buses should be provided to meet the capacity of users so that wait times are minimal. **(32.2.2B)"**

COMMENT #: 9593
DATE: 9/1/21 3:13 PM
SOURCE: Website
NAME: Dan Mccann

COMMENT:

Gondola, or tram from la caile area is a third rate idea to get up little cottonwood canyon. **(32.2.9E)**
Another uphill lane, avalanche sheds, and gas x avalanche mitigation in avy release zones. **(32.2.2P, 32.2.9K, and 32.2.2TT)**

COMMENT #: 9594
DATE: 9/1/21 3:13 PM
SOURCE: Website
NAME: Gary Heward

COMMENT:

I have lived in Sandy, Utah for 23 years now. I have seen how positively impactful the new gondola in Courmayeur, Italy is and I have ridden on it a half dozen times. It is quiet. It is constructed in a way that doesn't have a huge impact on the environment. I think it is the best solution for eliminating the traffic and carbon footprint in Little Cottonwood caused by too much vehicle traffic. The vehicle traffic is too much.

I favor the gondola going up to Snobird and Alta. At the same time, institute a large parking fee at those resorts. Make it easier and cheaper to ride the gondola. **(32.2.9D, 32.2.2K, and 32.2.4A)**

At the same time, we should allow cars to continue to access the canyon below the ski resorts for hiking, climbing, biking and all the other recreation activities for free. Only charge them if they drive all the way to the resorts. **(32.2.4A)**

It would be great to include a gondola pass as part of the season ticket options for the resorts. That means the locals, who are causing the most traffic issues, are incentivized to ride the gondola. **(32.2.4A)**

The gondola is the best choice for the environment and for keeping the canyon pristine, beautiful and quiet. Let's reduce the carbon belching road traffic in the canyon, not expand it with yet more carbon producing vehicles. **(32.17A, 32.11D, and 32.10A)**

COMMENT #: 9595
DATE: 9/1/21 3:15 PM
SOURCE: Website
NAME: Erin Coleman

COMMENT:

The gondola is the way to go. **(32.2.9D)** The majority of people I've talked to in real life (vs the internet) fully support the gondola for many reasons which I agree with. It's cleaner for air quality **(32.10A)**. It would attract tourism which doesn't just benefit Snowbird and Alta, but the areas surrounding the base stations, including Sandy and Cottonwood Heights to begin with. **(32.6A)** The gondola would be such a great option for avalanches. I know some people are concerned that the gondola would be out of commission if there are strong winds, but I think I remember seeing that it could operate in relatively little windy conditions. I know there's only so much that can be done about that. **(32.2.2K)**

Taking buses can be scary on slick roads, plus everyone is packed in there like smelly sardines, since many people don't launder their ski gear regularly. It's much more unsanitary and uncomfortable. **(32.2.6.3P)** The gondola would provide room to breathe since there's more of a limit on number of passengers per car.

The gondola would provide much more beautiful views. I know some are concerned that it would negatively impact the view from hiking trails and the road, but there's so much to view as it is, and watching the gondola go up and down the canyon is cool to watch anyway. **(32.17A)**

I know some people are concerned about their tax dollars going towards a gondola that would only serve the ski resorts, but I'm positive that there will be many private investors and contributors for this project, more so than if they extended the road and number of buses. **(32.1.2B, 32.1.2D, 32.2.9A, 32.7B, and 32.7C)**

The gondola is absolutely the way to go. It's cleaner, both for the air quality and for passengers' health. It's really cool to see and would provide beautiful views for the passengers. It's much less maintenance than roads and is most financially viable and sustainable.

Any option will have its downsides of course, but the gondola option has the fewest downsides. It's as close to perfect as it can get.

COMMENT #: 9596
DATE: 9/1/21 3:16 PM
SOURCE: Website
NAME: Oren E Hopkins

COMMENT:

I don't think either option is good for Utah, I think it's good if you're Snowbird or Alta. **(32.2.9C, 32.2.9E, 32.1.2B, 32.1.2D, 32.2.9A, 32.7B, and 32.7C)** That canyon would be forever changed with either of these options. **(32.4I)** How much more can capacity (# of skiers on the hill) be increased at these two resorts. **(32.20B and 32.20C)** Electric buses and cars will be a better option, it's just going to take a little longer. **(32.2.6.3F)**

Respectfully,
Oren Hopkins

COMMENT #: 9597
DATE: 9/1/21 3:16 PM
SOURCE: Email
NAME: Jackson Haack

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Jackson Haack
Salt Lake City, UT

COMMENT #: 9598
DATE: 9/1/21 3:16 PM
SOURCE: Email
NAME: Taylor Elliott

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Taylor Elliott
Salt Lake City, UT

COMMENT #: 9599
DATE: 9/1/21 3:17 PM
SOURCE: Website
NAME: Nathan Ramsay

COMMENT:

Do not put a tram up. **(32.2.9E)** It only benefits Alta and snowbird as a taxpayer attraction to visit the resort. **(32.1.2B, 32.1.2D, 32.2.9A, 32.7B, and 32.7C)** It is not the most effective means of elevating traffic. **(32.7B and 32.7C)** It is also a massive eye sore. **(32.17A)** Build a trax train system to the resorts. **(32.2.9F)**

COMMENT #: 9600
DATE: 9/1/21 3:18 PM
SOURCE: Website
NAME: Caleb Rio-Anderson

COMMENT:

I'm for unchanged bussing with a protected lane and more parking for bussing. **(32.2.9B)** It could be just like Zion and run pretty smooth. **(32.2.2B)** Snow sheds would be a nice bonus as well. **(32.2.9K)** Gondola is not a good move. **(32.2.9E)**

COMMENT #: 9601
DATE: 9/1/21 3:18 PM
SOURCE: Website
NAME: Nicholas Burr

COMMENT:

I am not for either option. **(32.2.9C and 32.2.9E)** My idea is to have Alta and snowbird limit ticket sales each day and make ikon pass holders reserve. **(32.2.2K)** This is not a good idea. Keep the boulders. **(32.4A and 32.4B)** No gondola. Let's try more busses without a lane! **(32.2.9A)** I'm not opposed to a toll either! **(32.2.4A)** But let's not ruin LCC with a gondola!!! **(32.4I)**

COMMENT #: 9602
DATE: 9/1/21 3:20 PM
SOURCE: Website
NAME: Alton Richardson

COMMENT:

The negative impacts of this project moving forward far outweigh the benefits. This would exclude huge user groups from participating in outdoor recreation in the canyon while allowing for a benefit for strictly wealthy, high income families to use a service for a select few months of the year. **(32.1.2B, 32.1.2D, 32.1.4D, 32.2.9A, 32.7B, and 32.7C)** This is a disgrace to natural beauty of LLC and a step in the wrong direction for progress towards environmental acts and stewardship. **(32.17A, 32.17B, and 32.29G)**

COMMENT #: 9603
DATE: 9/1/21 3:21 PM
SOURCE: Website
NAME: Andrew Stitt

COMMENT:

I support the gondola plan. More buses are not going to help on avalanche days. (32.2.9D, 32.2.9C, and 32.2.6.3P)

COMMENT #: 9604
DATE: 9/1/21 3:21 PM
SOURCE: Website
NAME: Lon Durrant

COMMENT:

I support the gondola option to reduce Little Cottonwood Canyon traffic. I do have concerns how it will help with non-ski traffic **(32.2.9D, 32.1.2D, and 32.7C)**

COMMENT #: 9605
DATE: 9/1/21 3:21 PM
SOURCE: Website
NAME: John Byrne

COMMENT:

It is difficult to start a conversation about choosing between enhanced bus service and the gondola B plan without first noting that there has yet to be a recreational capacity study for our Canyon delivered to UDOT or anyone else. **(32.20B)** It seems incredibly backwards to be trying to make this choice without first having a better understanding of the need for increased uphill capacity if any. **(32.20C)** UDOT, in the EIS, suggests that generating a capacity study is the responsibility of the USFS and not UDOT. UDOT also notes that so far USFS has not expressed interest in participating in such a recreational capacity study. According to the EIS, UDOT was left with no choice but to estimate future demand by extrapolating the growth in users over the last couple of years. To me, this seems like a tenuous approach to spending half a billion dollars. **(32.20B)**

In choosing between the enhanced bus option and the gondola B plan, my number one criteria is which will be less impactful on our community here in Alta. Which option is more compatible with our core values and will be more consistent with and less disruptive to our way of life? After carefully reading and studying both plans it is clear to me that the enhanced bus option would be far less impactful on our community and should be selected by UDOT as the preferred alternative. Scalability of the project- the ability to build it in phases over time as demand actually warrants, operational flexibility with respect to winter and summer operations including trailhead service (which we all see this summer has become a more significant issue than ever) as well as some minor benefits like a dedicated summer bike and pedestrian lane are the main differentiators for me. **(32.2.9B, 32.2.6.3D, 32.1.2C, and 32.2.6.3C)** Thank you very much for this opportunity to voice my opinion.

COMMENT #: 9606
DATE: 9/1/21 3:21 PM
SOURCE: Website
NAME: Leann Banco

COMMENT:

Yes. I am a skier and I support a gondola as one of the solutions to the congestion traffic problem
(32.2.9D)

COMMENT #: 9607
DATE: 9/1/21 3:21 PM
SOURCE: Website
NAME: Flynn Hermanson

COMMENT:

This proposal threatens to remove cherished rock climbing areas **(32.4A and 32.4B)**. We should consider alternative plans and routes which will allow these fantastic areas to be preserved. **(32.2.2PP and 32.2.9A)** Please keep the area as a destination for all users, not just skiers at the resort. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 9608
DATE: 9/1/21 3:22 PM
SOURCE: Website
NAME: China Lim

COMMENT:

Little Cottonwood Canyon provides an outlet with nature through a multitude of sports including skiing, biking, hiking, and climbing. What UDOT is proposing does not take into account the different ways that people may enjoy Little Cottonwood Canyon and instead ruins the canyon (and the ways people enjoy it) based on the “needs” of one sport, skiing/snowboarding. **(32.4I, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** While I am an avid skier and have been for the last 10 years after moving to Salt Lake City, my initial move was motivated by climbing. Specifically, the climbing in Little Cottonwood Canyon is world-class and is minutes from the city. Widening the road will destroy the actual physical nature of the canyon (aka. removal of boulders that climbers have been enjoying for decades). In addition, placement of a gondola will likely affect all recreate-ors by taking away the pristine nature of the canyon. **(32.4A, 32.4B, 32.17A, and 32.17B)** I strongly suggest that other non-invasive tactics be used to improve transportation in Little Cottonwood Canyon. **(32.2.9A and 32.2.2PP)** Otherwise, I fear we may lose one of the aspects that makes Salt Lake City truly one of a kind.

COMMENT #: 9609
DATE: 9/1/21 3:22 PM
SOURCE: Website
NAME: Isabell Mahns

COMMENT:

I think the cog rail would be the best option for LCC. With a tunnel over it in notable avalanche areas, there wouldn't be any wind holds and there would be continuous travel up and down. **(32.2.9F)**

COMMENT #: 9610
DATE: 9/1/21 3:22 PM
SOURCE: Website
NAME: Jessie Dickerson

COMMENT:

Based in thorough reading of both options, I urge the decision against the gondola. **(32.2.9E)** This would heavily impact not only the environment we love, but it caters to those who can afford skiing. This decision would further polarize those with and without access to this area. Thank you for your consideration. **(32.4I, 32.2.4A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 9611
DATE: 9/1/21 3:22 PM
SOURCE: Website
NAME: Aaron Schneider

COMMENT:

I have spent time visiting SLC specifically for climbing in little cottonwood canyon. I am disappointed that proposed changes could negatively impact climbing and climbing access in the canyon and may prevent me from visiting Salt Lake City in the future. **(32.4A and 32.4B)**

COMMENT #: 9612
DATE: 9/1/21 3:22 PM
SOURCE: Email
NAME: Kyle Bradley

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

COMMENT #: 9613
DATE: 9/1/21 3:22 PM
SOURCE: Email
NAME: Rose McKean

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Rose McKean
SLC, UT

COMMENT #: 9614
DATE: 9/1/21 3:23 PM
SOURCE: Website
NAME: Mike Bangerter

COMMENT:

I do not support the installation of a gondola in Little Cottonwood Canyon. Doing so will permanently destroy historical boulders, erasing a proud Utah History. **(32.2.9E and 32.4B)**

COMMENT #: 9615
DATE: 9/1/21 3:23 PM
SOURCE: Website
NAME: Ruth Hawe

COMMENT:

I believe that both of the preferred alternatives are not adequate, and are designed to benefit the private ski resorts more than the traveling public. (32.2.9C, 32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C) If one of the two is selected, I believe the enhanced bus service provides for the most flexibility, both now and in the future, in servicing the canyons, not JUST for ski service and in the winter, but as a year-round solution for uses up and down the canyon, not just service that is primarily for skiers and wealthy vacationers. (32.1.2C and 32.2.6.3C)

COMMENT #: 9616
DATE: 9/1/21 3:24 PM
SOURCE: Website
NAME: Da Teng

COMMENT:

If the gondola is to be built, the ski resorts must fund its construction and operation so it is free to the public. **(32.2.7A and 32.2.4A)**

COMMENT #: 9617
DATE: 9/1/21 3:25 PM
SOURCE: Website
NAME: William Conrod

COMMENT:

The draft plan proposed by UDOT does not comply with the National Environmental Policy Act (NEPA) requirement to “consider all practicable alternatives.” Missing is an alternative of limiting vehicle traffic by requiring a date/time permit system with a check station at the canyon entrance, and using the existing road infrastructure. **(32.2.2K and 32.2.2L)** Overnight lodgers could get automatic permits with lodging. Limited car permits would encourage car pooling or riding the bus. **(32.2.4A and 32.2.2B)** Traffic would use the existing road and parking system with no new facility construction. Buses could get the priority with no road widening for an extra bus lane. **(32.2.9A)** There would be no elimination of roadside parking or widening in the lower canyon. This would save millions in construction cost with no new environmental impacts in one of the gems of northern Utah. If a permit system were tried and it failed, it would not preclude an alternative requiring later facility construction. **(32.2.9R)**

This is not a new, untested idea. Permit systems limiting cars entering parks are being used by the National Park Service at Rocky Mountain and Yosemite parks. Glacier NP requires a permit to drive the trans-park road, and Zion is now requiring a permit to day hike the Angel’s Landing Trail, plus long standing restrictive permit systems to backpack and run rivers in numerous national parks.

A car permit system would save construction cost and environmental impacts. Access to the superb climbing cliffs and boulders at the mouth of the canyon should not be impaired by construction. This beautiful resource has been a climbing center since the 1960s and contributes to Utah’s appealing outdoors image. I speak as an old climber who was active there in the 1960s and 70s and a current Alta skier. Don’t forget, a Salt Lake climber just won an Olympic silver medal in climbing.

A permit system of course implies setting a capacity limit on cars and eventually buses, but this has been done elsewhere and can be done here. **(32.2.0B)** The two UDOT alternatives would eventually set a stealth limit on people or cars by virtue of facilities carrying only so many passengers, so why not address limits sooner and save the construction cost and environmental damage? Limiting traffic, at least cars, one way or another is inevitable in a confined canyon. **(32.2.2L)** Public agencies should be responsible to tax payers and environmental protection, not just pandering to corporate interests. **(32.2.9G)**

If the UDOT planning document is not revised to consider a vehicle permit system as a full alternative, it fails to comply with NEPA requirements that are triggered by the project affecting federal land, requiring federal permits, or using federal grant money. By all rights, litigation should then occur for failure to comply with NEPA. **(32.2.2K)**

William Conrod
retired National Park Service NEPA specialist

COMMENT #: 9618
DATE: 9/1/21 3:25 PM
SOURCE: Website
NAME: Kevin Sheff

COMMENT:

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

COMMENT #: 9619
DATE: 9/1/21 3:26 PM
SOURCE: Website
NAME: Mathew Winterholler

COMMENT:

The Gondola does not provide the access I would like to the White Pine trailhead or to rock climbing as it only goes to the two resorts) and will ruin the scenic value of the canyon. **(32.2.9E, 32.17A, and 32.4G)** Also, I like to road bike in the canyon and a wider road would be safer since I won't be using it when it is super busy anyway. **(32.9A and 32.9B)**

COMMENT #: 9620
DATE: 9/1/21 3:26 PM
SOURCE: Website
NAME: Morgan Loomis

COMMENT:

NO GONDOLA (32.2.9E)

COMMENT #: 9621
DATE: 9/1/21 3:26 PM
SOURCE: Website
NAME: Kevin Sheff

COMMENT:

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

COMMENT #: 9622
DATE: 9/1/21 3:26 PM
SOURCE: Email
NAME: Aspen Searle

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Aspen Searle
Salt Lake City, UT

COMMENT #: 9623
DATE: 9/1/21 3:27 PM
SOURCE: Website
NAME: Rebecca Stevenson

COMMENT:

To whom it may concern,

I have lived in the SLC Vally since 2008, throughout that time I have seen the increase in use of our beloved Canyons, BCC and LCC. In the last 5 years I think the most growth has occurred. LCC is not ment to get bigger or capable of allowing more people/vehicles etc. There is just no room for expansion to allow for more people/vehicles whether it is on the roads, at the resorts, or in the backcountry.

(32.20B) I DO NOT support the Gondola or widening of the road. **(32.2.9E and 32.2.9C)** I think the Gondola in reality is a headache for many reasons. I believe that It will be closed/on hold more often then not due to weather. **(32.2.9K)** I believe it will bring in unnecessary pollution, trash, and overconsumption with its base dock that is promoting concessions and retail. It does not solve the traffic or parking problem in and out of the canyon whatsoever. People will still drive up the canyon even if there is a gondola. ITS A BILLION DOLLERS?! **(32.1.2B, 32.1.2D, 32.2.4A, 32.2.7A, 32.2.7C, 32.7B, and 32.7C)**

I DO NOT believe the widening of the road is a better solution either. **(32.2.9C)** People will still drive. **(32.2.4A)** There will be unnecessary harm to the environment **(32.4I)**. I am an employee at snowbird and the amount of time the road is closed do to hazardous dangerous incidents in winter as well as summer is growing. The amount of construction on that road due to Mother Nature is a problem in itself. Widening the road just makes more area for problems to happen and be fixed, more snow removal, more rock slide removal, more summer maintaining. **(32.2.6.3P)** I strongly believe that more electric busses operating more frequently and all year long is the answer. **(32.2.9A, 32.2.6.3F, and 32.1.2C)** Larger transportation hubs that make sense and have incentive. **(32.2.6.2.1C)** Stops at trail heads as well as extended hours of the day. **(32.2.6.3C and 32.2.6.5N)** I live in the Vally and work up at Park City Mtn. Resort in the winter and I take the buss from Kimble Junction to the resort almost daily and I have never had an issue, Its a great system. I also believe that there should be a toll gate just like Millcreek Canyon. **(32.2.4A)** There is a fast pass lane for pass holders, residents, workers etc and another lane for one off's. This price can be included or discounted with lift tickets and have a fast pass mailed and reloaded like a RFID card. Thank you for hearing my thoughts. I live in Utah because of LCC and have made a home right off of Wasatch blvd. I hate the traffic and congestion just like everyone else, sometimes I can't even pull out of my driveway in the morning on a powder day. **(32.7B)** However I don't think that widening the road or a gaudy Gondola is the right solution. These Canyons are beautiful natural assets of our state that we need to preserve and not exploit.

-Becky

COMMENT #: 9624
DATE: 9/1/21 3:27 PM
SOURCE: Email
NAME: Alison Ward

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 Ward
Salt Lake City, UT

COMMENT #: 9625
DATE: 9/1/21 3:28 PM
SOURCE: Website
NAME: Reuben Watkins

COMMENT:

I support widening the road up LCC and promoting increased bus access, with winter time road access limited to resort employees and residents of LCC. **(32.2.2B)** I don't support subsidizing resort access with hugely expensive, permanent, and vastly landscape-altering solutions. **(32.2.9E and 32.17A)**

COMMENT #: 9626
DATE: 9/1/21 3:28 PM
SOURCE: Email
NAME: Mathew Winterholler

COMMENT:

Dear Utah Department of Transportation (UDOT),

The Gondola does not provide the access I would like to the White Pine trailhead or to rock climbing as it only goes to the two resorts) and will ruin the scenic value of the canyon. **(32.2.9E, 32.17A, and 32.4G)** Also, I like to road bike in the canyon and a wider road would be safer since I won't be using it when it is super busy anyway. **(32.9A and 32.9B)**

Sincerely,
Mathew Winterholler
Draper, UT

COMMENT #: 9627
DATE: 9/1/21 3:29 PM
SOURCE: Website
NAME: Liam Nolan

COMMENT:

It is unacceptable to use tax payer money for a private resort gondola. **(32.2.7A and 32.2.9E)**
Additionally there are less drastic solutions that will not affect the canyons. **(32.2.2PP)** Do not build this gondola

COMMENT #: 9628
DATE: 9/1/21 3:29 PM
SOURCE: Website
NAME: Cass Ferrer

COMMENT:

pls pls pls no gondola. i want my son to experience areas that would be completely destroyed by this awful idea (32.2.9E and 32.4I)

COMMENT #: 9629
DATE: 9/1/21 3:30 PM
SOURCE: Website
NAME: Philip Howland

COMMENT:

I would like to see restricted access to the canyon during periods of heavy snowfall instead of either option currently available. **(32.2.2L, 32.2.2K, and 32.2.2M)** However, if we need to do one or the other then I support the expanded bus service. **(32.2.9B and 32.2.9E)** This will be a more long term and scalable project than the gondola. The gondola will negatively impact views and seems poised to only benefit the ski resorts. **(32.1.7A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** As someone who lives between Big and Little Cottonwood Canyon I would be more likely to utilize a bus than the gondola. It is easier to access via bus. The benefit of the bus over the gondola is the ability to use the road for more recreational purposes in the summer. **(32.1.2C)** I do NOT support the gondola. **(32.2.9E)**

COMMENT #: 9630
DATE: 9/1/21 3:31 PM
SOURCE: Website
NAME: Sawyer Depies

COMMENT:

I think it would be a bad idea to have a gondola for the area. It may increase the number of tourists but it would decrease the number of climbers that return to the area year after year. Not to mention climbers tend to be much more respectful of the land **(32.2.9E and 32.4B)**

COMMENT #: 9631
DATE: 9/1/21 3:31 PM
SOURCE: Website
NAME: Evan Blanford

COMMENT:

I am in vote of the bus service and against the implementation of the gondola **(32.2.9B and 32.2.9E)**.

The bus service is quick (dedicated lane for busses in peak times), easy (large parking hubs reduces risk of having to fight for parking), reliable (running several busses at the same time means that the entire "system" will rarely come to a halt - the exception being canyon closures), cheap/free to use (UTA riding is normally free with a ski pass). **(32.2.4A)**. The glaring issue is still traffic backup during canyon closures, but permanently installing the world's longest gondola to help mitigate a few weekend closures a year seems like overkill to me. **(32.1.4D and 32.7A)**

The planned bus stops can be adapted quickly and easily each year, so hikers/bikers/backcountry skiers can get dropped off at important/popular hubs if the demand is there. Plus, in the summer, the bus priority lane gets used by pedestrians and bicyclists. Way safer for them, and makes driving LCC way easier not having to go around cyclists. **(32.2.6.3C and 32.9A)**

With the gondola, it's literally only moving people to two ski resorts and out of peak season it is completely useless. For such a large investment that is going to be assisted by local taxpayers, it just doesn't seem to pay itself off. **(32.7B and 32.7C)**

Finally, a strong bus system can also grow to help BCC. Throwing up a gondola in LCC helps them out, but does nothing for the other half of the motorists heading towards BCC. A strong, fast, well utilized bus system can assist both canyons without much additional effort. **(32.1.1A and 32.20D)**

COMMENT #: 9632
DATE: 9/1/21 3:32 PM
SOURCE: Website
NAME: Blaine Moss

COMMENT:

I ski frequently and love LCC. I'm very much opposed to a gondola and it's towers. **(32.2.9E)** We should start in the near term with more buses, tolling, reservation system. **(32.2.9A, 32.2.4A, and 32.2.2K)** Also the 2 ski resorts should also pick up more of the cost. They are the ones primarily benefiting. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 9633
DATE: 9/1/21 3:32 PM
SOURCE: Website
NAME: Joel Katz

COMMENT:

I support the LCC gondola as the best way to alleviate traffic congestion, reduce emissions and provide access in case of frequently occurring avalanches **(32.2.9D)**

COMMENT #: 9634
DATE: 9/1/21 3:32 PM
SOURCE: Email
NAME: Sav Watson

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Sav Watson
Salt lake city, UT

COMMENT #: 9635
DATE: 9/1/21 3:33 PM
SOURCE: Website
NAME: Samuel Bloom

COMMENT:

What happens when the gondola is required to transport 30% of people up and down the canyon but it is closed due to high winds? **(32.2.6.5K)** You will not have bus service or other public transit available to transport these people down the canyon. How strongly will our comments even be considered when moving forward? **(32.2.9N)**

COMMENT #: 9636
DATE: 9/1/21 3:34 PM
SOURCE: Website
NAME: Steve Werner

COMMENT:

I support the Gondola option for winter travel in LCC **(32.2.9D)**

COMMENT #: 9637
DATE: 9/1/21 3:34 PM
SOURCE: Website
NAME: Mike McCartan

COMMENT:

Hello, I do not support the gondola as a reasonable way to combat traffic issues, congestion and accessibility to Little Cottonwood Canyon in the winters (or Summers for that matter). **(32.2.9E)** This would not be an equitable access avenue and would be a major, tax-payer funded handout to the ski resorts. For the people, myself included, who enjoy the public lands of the canyons, and not the ski resorts, this would only further inhibit access. **(32.4G, 32.2.4A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I fully support road widening, road improvements and massivley increased bus traffic. **(32.2.9B)** Please reconsider your approach to the gondola. Thank you, Mike McCartan.

COMMENT #: 9638
DATE: 9/1/21 3:35 PM
SOURCE: Website
NAME: Elliot Davis

COMMENT:

The gondola solution is not an answer to our problem with traffic congestion in Little Cottonwood Canyon. It is merely a way for the resorts to increase revenue at the expense of the taxpayers, while ruining some of the most beautiful public land that Utah has to offer. **(32.4I, 32.17A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Increased bus service, along with increased parking at the base of the canyon and road tolling, is the solution that best meets the needs of all users of LCC. **(32.2.9A and 32.2.4A)** Please consider this option, as the gondola is irreversible and will likely not solve the issues at hand. **(32.7B and 32.7C)** Thank you.

COMMENT #: 9639
DATE: 9/1/21 3:35 PM
SOURCE: Website
NAME: Kristen Rwoe

COMMENT:

I think the gondola option is overall the lowest impact to the canyon during its lifecycle while also improving canyon safety. It improves the long-term environmental impact of traffic in the canyons (reducing air pollution in the canyons and reducing potential of spills due to traffic accidents). **(32.2.9D and 32.10A)** It also significantly limits the safety impacts to the public by reducing the rate of traffic accidents in winter driving conditions. This is accomplished by reducing the number of cars (and particularly 2-wheel drive cars) on the road trying to drive in often very inclement winter weather. It is also much safer to operate the gondola than a fleet of bus. **(32.2.6.5D and 32.2.6.3P)** The potential injury and death toll should a bus have an accident is not even a consideration with the gondola option. Provided the DOT ensures the proper maintenance of the gondola, there is almost no risk of rider injury or death. **(32.2.6.5K)** I feel like it would also limit traffic impacts on Wasatch due to not having to put police blockades at the mouth of the canyon to check that cars have the required all-wheel drive and snow tires. **(32.2.2M)** These police stop often add miles of traffic backup and slowdowns sometimes making it impossible to leave my neighborhood. As a resident in the [REDACTED] neighborhood, I think that reducing the number of cars piling onto Wasatch by the mouth of LCC would be a huge benefit! While both options improve the uphill capacity, the gondola option is obviously the preferred in terms of improving the uphill capacity of moving people to the major locations in the canyon. I also think that it would improve the tourist experience of people coming to ski in LCC. Rather than having to try and drive in snowy weather in a rental car, tourists could ride up the gondola and enjoy the scenery of the canyon while also being safe and comfortable. I think it is a no brainer that the gondola is by far the best solution and it is overall my preferred alternative to the issue of traffic and canyon congestion. **(32.7C)**

COMMENT #: 9640
DATE: 9/1/21 3:35 PM
SOURCE: Website
NAME: Max Myers

COMMENT:

DONT DO IT. Your proposal does not address the problem in an acceptable way. This is not the solution we're looking for **(32.29D)**

COMMENT #: 9641
DATE: 9/1/21 3:36 PM
SOURCE: Website
NAME: Eric Wright

COMMENT:

The gondola solution is not an answer to our problem with traffic congestion in Little Cottonwood Canyon. It is merely a way for the resorts to increase revenue at the expense of the taxpayers, while ruining some of the most beautiful public land that Utah has to offer. **(32.4I, 32.17A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Increased bus service, along with increased parking at the base of the canyon and road tolling, is the solution that best meets the needs of all users of LCC. **(32.2.9A)** Please consider this option, as the gondola is irreversible and will likely not solve the issues at hand. **(32.7B and 32.7C)**. Thank you.

COMMENT #: 9642
DATE: 9/1/21 3:36 PM
SOURCE: Email
NAME: Maxwell 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,
Maxwell Rice
Holladay, UT

COMMENT #: 9643
DATE: 9/1/21 3:37 PM
SOURCE: Website
NAME: Jackson Keller

COMMENT:

I oppose both the preferred alternatives to improve transportation in Little Cottonwood Canyon. **(32.2.9C and 32.2.9E)** Widening the road would have a profound impact on recreation in the Canyon outside of the winter season potentially destroying many important bouldering spots along the road. **(32.4A)** Widening the road would also impact watershed and wildlife in the area, and construction would be spread throughout the canyon - dramatically altering the canyon. **(32.12B, 32.12B, 32.4I, and 32.17B)** A gondola would have a profound visual impact, could also hurt bouldering, and most importantly only serves the canyon's two ski resorts. **(32.17A, 32.4B, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Out of the two options I would say this is the more environmentally responsible choice, but its impacts will still be profound. Both options are costly and would increase use of the canyon to a point that may be unsustainable. **(32.20C)** Transitioning to electric buses and limiting personal automobiles in the canyon wouldn't require costly investments in infrastructure that assumes the Canyon will remain a premier wintersport destination in a future of climate change. **(32.2.9A, 32.2.2B, and 32.2.4A)** In the future Utah winters may look drastically different than they do now, so any option should serve the whole canyon (not just resorts) at any time of the year, and it should do so in a way that doesn't contribute to overuse of the canyon or increased development. **(32.1.2C, 32.2.6.3C, and 32.20B)** If UDOT only a limited amount of personal automobiles in the canyon using a lottery system that canyon users could sign up for and also invested in more electric buses we could potentially maintain sustainable use of the canyon in a way that is environmentally friendly and equitable to all canyon users. **(32.2.2K and 32.2.6.3F)**

COMMENT #: 9644
DATE: 9/1/21 3:37 PM
SOURCE: Website
NAME: Hanna Conklin

COMMENT:

Please don't destroy our public lands. These canyons offer peace and joy to all who visit. Destroying any more of little cottonwood canyon for any reason would ruin the value and purpose of Salt Lake City. **(32.4I and 32.29G)**

COMMENT #: 9645
DATE: 9/1/21 3:38 PM
SOURCE: Website
NAME: Calliway Levin

COMMENT:

Please save this canyon! Stop your action! Please please please! **(32.2.9G)**

COMMENT #: 9646
DATE: 9/1/21 3:39 PM
SOURCE: Website
NAME: Robert Allen

COMMENT:

Proper Snow Tires and 4wd only in the canyons. I am seeing an uptick of door drop delivery drivers ill prepared for mountain driving in periods of heavy snowfall. Rental cars even with 4wd drive often have tires not fit for winter conditions. Large delivery trucks and many contractors from the valley also have no business heading up the canyon during storms. Most local pass holders are very prepared and not the problem. **(32.2.2M)**

COMMENT #: 9647
DATE: 9/1/21 3:39 PM
SOURCE: Email
NAME: Jordan Lagana

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Jordan Lagana
Salt Lake City, UT

COMMENT #: 9648
DATE: 9/1/21 3:40 PM
SOURCE: Website
NAME: Vince Craig

COMMENT:

I submitted a question yesterday. But did want to say I am in favor of the gondola, even though I still do have questions. **(32.2.9D)**

COMMENT #: 9649
DATE: 9/1/21 3:40 PM
SOURCE: Website
NAME: Kaylee Bringhurst

COMMENT:

Please do not ruin the infrastructure and history of climbing in LCC for the sake of seasonal tourism!!!!
(32.1.2B, 32.4A, and 32.4B)

COMMENT #: 9650
DATE: 9/1/21 3:40 PM
SOURCE: Email
NAME: Amanda Roper

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,
Amanda Roper
Salt Lake City, UT

COMMENT #: 9651
DATE: 9/1/21 3:41 PM
SOURCE: Email
NAME: VaLynn Espinoza

COMMENT:

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

COMMENT #: 9652
DATE: 9/1/21 3:42 PM
SOURCE: Website
NAME: David Combs

COMMENT:

I like the gondola (32.2.9D)

COMMENT #: 9653
DATE: 9/1/21 3:43 PM
SOURCE: Email
NAME: Elle Gord

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Elle Gord
Salt Lake City, UT

COMMENT #: 9654
DATE: 9/1/21 3:44 PM
SOURCE: Website
NAME: John Brickman

COMMENT:

Gondola is the way to go! **(32.2.9D)**

COMMENT #: 9655
DATE: 9/1/21 3:44 PM
SOURCE: Email
NAME: Jess Hartman

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Jess Hartman
Huntsville, UT

COMMENT #: 9656
DATE: 9/1/21 3:44 PM
SOURCE: Email
NAME: Cali Woodbury

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Cali Woodbury
Salt Lake City, UT

COMMENT #: 9657
DATE: 9/1/21 3:45 PM
SOURCE: Website
NAME: Landers Gaydosh

COMMENT:

Why should my parents pay for something that benefits people from other states? **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Also, we as Utahns are better off without snow bird and Alta. Down with snowbird and Alta!!!!!!

COMMENT #: 9658
DATE: 9/1/21 3:45 PM
SOURCE: Email
NAME: Austin Brice

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Austin Brice
Draper, UT

COMMENT #: 9659
DATE: 9/1/21 3:46 PM
SOURCE: Website
NAME: Christina Yong

COMMENT:

I strongly support tolls, restrictions on single occupancy vehicles, and any other means to discourage the use of personal vehicles in Little Cottonwood Canyon. **(32.2.4A and 32.2.2Y)** I am strongly opposed to any widening of the Canyon roads. **(32.2.9C)** On the other hand, I strongly support expansion of existing mass transit options such as increased frequency of bus service, or rail construction (but NOT if it means widening the roads). **(32.2.9A or 32.2.9F)** This watershed belongs to all of us, not just skiers. **(32.12B)** Thank you.

COMMENT #: 9660
DATE: 9/1/21 3:46 PM
SOURCE: Website
NAME: Joey Wilson

COMMENT:

Please no Gondola! **(32.2.9E)** It's way too big of a jump in development. The canyon is already at capacity and cramming more people up at the resorts will hurt our state and people. **(32.20A and 32.20C)**

Our economy is just fine as it is. We do NOT need even more tourists than we already have. If we continue to greedily seek money in the name of "job creation and economic development," we will pay the price in reduced quality of life for those of us who are already here. **(32.1.2B)**

COMMENT #: 9661
DATE: 9/1/21 3:47 PM
SOURCE: Website
NAME: Keelan Johns

COMMENT:

As a skier I urge you to please NOT spend our taxpayer money putting in a gondola up LCC. **(32.2.9E)** That would be a huge waste of taxpayer money to subsidize the ski industry. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I get that they bring in a lot of tax money for the state, but there are other, less destructive, more agile (can change/upgrade in the future) options. A gondola would be a huge capital investment that could not easily change in the future. **(32.2.6.5A)** Instead I urge you to expand bus options up the canyon or even look at light rail. **(32.2.9A or 32.2.9F)** Thank you.

COMMENT #: 9662
DATE: 9/1/21 3:47 PM
SOURCE: Website
NAME: Rachel Lake

COMMENT:

I have been skiing at Alta since before the introduction of the IKON pass. I think that if it weren't for the IKON pass then this would not be up for discussion at all. Canyon use has increased dramatically because of the IKON pass. As a past employee of Alta Ski Resort I had the chance to talk to customers, most of which were IKON pass holders. Alta and Snowbird are popular and successful enough to afford to get rid of the IKON pass. **(32.2.2K)**

COMMENT #: 9663
DATE: 9/1/21 3:47 PM
SOURCE: Website
NAME: Melody Fontaine

COMMENT:

Please do neither the gondola or improved bus lane. You'll never get the beauty of the canyon back after we disturb Mother Nature. **(32.2.9E, 32.2.9C, 32.17A, and 32.17B)**

COMMENT #: 9664
DATE: 9/1/21 3:48 PM
SOURCE: Website
NAME: Kyler Cooley

COMMENT:

I'd like to see lower impact options to the landscape and the canyon explored before major changes are made to the roadway and landscape. Like better bus systems better parking before roads are expanded or gondolas are installed. **(32.2.9A, 32.2.9C, and 32.2.9E)**

COMMENT #: 9665
DATE: 9/1/21 3:48 PM
SOURCE: Website
NAME: Makena Hewitt-Brown

COMMENT:

The construction of a gondola and subsequent destruction of the natural environment for the interest of private businesses is obscene and negligent, if not criminal. I have skied my entire life, and it has always been about being in nature, not the need to hurt it. (32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)

COMMENT #: 9666
DATE: 9/1/21 3:48 PM
SOURCE: Website
NAME: Michael Kessler

COMMENT:

As a year-round recreational user of Little Cottonwood Canyon, I do not support either proposal. **(32.2.9C and 32.2.9E)** The problem isn't the road, it's that there isn't room at the top of the canyon for all of the people that want to use it when snow conditions are good. Getting more people up there more quickly (however that is achieved) will only make the problem worse. **(32.7B, 32.7C, and 32.20C)** I do, however, support making the canyon road SAFER by putting in avalanche mitigating features. **(32.2.9K)** I also support paid parking throughout Alta and Snowbird. Scarce resources should be priced **(32.2.2K)**.

COMMENT #: 9667
DATE: 9/1/21 3:49 PM
SOURCE: Website
NAME: Bennett Fowler

COMMENT:

This land has amazing bouldering and hiking on it and with the construction and addition of the gondola it will great affect this for a large number of people who enjoy the outdoors. **(32.4B, 32.4G, and 32.4I)**

COMMENT #: 9668
DATE: 9/1/21 3:49 PM
SOURCE: Website
NAME: David Brown

COMMENT:

UDOT's stated intent is to 'improve the transportation-related commuter, recreation, and tourism experiences for all users of S.R. 210 through transportation improvements that improve roadway safety, reliability, and mobility on S.R. 210.' However the enhanced bus alternative and most especially the gondola alternative do not meet this intent as they only serve a portion of users (not 'all users') - those who use the resorts. This does not improve the transportation options for backcountry users whose population has exploded in growth recently. The gondola alternative especially fails in meeting this intent. **(32.1.2B, 32.1.2D, 32.2.7A, 32.2.9E, 32.7B, and 32.7C)**

In addition, UDOT describes a need to address limited trailhead parking and the negative effects that result therefrom. While some new parking has been added, the Gondola alternative does nothing to address this need especially in light of the increased backcountry use described above. Consequently, UDOT's stated purpose and primary objective 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 is severely limited and compromised despite the substantial cost of both alternatives to the public. **(32.2.6.3C and 32.2.6.5G)**

Section 2.5 demonstrates the premature issuance of this EIS by disclosing 'UDOT anticipates that the enhanced bus service alternatives and snow sheds would be under the purview of 23 USC Section 317, but the gondola alternatives, the Cog Rail Alternative, and the trailhead improvement alternatives might not be. However, because FHWA has yet to make a determination regarding Section 317 applicability, UDOT has analyzed all of the action alternatives and components that would be located on NFS lands as if a special-use authorization would be required from the Uinta-Wasatch-Cache National Forest.' As such, more clarity regarding FHWA's determination is necessary to gauge the feasibility of the full suite of alternatives versus making an assumption as to the action before the forest services such that all alternatives can be evaluated equally and in accordance to the Council of Environmental Quality's NEPA regulations. **(32.28A)**

Finally, although not substantive to the purpose and need of this EIS I do find it appalling that we are considering expenditures of such vast sums of taxpayer money be spent on a project that caters to the interests of private resorts, the enjoyment of which is so expensive as to be essentially economically inaccessible to most of our local populace. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Meanwhile the number of homeless people and other members of our society in need of taxpayer assistance grows daily. It is incredibly disappointing. Both Alta and Snowbird should be ashamed of themselves for milking the public coffers rather than footing the bill themselves in such times of need. Thank you

COMMENT #: 9669
DATE: 9/1/21 3:50 PM
SOURCE: Website
NAME: Anna Keeling

COMMENT:

Hello. Not enough has yet been done to improve the bus services. There are not enough buses servicing the park and rides. Some park and rides are under-utilised (eg 3900 S/Wasatch). More stringent carpooling is necessary with 4+ to a vehicle. And a special lane for buses and shuttles **(32.2.9B, 32.2.6.2.1C, and 32.2.4A)**. A gondola only really serves the Bird and Alta and is an irreversible mark on the landscape with massive construction involved. **(32.17A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** First try better bus service with improved ski storage (the current bus service and ski storage is absolutely useless) and a bus and car pool-only lane. **(32.2.9B)** Give it a year. Have a firm research plan that monitors bus numbers, car parking in park and rides, numbers using buses at various peak hours and a system for enforcing car pooling. If all that doesn't work - gondola. But at least give it a year to test an improvement in the existing infrastructure. **(32.29R)** Thank you, Anna Keeling

COMMENT #: 9670
DATE: 9/1/21 3:51 PM
SOURCE: Email
NAME: Elliott Barcikowski

COMMENT:

Dear Utah Department of Transportation (UDOT),

The proposed gondola in Little Cottonwood Canyon is quite simply the worst of all the transportation solutions that have been floated for the Wasatch mountains around Salt Lake City. **(32.2.9E)** This would be an enormous expenditure that does little to actually alleviate the traffic issues in the canyon and exists only to aid a particular group: owners of ski resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Time and again the ideas for traffic "solutions" end up coming directly out of ski resort marketing departments. It's simply absurd that we would spend the kind of money needed for such a project on a solution that is so orthogonal to the actual problems it purports to solve. **(32.7B and 32.7C)** In addition to the money, Little Cottonwood Canyon would be permanently disfigured and many recreational areas in the canyon would be turned into industrial sites. **(32.4I and 32.17A)** For this the public gains little in the way of access, aside from a slow and expensive way to get to the Snowbird and Alta. This idea is beyond bad.

There are many easy and sensible solutions that could be implemented quickly. First, the focus should be on large investments in bus lines, reduced or free bus services and tolls to get into the canyon. Since this has never been tried in a serious way there is no excuse in using such a simple, common sense solution first. As traffic grows, bus lanes may be expanded and snow sheds added to increase the flow of traffic in the canyon. **(32.2.9A, 32.2.4A, and 32.29R)**

A gondola is simply not a transportation solution, it's a ski resort marketing tool. Every local person that I know sees how absurd and corrupt this is. It's simply indefensible.

Sincerely,
Elliott Barcikowski
Salt Lake City, UT

COMMENT #: 9671
DATE: 9/1/21 3:51 PM
SOURCE: Email
NAME: Paula Aoki

COMMENT:

Thank you for providing the information on the above alternative project to the growing increase of traffic in Little Cottonwood Canyon. The link provided in an email sent to me by Snowbird was very informative, as well as the short video. I am in support of this project. **(32.29D)**

Regards,
Paula Aoki

COMMENT #: 9672
DATE: 9/1/21 3:52 PM
SOURCE: Email
NAME: Brian Mehl

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

COMMENT #: 9673
DATE: 9/1/21 3:52 PM
SOURCE: Email
NAME: Emma Orgill

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Emma Orgill
SLC, UT

COMMENT #: 9674
DATE: 9/1/21 3:52 PM
SOURCE: Email
NAME: Mazzy McKinnie

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B and 32.1.2D)**
- 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) Seeing as the canyon congestion stretches out to I215 exit and well past little cottonwood south, putting a parking lot for the gondola at La Caille will not eliminate or even reduce canyon traffic. We will still have the same amount of cars in the area. **(32.2.6.5E)**
- 7) What incentivizes the use of the gondola over the existing bus other than time difference? Not enough people will be willing to pay the fee to use the gondola over being able to "drive their own private vehicles. **(32.2.4A)**
- 8) The fact that Utah taxpayers will be responsible for the cost of the gondola is not fair. **(32.2.7A)** What about the utahns that snowboard and cant go to alta? **(32.29I)** What about the utahns that ski BCC or park city? **(32.1.1A)** What about the cross country and backcountry skiers that ski areas of the canyon not reached by the gondola? **(32.1.2D, 32.2.7A, 32.7B, 32.7C, and 32.4G)** What about the Utahns that dont ski or snowboard at all? **(32.1.2B and 32.7C)** The gondola only goes to snowbird and alta only benefiting their financial needs. **(32.2.7A)** If the gondola will only go to snowbird and alta, those 2 companies should be the ones to pay the bill, not the Utah taxpayer.

I think the best option the eliminate canyon traffic in LCC is to do just that; eliminate it. Add in snow shed tunnels in avalanche areas and make access bus only with multiple stops up the canyon for users of all types. **(32.2.9K, 32.2.2B, and 32.2.6.3C)**

Sincerely,
Mazzy McKinnie
Salt Lake City, UT

COMMENT #: 9675
DATE: 9/1/21 3:53 PM
SOURCE: Website
NAME: Spencer Ferguson

COMMENT:

Would it be possible to set a limit on the number of days someone can drive their personal car up the canyon in the winter? For example, if the cap was 30 days, then for those people who want to ski 100 days in a season, they could ride public transportation or share a ride with someone if they wanted to go more than 30 times. You could expand this to focus on high-traffic days, encouraging people to utilize public transit on the high-traffic days. For example, everyone could get 10 days a season on high-traffic days (weekends/holidays). If you had a scan station at the mouth of the canyon to read license plates, you could automate all of it. It seems to have less environmental impact and be a heck of a lot cheaper to do. You would have to register your car's license plate online and you would have to limit the number of cars per household. For people going up the canyon who do not go to Alta or Snowbird, maybe they can have more days/unlimited days. I would assume the vast majority of canyon traffic in the winter is to the two resorts. **(32.2.2K)**

COMMENT #: 9676
DATE: 9/1/21 3:54 PM
SOURCE: Email
NAME: Noah Lebsack

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Noah Lebsack
Salt Lake City, UT

COMMENT #: 9677
DATE: 9/1/21 3:55 PM
SOURCE: Website
NAME: Paige Jones

COMMENT:

I do not support the gondola or lane widening in LCC. **(32.2.9E and 32.2.9C)** Bouldering is an incredibly important part of SLC history, tourism, and outdoor industry. Anything that compromises the boulders is unacceptable. **(32.4A and 32.4B)** We should not compromise our environment in favor of the ski industry. **(32.2.7A)** If we must, limit access during peak times. I'm happy to pay to ride a shuttle and wait my turn if the canyon is crowded. **(32.2.4A)**

COMMENT #: 9678
DATE: 9/1/21 3:55 PM
SOURCE: Website
NAME: Dan Gibbs

COMMENT:

I would ask that you consider both expanding the bus services (frequencies & capacity) as well as incentivizing 4 person car pools before spending money on an expensive and environmentally impacting gondola system. **(32.2.9B, 3.2.6.3N, 32.2.4A, and 32.2.9E).**

COMMENT #: 9679
DATE: 9/1/21 3:55 PM
SOURCE: Website
NAME: Erin Bartke

COMMENT:

I am against any landscape altering in LCC. We should first try options that will not harm the landscape, and additionally, **(32.2.9C, 32.2.9E, 32.13A, and 32.17B)** I do not want my taxpayer money helping out two private businesses to get more money. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** There are more sports than just skiing and snowboarding in LCC, and to disregard those in favor of another that makes more money is unfair and part of gentrification of the outdoors.

COMMENT #: 9680
DATE: 9/1/21 3:56 PM
SOURCE: Website
NAME: Katie Crofts

COMMENT:

The gondola would be the least damaging to the environment. We support the idea of the gondola over the bus option. **(32.2.9D and 32.2.9C)**

COMMENT #: 9681
DATE: 9/1/21 3:56 PM
SOURCE: Email
NAME: Rozlyne Gonzalez

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Rozlyne Gonzalez
Provo, UT

COMMENT #: 9682
DATE: 9/1/21 3:56 PM
SOURCE: Email
NAME: Audrey 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)**
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Sincerely,
Audrey Moody
Sandy, UT

COMMENT #: 9683
DATE: 9/1/21 3:57 PM
SOURCE: Website
NAME: Melissa Paulsen

COMMENT:

Please don't use taxpayer dollars to help deliver tourists to Snowbird and Alta! I strongly believe a gondola will ruin LCC (**32.2.9E and 32.4I**)

COMMENT #: 9684
DATE: 9/1/21 3:58 PM
SOURCE: Email
NAME: Hayden Price

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

COMMENT #: 9685
DATE: 9/1/21 3:59 PM
SOURCE: Website
NAME: Ad5 Zalewski

COMMENT:

The gondola is an absolute shame. It would utterly destroy the beauty of the canyon.. just look over at the open pit mine across the valley and ask your self if we should do that again. I'm all for economic growth.. I have vacation rentals here. Just please no gondola... **(32.2.9D and 32.17A)**

COMMENT #: 9686
DATE: 9/1/21 3:59 PM
SOURCE: Website
NAME: Misty Larsen

COMMENT:

I am in favor of the gondola. It should contribute much less pollution and hopefully not destroy as much of the natural beauty of the canyon (**32.2.9D and 32.17A**).

COMMENT #: 9687
DATE: 9/1/21 4:00 PM
SOURCE: Website
NAME: John Sasine

COMMENT:

YES!!! I am greatly in favor of the Gondola Project. Utah would finally be able to join the 21st century of providing clean efficient access to its majestic ski slope the same way Europe has done for many decades. **(32.2.9D)**

COMMENT #: 9688
DATE: 9/1/21 4:00 PM
SOURCE: Website
NAME: Alex Klemme

COMMENT:

The gondola solution only helps the resorts at the expense of the tax payers. If Snowbird or Alta wants a gondola to service there resorts then they should pay for it. It doesn't take into consideration backcountry skiers, hikers, climbers, summer use etc. This is a terrible idea and will ruin the canyon. **(32.2.9E, 32.4I, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 9689
DATE: 9/1/21 4:00 PM
SOURCE: Website
NAME: Paul Hamric

COMMENT:

Problems are single riders and no parking. We need parking away from Wasatch rd and buses from there. **(32.2.2I)**. Gondolas and trains are just a folly and a waste of time and money. **(32.2.9E and 32.2.9M)**

COMMENT #: 9690
DATE: 9/1/21 4:01 PM
SOURCE: Website
NAME: Tobias Rosenberg

COMMENT:

If private ski resorts want to have a gondola fine, let them but do not make tax money go to their private wealth. The state of Utah should not pay money for Snowbird and Alta to profit. Snowbird generates 130 million dollars annually. We could do so much to improve the air in salt lake with the money potentially going to help Snowbird and Alta generate more profit. Make them pay for it if they want a gondola. **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 9691
DATE: 9/1/21 4:01 PM
SOURCE: Email
NAME: Kristina Baker

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Kristina Baker
Provo, UT

COMMENT #: 9692
DATE: 9/1/21 4:01 PM
SOURCE: Email
NAME: Shyanne Zubal

COMMENT:

Dear Utah Department of Transportation (UDOT),

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Sincerely,
Shyanne Zubal
Sandy, UT

COMMENT #: 9693
DATE: 9/1/21 4:02 PM
SOURCE: Website
NAME: Kevin Seymour

COMMENT:

The destruction of little cottonwoods climbing would be a horrible tragedy. This area should be preserved for future generations of climbers and outdoor lovers, not callously destroyed. **(32.4A and 32.4B)**

COMMENT #: 9694
DATE: 9/1/21 4:02 PM
SOURCE: Website
NAME: Josilene Quintana

COMMENT:

This draft would be destructive to the environmental area many people visit for recreational purposes.
(32.4A, 32.4B, and 32.4I)

COMMENT #: 9695
DATE: 9/1/21 4:03 PM
SOURCE: Website
NAME: Jeffrey Roberts

COMMENT:

Please build the Gondola. Its is the option that will provide a long term transit solution for Little Cottonwood Canyon. Busses and lane widening will only amplify the existing challenges faced in LCC. Perhaps explore summer gondola operations as well. **(32.2.9D, 32.2.6.3P, and 32.2.6.5F)**

COMMENT #: 9696
DATE: 9/1/21 4:03 PM
SOURCE: Website
NAME: Megan Van Frank

COMMENT:

I am distressed about both options, but would like to express support for the lesser of two evils, which would be expanded bus routes. **(32.2.9E, 32.2.9B, and 32.2.2I)** These allow for more flexibility to accommodate higher and lower levels of seasonal traffic and to drop off in multiple spots along the canyon. **(32.1.2C, 32.2.6.3D, and 32.2.6.5C)** The gondola only serves the resorts, are only run in winter, and lengthen travel time considerably. **(32.2.6.5F, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** While I love me a ride on the tram and can see the charm of the gondola idea, it does not offer a good solution to the wider practicalities of access. **(32.2.6.5G)** It ends up being a subsidy to the resorts, rather than supporting access for all users of the canyon.

COMMENT #: 9697
DATE: 9/1/21 4:03 PM
SOURCE: Email
NAME: Hill Stoecklein

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,
Hill Stoecklein
Salt Lake City, UT

COMMENT #: 9698
DATE: 9/1/21 4:04 PM
SOURCE: Website
NAME: R Anthony Sweet

COMMENT:

Yes on bus improvements and roads. **(32.2.9B)** Emphatic no on gondola **(32.2.9E)**. Little Cottonwood Canyon is much more than just Alta and Snowbird. The bus alternate can service all users of the canyon and not just the ski resort operators. **(32.1.2C and 32.2.6.3C)**

COMMENT #: 9699
DATE: 9/1/21 4:04 PM
SOURCE: Email
NAME: Allison 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):

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- 6). As a climber, I am devastated thinking about the immense impact this construction will have on the boulders that exist throughout the canyon. All for the sake of capitalism and greed. **(32.4A and 32.4B)**
- 7). As a taxpayer, I do not want my hard earned dollars to fund 2 ski resorts that I have never even visited. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Sincerely,
Allison Vaughan
Salt Lake City, UT

COMMENT #: 9700
DATE: 9/1/21 4:05 PM
SOURCE: Website
NAME: Craig Osterloh

COMMENT:

I support Enhanced Busing with Additional Lanes. This solution will best serve the community for many reasons. **(32.2.9B)**

First, the solution is flexible. It can adjust as our needs change. We can use more buses or less buses. We can change pick up points and drop off points as those needs become apparent in future years. The option can be implemented in stages. It can grow as we do. **(32.2.6.3D and 32.2.6.3C)**

Second, I am opposed to the Goldola option due to the tremendous damage it will do to the viewpoints of Little Cottonwood Canyon. **(32.2.9E and 32.17A)** We would never think of putting a gondola up Zions Canyon. It is obvious that would be wrong. A gondola up Little Cottonwood Canyon would be similarly wrong. If we allow a gondola system to be installed in Little Cottonwood Canyon, we will scar it forever. It will be pervasive. You will see it from every point in the canyon. Twenty-two, twenty-two story buildings with 40 bus sized gondola strung 200 plus feet in the air will now be the main viewpoint in Little Cottonwood Canyon. It will no longer be the granite rock face behind Wasatch Resort. It will no longer be the goats on the cliffs at the mouth of the canyon. It will no longer be the expansive view looking down the canyon from the wild flowers of Albion Basin. The main, pervasive, view point of Little Cottonwood Canyon will be 22 skyscraper sized towers with 40 buses riding on a steel cable. **(32.17A and 32.4I)**

The Enhanced Bus option can be phased in. Widen roads as the need becomes apparent. Start with snow sheds, electronic tolling, and more frequent buses. **(32.2.9K, 32.2.4A, 32.2.9A, 32.2.9R)** We may find that is enough. If however, we do need to expand the road, it will just widen by twenty feet the scar that is already there, and has been there for years. A gondola will stand out like a sore thumb, visible from every corner of the canyon.

COMMENT #: 9701
DATE: 9/1/21 4:05 PM
SOURCE: Email
NAME: Effie Bonham

COMMENT:

Dear Utah Department of Transportation (UDOT),

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Sincerely,
Effie Bonham
Salt Lake City, UT

COMMENT #: 9702
DATE: 9/1/21 4:06 PM
SOURCE: Website
NAME: Evan Aiudi

COMMENT:

Please do not build this, we don't need to destroy our canyon for the ski resorts profit. **(32.29D and 32.2.7A)**

COMMENT #: 9703
DATE: 9/1/21 4:06 PM
SOURCE: Website
NAME: Renato Mascardo

COMMENT:

The Gondola feels like a great idea -- please approve it. **(32.2.9D)**

COMMENT #: 9704
DATE: 9/1/21 4:07 PM
SOURCE: Website
NAME: Austin Smith

COMMENT:

Adding bus capacity + some roadway improvements is the way. **(32.2.9B)** The gondola is a very poor choice, and it's a choice that will not age well for either the Wasatch Range in general, or UDOT. **(32.2.9E)** All the gondola will do is pad the bottom line of Alta/Snowbird, and have a minimal impact on traffic conditions. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Deeply, deeply support additional bus service, and further partnerships with resorts to incentivize both carpooling and bus utilization. **(32.2.4A)** There will be no going back on a gondola. Once 170' tall towers are placed in LCC, they won't go away. Urge you to try and implement measures which are: agile, scalable, and most importantly - reversible. **(32.2.6.3D)**

COMMENT #: 9705
DATE: 9/1/21 4:07 PM
SOURCE: Website
NAME: Hayden Oshea

COMMENT:

I believe that there is no easy solution to the traffic problem in LCC but i strongly disagree with the idea of a gondola. **(32.2.9E)** Also that widening the road puts many roadside landmarks, such as boulders in danger of being destroyed. **(32.2.9C and 32.4A)** I believe that promoting a more frequent bus system is the best option for now. **(32.2.9A)** If a gondola is built, the number of cars allowed in the canyon should be limited and the gondola use should be forced. **(32.2.6.5D, 32.2.2L, and 32.2.4A)** Alta and snowbird support the gondola only because they will make billions more a year than previously. Yet the incredible beauty of Little Cottonwood will be altered forever. **(32.17A)**

COMMENT #: 9706
DATE: 9/1/21 4:08 PM
SOURCE: Website
NAME: Alec Empson

COMMENT:

As a lifelong skier, I understand and relate the issues revolving around ski traffic. That being said, this is about more than skiing. I am also a climber and I believe that destroying natural climbing areas is not the answer. Any outdoor enthusiast, including skiers, can surely relate and understand that the impact humans have on the environment is taking its toll. **(32.4A, 32.4B, and 34.4I)** I am asking UDOT not to proceed with the transportation proposals in Little Cottonwood Canyon in consideration of the fact that it would cause irreversible destruction of Utah's natural beauty. **(32.2.9G)**

COMMENT #: 9707
DATE: 9/1/21 4:08 PM
SOURCE: Website
NAME: Dan Johnson

COMMENT:

I believe the gondola is the best alternative for providing access to recreational facilities in Little Cottonwood Canyon. **(32.2.9D)** Even with examples lanes, buses can still be slowed by traffic or avalanche mitigation. **(32.2.6.3P)** Other countries have used gondolas and aerial trams to alleviate congestion and provide access. I personally avoid LCC due to the traffic issues. Being able to park and ride to my destination should be a welcome relief.

COMMENT #: 9708
DATE: 9/1/21 4:08 PM
SOURCE: Email
NAME: Jake Albright

COMMENT:

Dear Utah Department of Transportation (UDOT),

I 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,
Jake Albright
SOC, UT

COMMENT #: 9709
DATE: 9/1/21 4:09 PM
SOURCE: Website
NAME: Delena Nielsen

COMMENT:

I'm a 45 yr old resident of Sandy most my life. I currently live in Salt Lake City. I'm a skier, climber, runner etc. I'm deeply concerned that UDOT is trying to push for financially beneficial projects rather than smart choices. **(32.1.2B)** Greed is a disease that can ruin any man. Colorado is not utah and these ski companies do not respect how we Utahns want to run our mountains. We have a serious problem with human poop in our canyons already. Our drinking water. We cannot continue to ignore that issue. **(32.12A and 32.12B)** The last 2 times I hiked brighton and alta they smelled like a diaper. Maybe these Colorado companies do not appreciate our watersheds. If you build to allow faster access and more capacity it will simply fill and be congested again. **(32.7B, 32.7C, and 32.20E)** I have lived here all my life mostly. In Canada they limit capacity to avoid over pooping the landscapes. **(32.20B)** I have watched arches, zions and others try to manage things by increasing access. Only to become overly crowded. I think limiting access is our only safe model for our watershed. **(32.12A, 32.12B, and 32.2.2L)** But Canyons wants their rich clients to access the resorts without being around us gross locals via a gondola. **(32.2.9E)** Or have special buses just for them. I do all these sports and both canyons need long term year round options to manage over crowding of our canyons. **(32.1.2C)**.

So if I had a choice it would be the rail option. **(32.2.9F)** Im so sorry UDOT would get only 7mil for this option, so their not pushing its agenda. But lets be clear after watching the road wash out personally 5 times this year. Rail has the lowest impact, doesn't smell bad, will run in super deep snow, can run year round, and can link up with hotels eventually in down town. **(32.2.9F and 32.2.2I)** I remember when rail first hit utah. Everyone said it would suck. But rail really works well for a frequently expanding infrastructure. Road ways cannot acomadate our growth. UDOT cannot meet our needs with roads. We need long term low impact solutions. Please dont choose money and greed over the people. Please. Delena

COMMENT #: 9710
DATE: 9/1/21 4:10 PM
SOURCE: Website
NAME: Julie Kurz

COMMENT:

Hello. Please do not put a gondola in LCC. **(32.2.9E)** The impact to the bouldering will be irreversible **(32.4B)**. People love the cottonwoods for their access to many things, not just skiing **(32.4I)**. Thanks.

COMMENT #: 9711
DATE: 9/1/21 4:10 PM
SOURCE: Website
NAME: Kurt Thornton

COMMENT:

I am in support of the proposed gondola up Little Cottonwood Canyon. I fell though, that it should be part of a multi solution approach that would include enhanced bus service to multiple drop off locations and a toll booth for all cars. Something has to be in place to get people to use these public services. Free to residents as well as foot and pedal traffic. **(32.2.9D, 32.2.2W, 32.2.6.3C, 32.2.6.5G, and 32.2.4A)**

COMMENT #: 9712
DATE: 9/1/21 4:10 PM
SOURCE: Website
NAME: Anna Branch

COMMENT:

As a LCC lover and resident, I strongly oppose the gondola as a viable solution for the traffic problem. **(32.2.9E)** The idea of having permanent structure added to our beautiful canyon is simply appalling. **(32.17A)** The traffic problem is seasonal, and so needs to be the solution. **(32.1.2C)** Additional bus service, expanded suicide lane, avalanche sheds, toll fees, etc. **(32.2.9B, 32.2.9K, and 32.2.4A)** Please don't let private businesses dictate the solution to the problem, consider all residents, constituents and people impacted. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 9713
DATE: 9/1/21 4:11 PM
SOURCE: Email
NAME: Jenikka 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)**
- 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,
Jenikka Brady
Holladay, UT

COMMENT #: 9714
DATE: 9/1/21 4:12 PM
SOURCE: Website
NAME: Jeanne Barus

COMMENT:

I favor a 100% privately funded solution. (32.2.7A)

COMMENT #: 9715
DATE: 9/1/21 4:12 PM
SOURCE: Website
NAME: Caroline Himbert

COMMENT:

I understand the need to find better solutions to improve the traffic situation during ski season in LCC.

With that said: While a gondola may improve the traffic, it would have an immense impact on the environment and would destroy the views that we love and we are proud of to call our home. Further, it would not only be there during the months it is needed, it would be there year around. In addition, gondola construction would require even greater impacts on the environment because it will require construction roads. **(32.1.4A, 32.2.9E, 32.17A, and 32.2.6.5L)**

Similarly, widening the road will not solve the problem over long term. **(32.2.9C, 32.7B, and 32.7C)** In contrast, it would simply increase the amount of cars that can travel up the canyon, subsequently increasing the lines at ski resorts. **(32.2.4A, 32.1.2B, and 32.1.2D)** We would most likely see the same traffic issue after a while as more people would try to travel up the canyon.

In my opinion, enhanced bus services are the most environmentally friendly and effective solution. It increases the amount of people that can travel up the canyon and it limits the amount of cars going up the canyon. **(32.2.9A and 32.20C)**

COMMENT #: 9716
DATE: 9/1/21 4:12 PM
SOURCE: Website
NAME: Brooke Zaugg

COMMENT:

I would like gondola and not expanded bus system. (32.2.9D and 32.2.9C)

COMMENT #: 9717
DATE: 9/1/21 4:12 PM
SOURCE: Email
NAME: Allison Skok

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,
Allison Skok
Salt Lake City, UT

COMMENT #: 9718
DATE: 9/1/21 4:14 PM
SOURCE: Website
NAME: Birdie Zepeda

COMMENT:

The gondola construction will destroy climbs a global community would travel to visit and the associated profits. **(32.2.9E, 32.4B, and 32.6D)** In a time where climate change is bringing less and less snow, it just makes sense to preserve climbing over easier transportation for a select few. **(32.2.2E)**

COMMENT #: 9719
DATE: 9/1/21 4:15 PM
SOURCE: Website
NAME: Austin Gurchiek

COMMENT:

I prefer the Enhanced Bus system before the Gondola **(32.2.9A and 32.2.9E)** I want there to be less of an impact on the canyon. Seeing the Gondola while hiking would take away from the experience of hiking in this part of the Wasatch. **(32.4I and 32.17A)**

COMMENT #: 9720
DATE: 9/1/21 4:15 PM
SOURCE: Website
NAME: Luke Richins

COMMENT:

I am NOT in favor of a Gondola. **(32.2.9E)** The Gondola is focused on two private businesses in the canyon. The Gondola does not consider the needs of backcountry skiers, hikers, photographers, and other outdoor users. The Gondola will be costly, negatively change the appearance of the canyon, and is not a good option from my perspective. **(32.17A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

I support using busses the way that Zion National park used to use busses. I believe that system would be much better for helping ALL users and the public more enjoy this beautiful canyon. **(32.2.2B)**

COMMENT #: 9721
DATE: 9/1/21 4:15 PM
SOURCE: Website
NAME: Logan Essaff

COMMENT:

Improve the bus system. Gondola will only help the resorts and the rich (32.2.9A, 32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)

COMMENT #: 9722
DATE: 9/1/21 4:16 PM
SOURCE: Website
NAME: Tim Lapointe

COMMENT:

Don't ruin the canyon with an eyesore like the gondola...road improvements are all that is needed.
(32.2.9E, 32.17A, 32.2.2P or 32.2.9B)

COMMENT #: 9723
DATE: 9/1/21 4:16 PM
SOURCE: Website
NAME: Steven Jacobson

COMMENT:

NO Gondola! (32.2.9E)

COMMENT #: 9724
DATE: 9/1/21 4:16 PM
SOURCE: Website
NAME: Mike Wollenzien

COMMENT:

This to me is a sexy option that doesn't make much sense. What about an electric multi car bus. paid for by the resorts w free ridership? Ride to the resort is mandatory. Please consider those not using the ski resorts for recreation. **(32.2.2B, 32.1.2B, 32.1.2D, 32.2.6.3F, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 9725
DATE: 9/1/21 4:17 PM
SOURCE: Website
NAME: John Michael

COMMENT:

I'm a regular visitor to Utah from out of State. The Gondola option is highly appealing as a tourist who regularly skis in Utah. It would allow many tourists, including myself, to forgo driving under-equipped rental cars up the canyon when weather is inclement and provide for a safer option if weather changes after already on the mountain. The Gondola option is ideal. **(32.2.9D)**

COMMENT #: 9726
DATE: 9/1/21 4:17 PM
SOURCE: Website
NAME: Ruth Pope

COMMENT:

You should do a mass transit rail system that would hold way more people, Faster and more efficient. That's how it's done in Switzerland. It works very well! Please, no buses, and no gondolas!
(32.2.9F, 32.2.9E, and 32.2.9C)

COMMENT #: 9727
DATE: 9/1/21 4:17 PM
SOURCE: Website
NAME: Jude Zaugg

COMMENT:

I think the gondola up little cottonwood canyon would be a fabulous idea. It would greatly reduce traffic which would reduce accidents and make it much easier to get up the canyon during winter. Please do it! **(32.2.9D)**

COMMENT #: 9728
DATE: 9/1/21 4:18 PM
SOURCE: Website
NAME: Scott Van Wagoner

COMMENT:

The gondola option is a much better long term solution to the traffic problem we see now and will continue to face as more people come to enjoy the Greatest Snow on Earth. **(32.2.9D)**

COMMENT #: 9729
DATE: 9/1/21 4:19 PM
SOURCE: Website
NAME: Annette Knight

COMMENT:

As a long time user of LCC & cumulative over 29 year resident of Salt Lake City I strongly feel that bussing & tolling options need to be exhausted before any further expenses including widening the road or gondola options. **(32.2.9A, 32.2.4A, 32.2.9R, 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.

COMMENT #: 9730
DATE: 9/1/21 4:19 PM
SOURCE: Email
NAME: Jeremy Handly

COMMENT:

Hello, I just wanted to express my opposition for the plan to build a gondola up Little Cottonwood canyon. It will permanently scar the beautiful landscape that we enjoy when recreating there. The growth and profits of a few corporations does not justify it. **(32.2.9E, 32.17A, 32.4I, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** There are many other options to consider that have less impact on our land. I hope that we can come to a better solution. **(32.2.2PP)** Thanks for considering all options and listening to all sides.

COMMENT #: 9731
DATE: 9/1/21 4:20 PM
SOURCE: Website
NAME: A Knight

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 #: 9732
DATE: 9/1/21 4:21 PM
SOURCE: Website
NAME: Suzanne Montgomery

COMMENT:

Totally for the Gondola! **(32.2.9D)**

COMMENT #: 9733
DATE: 9/1/21 4:21 PM
SOURCE: Website
NAME: Lance Kocherhans

COMMENT:

I am in support of the gondola concept. I am an owner of a couple of timeshare condos at The Cliff Club and this option seems to be the best one to me and my family **(32.2.9D)**.

COMMENT #: 9734
DATE: 9/1/21 4:21 PM
SOURCE: Website
NAME: Nick Rushford

COMMENT:

The canyons are as crowded as they are because of the world class recreation. So any plans that would decrease recreation access or destinations would be a foolish investment. **(32.4A, 32.4B, and 32.4G)** In addition, the amazing beauty and places of LCC do not belong to Snowbird and Alta. If they want non-stop access to their doors, they should pay for it. **(32.2.7A, 32.17A, and 32.17B)** I'll be ski touring and climbing happily without them, granted you keep allowing non-millionaires up the canyon. Whatever you put in, make it free, for everyone, for forever. **(32.2.4A)**

COMMENT #: 9735
DATE: 9/1/21 4:22 PM
SOURCE: Website
NAME: Joel Rushton

COMMENT:

I would like to start by saying that I understand the increased pressure on Little Cottonwood Canyon (LCC) and the challenges presented by the increased population of people utilizing the canyon. I am a native Utahn and I have seen first hand what the population explosion has done to our open spaces over the past 50 years. I do not blame people for wanting to get outside. I am one of them. Having said that, I realize a solution toward maintaining the majesty of LCC is of utmost importance. LCC is as unique an environment as any National Park. The mountains are visually stunning. They house habitat for wildlife and offer hiking, biking, climbing, and skiing of the highest caliber. My concern is that there are proposals that will alter LCC permanently, only to placate to the ski resorts, at the detriment of all other human and wildlife activities. **(32.4I, 32.13A, 32.13B, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I do not believe that an honest attempt has been made to run a bus service that serves the population requiring it. I do not see why a robust, not just increased, bus service, with parking structures at the mouth of the canyon can not be used. This is no impact to the canyon landscape. An honest attempt can be made, without impacting all other activities, and protect the landscape in its current condition. **(32.2.9A and 32.2.6.2.1C)** Make an honest attempt at utilizing a non impactful process before altering a landscape. This can never be undone. Two years of a robust bus service will give a great deal of information moving forward. As of now, the bus service is so weak that there can be no real conversation about its effectiveness. LCC is not for skiing alone. Preserve all the landscapes in the public's best interest. **(32.29R)**

COMMENT #: 9736
DATE: 9/1/21 4:22 PM
SOURCE: Email
NAME: Brianna McCain

COMMENT:

Dear Utah Department of Transportation (UDOT),

I think you should consider less impactful options and implement those first prior to going straight into a costly and damaging gondola or bus system. **(32.2.2P and 32.2.29R)** I think taking an approach that respects the capacity of the canyons should be tried first. **(32.2.20B)** Imagine if a combination of ticketed entry to the ski lifts, reservation systems for parking, and a kiosk at the bottom of the hill to check for snow tires and safety was implemented instead. **(32.2.2K and 32.2.2M)** Please consider other options first! The current two options are too expensive and don't even solve the core problems. **(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? **(32.2.20B)**
- 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. **(32.1.3B)** 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 32.1.3C)**
- 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,
Brianna McCain
1357 south Roberta street
Salt lake city, UT

COMMENT #: 9737
DATE: 9/1/21 4:22 PM
SOURCE: Email
NAME: Deb Sussman

COMMENT:

Hello I am commenting during the public comment. About the proposed work to be done in Little Cottonwood Canyon. As a Canyon user here for over the past 30 years I have seen increased congestion increase traffic increased accidents. I do not think that a gondola is the right answer. **(32.2.9E)** I think we would be better served by increased buses possibly a user fee to drive up the canyon as in Mill Creek. **(32.2.9A and 32.2.4A)** Something must be done but as growth continues I doubt that that will happen at all where we put a cap on how many people can come up the canyon. **(32.20B and 32.2.2K)** I do not even go up there on weekends anymore because of the traffic congestion. Climate change is real and we must learn to adapt to this new normal. **(32.2.2E)** Thank you for allowing me to put my two cents in for what it's worth Deb Sussman"

COMMENT #: 9738
DATE: 9/1/21 4:23 PM
SOURCE: Website
NAME: Jeffrey Kach

COMMENT:

Bus only. (32.2.2B or 32.2.9A) When it is windy, you will shut down the gondola. (32.2.9E and 32.2.6.5K)

COMMENT #: 9739
DATE: 9/1/21 4:23 PM
SOURCE: Website
NAME: Hannah Peters

COMMENT:

I do not support either of the preferred alternatives named by UDOT. **(32.2.9C and 32.2.9E)** The stated goal of the project is “to improve safety, reliability, and mobility for all S.R. 210 users”. The preferred alternatives would not accomplish this goal - instead they focus on winter recreationists, namely resort skiers, at the expense of other Little Cottonwood Canyon users including backcountry skiers, climbers, hikers, bikers, trail runners, and others **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**.

Both alternatives involve irreversible changes to LCC, coming at a big expense to the taxpayers. Before we make these changes to our public lands, we should invest taxpayer money in less environmentally impactful solutions such as improving the current bus/transit system. **(32.2.9A)** The current transit system as it exists is not doing enough to alleviate the winter traffic problem, but it could be improved upon and expanded to serve all users of the canyon. **(32.2.9A, 32.1.2D and 32.2.6.3C)**

The following are solutions that have not yet been attempted but would be much more easily implemented than a multi-million dollar construction project on our public lands:

- - 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)**
- Implementing bus service during the non-winter months for other users of the canyons **(32.1.2C and 32.2.6.3C)**

Please consider other alternatives before embarking on a construction project that would impact our flora and fauna, watershed, and access to recreation in LCC.

COMMENT #: 9740
DATE: 9/1/21 4:25 PM
SOURCE: Website
NAME: Elizabeth Hardwick

COMMENT:

I oppose both of the 'preferred alternatives' proposed by UDOT regarding the Little Cottonwood EIS. **(32.2.9C and 32.2.9E)** The gondola alternative is extremely costly to the taxpayer while really only benefitting the resort owners. It would do little to alleviate traffic and would provide zero benefit to dispersed users who are not recreating at the resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** It would permanently ruin the beautiful viewshed of the canyon and would permanently destroy hundred of boulders that are extremely valuable to thousands of climbers from Utah and around the world. **(32.17A and 32.4B)**. The road widening alternative would destroy even more valuable rock climbing resources (boulders) and permanently steal this recreation resource from countless current and future climbers. **(32.4A)** While the road widening alternative could alleviate traffic a bit in the winter, it is a destructive and costly alternative. I do support building snow sheds, constructing mobility hubs with larger-capacity park-and-ride lots with transit service, widening and other improvements to Wasatch Boulevard, tolling, and greatly enhanced bus service. **(32.2.9A, 32.2.9K, and 32.2.4A)** If a toll is put in place (perhaps a higher toll on weekends/holidays, higher toll for single occupancy) and buses run more often, the bus could be made free and this would do more than either of the proposed 'preferred' alternatives to alleviate traffic. **(32.2.4A)**

COMMENT #: 9741
DATE: 9/1/21 4:25 PM
SOURCE: Website
NAME: Adam Laurenzo

COMMENT:

I encourage you to at least try some less restrictive alternatives before more permanent ones such as widening roads or building gondola towers. **(32.29R, 32.2.9C, and 32.2.9E)** Why not try tolling and increased bus service, a better winter tire law- maybe even snowsheds- and see where that leaves us? **(32.2.4A, 32.2.9A, and 32.2.2M)** I am disappointed in the massive leap you seem to be so keen to take, and more so by the impact it will make on the natural amenities of our Wasatch mountains. **(32.4I)** Traffic and safety are huge problems here, but we haven't tried almost anything to address them yet. **(32.29R)**

The gondola serves ski resorts exclusively and is an overt use of public funding for private interests. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

I am disheartened by the lack of transparency when it comes to the user cost of both options, as I imagine this will massively impact their efficacy. **(32.2.4A)**

Please do not turn the communities at the bottom of the canyon into a giant parking lot. Public transit services should start throughout the valley. **(32.2.2I)**

The EIS makes no mention of Climate Change and how the warming of our region, along with lower precipitation trends, may affect user demand with time. **(32.2.2E)**

The EIS makes no mention of the potential impact near-future technology may have on transit. For example: upgrading buses to full electric/autonomous, or the viability of upgrading the gondola. What happens to the gondola when it's obsolete and when demand drops? **(32.2.6H and 32.2.6.5A)**

Neither option seems to address summer traffic issues **(32.1.2B and 32.1.2C)**.

COMMENT #: 9742
DATE: 9/1/21 4:25 PM
SOURCE: Website
NAME: Will Loach

COMMENT:

NO GONDOLA. **(32.2.9E)**. The gondola is so illogical, it would only serve to bring more revenue to the ski resorts while completely ruining everything locals have to love about this canyon. **(32.4I, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Explore other options such as snow sheds and electric busses for minimal impact on the natural surroundings. **(32.2.9K, 32.2.9A, and 32.2.6.3F)** Cog rail with snow sheds also is an entirely overlooked idea. **(32.2.9F)** Think about the canyon, not the money!!! **(32.29G)** Ps, the gondola is a complete eyesore that no one wants to look at. **(32.17A)**

COMMENT #: 9743
DATE: 9/1/21 4:25 PM
SOURCE: Website
NAME: Gene Bosley

COMMENT:

While the LCC DEIS seems to have arrived on the best two preferred alternatives, there isn't enough documentation included in the DEIS to either properly frame them in context, or especially to evaluate subalternatives related to Wasatch Boulevard and parking. Specifically: Alta plus Snowbird combined have approximately 5,000 parking spaces, but the DEIS fails to mention this. This is valuable context, and brings up questions of how either preferred alternative, each with half that, really solves the problem. **(32.1.2D, 32.2.6.3A, 32.2.6.3D, 32.2.4A, 32.7B, and 32.7C)** Further, if some alternatives allow for 2,500 spaces split between mobility hubs, why can't the Gondola B alternative be implemented this way, thus totaling 3,500 valley spaces? **(32.2.6.5J)** Similarly, for context, how does 1,050 riders/hour for the gondola compare to resort uphill capacity? **(32.20C)**

The DEIS quotes county-wide (Salt Lake and Utah) population growth projections as justification for expanding Wasatch as a commuter road. This is speculative at best, as these projections completely lack the granularity to justify the proposal, with the East Bench of SL County largely built-out, with limited opportunity for either greenfield development or densification. The population growth is occurring to the west - and the traffic growth on Wasatch would not scale to, say Herriman growth. With the only technical reports available online being on air quality and noise, there is insufficient information in the DEIS to evaluate how population growth was applied to traffic projections, and whether the approach was valid at all. If the commuter traffic rationale is invalid, then there is little need for widening Wasatch to the degree proposed. **(32.2.6.2.2A)**

The fact sheet suggests the purpose a focus on "...safety" of "all users" on SR 210 from Ft. Union to Alta, yet this is not articulated in the overlong and rambling purpose and need statement, nor reflected in the designs proffered for Wasatch as applied to bicycle safety. While they are arguably safer (arguable given likely higher running speeds) than the status quo, a fully protected bicycle route would be safer than either alternative or No Action. That no such option was included makes the analysis incomplete. One method for that is a barrier between Wasatch and (a) parallel bike lane (s). Another, likely less expensive and certainly more pleasant to ride, is a fully separated route mostly on existing streets in the neighborhood to the east, either via Prospector-Top of the World-King's Hill, with a new connector back to Wasatch via a presently vacant (and likely undevelopable) lot at the end of King's Hill, or a partially-separate route utilizing Alpen, King's Cove, and portions of Wasatch, but requiring some strip takes for connections/continuity of the route. **(32.2.6.2.2A)**

Any long-time Alta/Snowbird skier is familiar with the effects on wind on reliability of tram/gondola systems, and mechanical issues with angle stations. There seems to be a cursory examination of slide-off risk for the bus alternatives, but no analysis whatsoever of the wind risk to gondola operations or potential issues at the angle stations. Given the strong canyon winds, particularly on many high-user-demand storm days, this is a key oversight, and could invalidate any conclusion of the relative reliability of gondola alternates. **(32.2.6.5K)**

Cost comparison tables would benefit from a statement of Net Present Value, rather than leaving that to the reader. Several of the options seem like a wash, trading capex and opex. If the funding source/agency differs for the capex and opex, that should be clearly explained as well. There are administrative solutions to traffic bypassing mobility hubs, similar to pre-pass systems for snow tires, tolls, etc., that do not require widening Wasatch. **(32.2.7E and 32.2.6.2.2A)**

Why is elimination of roadside parking a goal, particularly for the lower canyon, rather than eliminating actual safety and mobility effects of that parking? The proposed parking plan should replace or increase the already-maxed out parking, and/or improve the roadside parking with better striping, slight widening, and shoulder improvements - not make excuses for the poor condition of the road edge that exists now. Parking in the upper canyon occurs in areas of already-slow traffic; the real friction is unregulated lower-canyon parking, much of that fixable with slight widening and improved trailheads. Bringing those vehicles 3' from the travel lanes, and keeping pedestrians opposite the traveled side, would help considerably without requiring a ban. **(32.2.6.2.4B)**

In the focus on peak-hour/peak-day scenarios, the DEIS completely ignores non-peak scenarios, and the resultant impact on locals. At non-peak times, and good weather, residents of Cottonwood Heights and Sandy can travel to Alta or Snowbird from home in roughly 20 to 30 minutes. If those residents are forced into a transit solution (via tolls, single-occupant vehicle bans, etc.), with total times approaching an hour, they lose 60 to 80 minutes per ski day, and reduce the quality of life for which many moved to the canyon base in the first place, for no discernible offsetting environmental gain. That is absent a pandemic; with the pandemic mandated transit forces people to increase their infection risk. **(32.2.4A, 32.2.2L, and 32.2.6C)**

COMMENT #: 9744
DATE: 9/1/21 4:25 PM
SOURCE: Email
NAME: Hannah Salzl

COMMENT:

Dear Utah Department of Transportation (UDOT),

Apart from the Save Our Canyons message below, I'd like to independently voice my opposition to the gondola. **(32.2.9E)** It will damage local ecology and ruin the view for those below (the majority of people in the canyon). **(32.13A and 32.17A)** It seems completely pointless. The SOC message below does a good job on the finer details.

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

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

COMMENT #: 9745
DATE: 9/1/21 4:26 PM
SOURCE: Website
NAME: Dr. G.T. Esplin

COMMENT:

These are false alternatives. Neither road expansion nor Gondola. **(32.2.9C or 32.2.9E)** Start with fee for road use. **(32.2.2Y)**

In 90s, UDOT tried to tell us we had to expand Logan Canyon road.

Thank heavens we didn't.

I endorse SL County proposal. **(32.2.2I and 32.2.6.3D)**

COMMENT #: 9746
DATE: 9/1/21 4:26 PM
SOURCE: Website
NAME: Sean David

COMMENT:

I support the gondola plan as I feel it will get a large number of cars out of the canyon-which is the ultimate goal in my view. **(32.2.9D and 32.2.4A)** Thanks!!

COMMENT #: 9747
DATE: 9/1/21 4:26 PM
SOURCE: Email
NAME: Morgan Hill

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Morgan Hill
Tulsa, OK

COMMENT #: 9748
DATE: 9/1/21 4:26 PM
SOURCE: Email
NAME: Elliot Frei

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**.
- 6) Furthermore, this is our backyard. I've been born and raised in the neighborhood just below the Wasatch and I've been going up these canyons my entire life. To see such permanent devastation to the land causes me pain, and not only me, but the plants and animals that rely on this ecosystem for survival. **(32.4I, 32.13A, and 32.13B)** Ripping out the home for the plants and vegetation that we, as humans, rely on for CO2, relaxation and play...just don't make sense. **(32.10A)** I'm happy with the way things are and a gondola isn't the answer. **(32.2.9E)** Try less permanent and less destructive ideas first. **(32.29R)** A well thought out bus system is my vote. **(32.2.9A)** Let our mountains be. Let our mountains remain flourishing the way they were meant to be. Adding more construction, more use resources, more burning of fossil fuels, more gasoline in our atmosphere (from the trucks and machinery) is the absolute last thing we need.

Sincerely,
Elliot Frei
Holladay, UT

COMMENT #: 9749
DATE: 9/1/21 4:29 PM
SOURCE: Website
NAME: Gene Bosley

COMMENT:

While the LCC DEIS seems to have arrived on the best two preferred alternatives, there isn't enough documentation included in the DEIS to either properly frame them in context, or especially to evaluate subalternatives related to Wasatch Boulevard and parking. Specifically: Alta plus Snowbird combined have approximately 5,000 parking spaces, but the DEIS fails to mention this. This is valuable context, and brings up questions of how either preferred alternative, each with half that, really solves the problem. **(32.2.2L, 32.2.4A, 32.7B, and 32.7C)** Further, if some alternatives allow for 2,500 spaces split between mobility hubs, why can't the Gondola B alternative be implemented this way, thus totaling 3,500 valley spaces? **(32.2.6.5J)** Similarly, for context, how does 1,050 riders/hour for the gondola compare to resort uphill capacity? **(32.20C)**

The DEIS quotes county-wide (Salt Lake and Utah) population growth projections as justification for expanding Wasatch as a commuter road. This is speculative at best, as these projections completely lack the granularity to justify the proposal, with the East Bench of SL County largely built-out, with limited opportunity for either greenfield development or densification. The population growth is occurring to the west - and the traffic growth on Wasatch would not scale to, say Herriman growth. With the only technical reports available online being on air quality and noise, there is insufficient information in the DEIS to evaluate how population growth was applied to traffic projections, and whether the approach was valid at all. If the commuter traffic rationale is invalid, then there is little need for widening Wasatch to the degree proposed. **(32.2.6.2.2A)**

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Any long-time Alta/Snowbird skier is familiar with the effects on wind on reliability of tram/gondola systems, and mechanical issues with angle stations. There seems to be a cursory examination of slide-off risk for the bus alternatives, but no analysis whatsoever of the wind risk to gondola operations or potential issues at the angle stations. Given the strong canyon winds, particularly on many high-user-demand storm days, this is a key oversight, and could invalidate any conclusion of the relative reliability of gondola alternates. **(32.2.6.5K)**

Cost comparison tables would benefit from a statement of Net Present Value, rather than leaving that to the reader. Several of the options seem like a wash, trading capex and opex. If the funding source/agency differs for the capex and opex, that should be clearly explained as well. There are administrative solutions to traffic bypassing mobility hubs, similar to pre-pass systems for snow tires, tolls, etc., that do not require widening Wasatch. **(32.2.7E and 32.2.6.2.2A)**

Why is elimination of roadside parking a goal, particularly for the lower canyon, rather than eliminating actual safety and mobility effects of that parking? The proposed parking plan should replace or increase the already-maxed out parking, and/or improve the roadside parking with better striping, slight widening, and shoulder improvements - not make excuses for the poor condition of the road edge that exists now. Parking in the upper canyon occurs in areas of already-slow traffic; the real friction is unregulated lower-canyon parking, much of that fixable with slight widening and improved trailheads. Bringing those vehicles 3' from the travel lanes, and keeping pedestrians opposite the traveled side, would help considerably without requiring a ban. **(32.2.6.2.4B)**

In the focus on peak-hour/peak-day scenarios, the DEIS completely ignores non-peak scenarios, and the resultant impact on locals. At non-peak times, and good weather, residents of Cottonwood Heights and Sandy can travel to Alta or Snowbird from home in roughly 20 to 30 minutes. If those residents are forced into a transit solution (via tolls, single-occupant vehicle bans, etc.), with total times approaching an hour, they lose 60 to 80 minutes per ski day, and reduce the quality of life for which many moved to the canyon base in the first place, for no discernible offsetting environmental gain. That is absent a pandemic; with the pandemic mandated transit forces people to increase their infection risk. **(32.2.4A, 32.2.2L, and 32.2.6C)"**

COMMENT #: 9750
DATE: 9/1/21 4:29 PM
SOURCE: Email
NAME: Melissa 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)**
- 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,
Melissa Merrill
Millcreek, UT

COMMENT #: 9751
DATE: 9/1/21 4:29 PM
SOURCE: Email
NAME: Lucy Esplin

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

COMMENT #: 9752
DATE: 9/1/21 4:30 PM
SOURCE: Website
NAME: Timothy Hallbeck

COMMENT:

I am against the gondola option, and for increased bussing and carpooling. (32.2.9E, 32.2.9A, and 32.2.4A)

Thank you for all you've done to take into account public input on this subject.

COMMENT #: 9753
DATE: 9/1/21 4:31 PM
SOURCE: Website
NAME: Briton Black

COMMENT:

Little Cottonwood Canyon is an iconic climbing area that offers some of the best climbing in America. The suggested gondola would harm the integrity of the climbing and force the disruption of the rock gardens. **(32.4B)** Please do not commit to building a gondola that will only continue to choose private over public interests. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 9754
DATE: 9/1/21 4:31 PM
SOURCE: Email
NAME: Marshall Allen

COMMENT:

Dear Utah Department of Transportation (UDOT),

Don't use my damn tax dollars to fund private business. I don't support the building of a gondola in little cottonwood canyon. **(32.2.7A and 32.2.9E)**

Sincerely,
Marshall Allen
Lehi, UT

COMMENT #: 9755
DATE: 9/1/21 4:32 PM
SOURCE: Website
NAME: Maddy Quesnell

COMMENT:

We should not move forward with either proposed option for many reasons: **(32.2.9C and 32.2.9E)**

-Both options will destroy IRREPLACEABLE natural feature of LCC, including outdoor boulders. I moved to SLC for it's amazing proximity to climbing and boulder. MANY people visit here for the same reasons. While these tourist and tax dollars are harder to track, they are just as critical to the wellness of the SLC community as resort skiers. **(32.4A, 32.4B, and 32.6D)**

-This project only serves to reduce inconvenience for resort skiers in LCC. That is an incredibly narrow group of people when considering who access LCC. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

-This is an incredibly expensive project. **(32.2.7C)**

-Tax dollars should NOT be used for projects that only provide benefit to private business and their customers. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

-Both proposed options are drastic. All other possible measures should be exhausted before this type of approach. Reduced parking at resorts and/or other strategies to incentivize carpooling. Increased bus frequency can also be implemented without expanding the road. **(32.2.4A and 32.2.9A)**

COMMENT #: 9756
DATE: 9/1/21 4:32 PM
SOURCE: Website
NAME: Kerri Madsen

COMMENT:

I'm in favor of the gondola option as long as it is made affordable. (32.2.9D and 32.2.4A)

COMMENT #: 9757
DATE: 9/1/21 4:33 PM
SOURCE: Email
NAME: Dustin Mareth

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Dustin Mareth
Millcreek, UT

COMMENT #: 9758
DATE: 9/1/21 4:34 PM
SOURCE: Email
NAME: Jeanmarie Gomolka

COMMENT:

Dear Utah Department of Transportation (UDOT),

Please listen to our voices:

I 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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- 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)**.

To be perfectly honest with you, the people trying to save this Natural place of wonder are not driven by money. They are driven by the need for Nature, in all of its glory, in their lives. You should be too. **(32.29G)** Taking away precious ecosystems, boulders, trees, and trails for the sake of making easier travel for patrons of a ski-resort is tremendously unfair and a little insulting to Mother Nature herself. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, 32.7C, 32.4A, 32.4B, 32.13A, and 32.13B)** There have been other less aggressive solutions to your problem brought up as plausible options. Please consider exhausting all other travel options before making a huge decision that will negatively impact more people, animals, and places of nature, than it could ever help **(32.29R)**.

Sincerely,
Jeanmarie Gomolka
Spotswood, NJ

COMMENT #: 9759
DATE: 9/1/21 4:35 PM
SOURCE: Website
NAME: Nathan Ottesen

COMMENT:

I do not want the new gondola be near boulders that I have climbed for years. I don't want the noises of machinery, the privacy disturbed where I climb or the boulders manipulated in any way.
(32.2.9E, 32.4B, and 32.11D)

COMMENT #: 9760
DATE: 9/1/21 4:35 PM
SOURCE: Website
NAME: Teddy Charlton

COMMENT:

The gondola solution is not an answer to our problem with traffic congestion in Little Cottonwood Canyon. It is merely a way for the resorts to increase revenue at the expense of the taxpayers, while ruining some of the most beautiful public land that Utah has to offer. **(32.4I, 32.17A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Increased bus service, along with increased parking at the base of the canyon and road tolling, is the solution that best meets the needs of all users of LCC. **(32.2.9A)** Please consider this option, as the gondola is irreversible and will likely not solve the issues at hand. **(32.2.9E, 32.7B, and 32.7C)**. Thank you.

COMMENT #: 9761
DATE: 9/1/21 4:35 PM
SOURCE: Website
NAME: Jerrell Jones

COMMENT:

We need to preserve the land and the free activities it provides. **(32.29G)**

COMMENT #: 9762
DATE: 9/1/21 4:36 PM
SOURCE: Email
NAME: Spencer Esplin

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear UDOT representatives,

Thank you for your work and service in our great state. I am writing to oppose the plans being proposed to Little Cottonwood Canyon. **(32.2.9C and 32.2.9E)** As an architect with some background in Civil Engineering, it is clear that these plans would not achieve what is being proposed. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** In addition, they would cause significant damage to our incredible wildlife and the the wonderful mountains. **(32.13A, 32.13B, and 32.4I)**

Thank you.

Sincerely,
Spencer Esplin
Sandy, UT

COMMENT #: 9763
DATE: 9/1/21 4:37 PM
SOURCE: Website
NAME: Nick Loyola

COMMENT:

We don't want a gondola **(32.2.9E)**

COMMENT #: 9764
DATE: 9/1/21 4:38 PM
SOURCE: Website
NAME: Mark McGill

COMMENT:

A Gondola is clearly the only feasible option... "more buses" = more vehicles, this is the opposite direction we are trying to go. **(32.2.9D and 32.1.2D)** We need to be working to eliminate vehicle traffic any chance we get, this is a great start. Then work to connect this into the valley over time..."

COMMENT #: 9765
DATE: 9/1/21 4:39 PM
SOURCE: Website
NAME: Anil Seth

COMMENT:

I strongly encourage UDOT to consider cheaper options that don't require the large construction budgets and impacts discussed here. I am a skier and regularly drive or bus up little cottonwood canyon to Snowbird and Alta. **(32.2.9A and 32.2.2PP)**

I think UDOT should consider the impact of a significantly enhanced, year-round bus service along with a significant toll or parking fee, or even completely eliminating non-overnight guest cars. Plus I feel that the resorts should help in paying for these plans as they are the primary beneficiaries. **(32.1.2C, 32.2.2B, and 32.2.7A)**

In places like e.g. Jackson Hole they are able to eliminate significant traffic by charging a fee for parking and running very convenient and regular bus services to very large parking lots off-site. This seems like a model that would work. To me, the cost implied here does not provide commensurate benefits. **(32.2.2B and 32.2.2F)**

COMMENT #: 9766
DATE: 9/1/21 4:39 PM
SOURCE: Email
NAME: Angelo Fridal

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Angelo Fridal
Salt Lake City, UT

COMMENT #: 9767
DATE: 9/1/21 4:40 PM
SOURCE: Website
NAME: Nate Miller

COMMENT:

I support the gondola option! **(32.2.9D)** It has an appeal of novelty which will bolster the economy while avoiding the uncertainty that often comes with bus lines. The canyon gets really bad on powder days because a) everyone wants to be up at the resort b) there's too much traffic in the canyon and c) someone usually slides off the road causing a loooong delay. **(32.2.6.3P)** Having a gondola would be the best long term solution for peak times, which is the problem we're trying to solve anyways right? **(32.1.2B)**

COMMENT #: 9768
DATE: 9/1/21 4:40 PM
SOURCE: Website
NAME: Sydne Luebe

COMMENT:

I would like to see parking at the resort restricted to staff and owners of Snowbird and Alta only.. all others should ride the bus. **(32.2.2K and 32.2.2B)**

COMMENT #: 9769
DATE: 9/1/21 4:40 PM
SOURCE: Email
NAME: Molly McGinnis

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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 McGinnis
Salt lake city, UT

COMMENT #: 9770
DATE: 9/1/21 4:40 PM
SOURCE: Email
NAME: Dean Tanner

COMMENT:

Hello,

I grew up in Ogden and moved to SLC in 2005. I am an avid climber (sport, trad, boulder, ice), skier, backcountry skier, hiker, and cyclist, and LCC is one of the most special places on earth to me.

I have been astounded by the increase in traffic over the past few years, and something does need to change.

I would vote for a significant increase in bus transit in addition to imposing a toll for vehicles. I think we should try at least a year of this prior to a billion dollar construction endeavor. **(32.2.9A, 32.2.4A, and 32.29R)**

I am against the idea of the gondola due to the cost and impact on the scenic/wilderness nature of the canyon. **(32.2.9E, 32.4I, and 32.17A)**

If the traffic situation is not alleviated by increased bussing and tolls, I would consider voting for a widened road, but there are very real downsides of this as well. **(32.2.9B)**

I am an emergency physician. In medicine, as with many other aspects of life, any intervention has risks and benefits. We usually start with smaller, less intensive interventions if there is some chance that they will have a significant positive impact, in order to avoid the damages or side effects of more aggressive treatment. The way I look at this issue, we should aggressively increase bus transit availability and impose tolls, and then reassess. If it fails after a year or two, we reconsider alternatives. I think it is too early for a massive project that we cannot take back. **(32.29R)**

Thank you,

Dean Tanner, MD

COMMENT #: 9771
DATE: 9/1/21 4:41 PM
SOURCE: Website
NAME: Lori Komlos

COMMENT:

Of your two options, I prefer the Enhanced Bus option to reduce cars in the canyons. **(32.2.9B)** The busses should be electric or alternative to reduce pollution and run year round making stops for hikers,climbers etc. while offering Express busses to the resorts. **(32.2.6.3F, 32.1.2C, 32.2.6.3C, and 32.2.6.3N)** A toll should be implemented for cars to encourage carpooling and help limit car use. **(32.2.4A)** Our canyons cannot handle the traffic and needs to be limited, especially with big snowfalls. Other major resorts require bus commutes and it works great! (Aspen & Jackson Hole I've experienced)

COMMENT #: 9772
DATE: 9/1/21 4:41 PM
SOURCE: Website
NAME: James Doyle

COMMENT:

The Gondola would work the best I feel. **(32.2.9D)**

COMMENT #: 9773
DATE: 9/1/21 4:42 PM
SOURCE: Website
NAME: Joshua Jensen

COMMENT:

Little cottonwood is a special place for many people, not just resort skiers. Any proposal to "improve" the canyon needs to improve it for all user groups regardless of group size and financial ability. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Both of the proposed solutions would negatively affect other user groups. The idea that we are considering the potential destruction and removal of many classic climbing boulders just so that resort skiers don't have to wait as long in traffic, is simply astounding to me. **(32.4A and 32.4B)** Just because the climbing community is a smaller user group than the resort skiers does not mean we can ignore them and cause irreplaceable damage to the climbing resources in the canyon. Less impactful solutions need to be considered. **(32.2.9A and 32.2.2PP)** Destruction of the lower part of the canyon for the sake of getting people up to snowbird faster, is not acceptable.

COMMENT #: 9774
DATE: 9/1/21 4:42 PM
SOURCE: Website
NAME: Donald Tanana

COMMENT:

The only way to rationally navigate the canyon long term is through the use of trams or gondolas from the valley. The weather will always interfere with surface transport. Go to Europe and you will find many implementations of this strategy. **(32.2.9D)**

COMMENT #: 9775
DATE: 9/1/21 4:42 PM
SOURCE: Website
NAME: Eric Volckmann

COMMENT:

I am a resident of Salt Lake City and over the past decade I have seen LCC travel times increase dramatically in the last 10 years. With the population increase in Utah that's occurring, without significant changes, things will only get worse.

In the winter, I travel in LCC every weekend and aside from overall increased travel, the biggest cause of increased travel delays seems to be avalanches/avalanche control and traffic crashes/incidents. In the absence of large snowfalls, traffic is much more manageable which is why I think reliability is key. Because of this, I favor the gondola B option from La Caille. **(32.2.9D)** Not only does this option provide greater reliability, but it will reduce vehicle backup distance the most. **(32.7B)** I believe the best option will be to add the gondola while also widening Wasatch Blvd and adding snow sheds to SR 210 in LCC. **(32.2.9D, 32.2.9Q, and 32.2.9K)**

COMMENT #: 9776
DATE: 9/1/21 4:42 PM
SOURCE: Website
NAME: Oliver Shaw

COMMENT:

I'm born and raised in Salt Lake City and I do not support a gondola OR road widening in LCC. **(32.2.9E and 32.2.9C)** Can we try less invasive solutions before changing the canyon we love forever? **(32.29R)** Tolls and increased bus schedules should be implemented before undergoing a massive infrastructure plan that benefits two private companies and one user group. **(32.2.9A, 32.2.4A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I, and many others, feel that we should not rush into irreparably damaging the valuable resource that is Little Cottonwood Canyon.

COMMENT #: 9777
DATE: 9/1/21 4:43 PM
SOURCE: Website
NAME: Michael Jenson

COMMENT:

I have concerns with both proposals (gondola and bus) that were submitted. First, both solutions only contemplate access to the resorts and not to the other destinations in the canyon which is not ideal. Other concerns specific to the proposals are below: **(32.2.9C, 32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Gondola - Will it still run when there is high winds? Both Alta and Snowbird routinely shut down lifts and tram if there is high winds. As the gondola will extend down the full canyon, there will be multiple high wind events which could strand people either at the base or at the top of the canyon. **(32.2.6.5K)**

Buses - The emissions that will be spewed out of more buses is not good for the environment and will increase the amount of and duration of the inversions. Buses are also prone to slipping and sliding going up and down the canyon which can block the road and cause accidents. Knowing Utah driver mentalities, there will also be increased drivers that will try to pass the buses and/or drive aggressively which will lead to increased accidents - because nobody likes to be behind a slow moving bus. **(32.10A, 32.2.6.3F, 32.2.6.3P, and 32.2.6.3B)**

I recommend widening the road for 2 lanes up and down the full canyon. This includes multiple snow sheds that cover the road in avalanche prone locations. Also, it should be mandatory for only 4-wheel or all-wheel drive vehicles WITH snow tires or chains be allowed up the canyon during the winter months - regardless of snow storms or sunny days. Weather can change in an instant and a sunny morning does not guarantee that wind might not blow snow across the road or that a storm won't happen later in the day. A guard station that checks and enforces this restriction should be placed at the mouth of the canyon. Anyone that is in a 2-wheel drive vehicle must be directed to the parking lot at the base of the canyon and use the existing bus system. **(32.2.2P, 32.2.2D, 32.2.9K, and 32.2.2M)**

Lastly, I understand that the resorts want to make money and issuing multiple passes (i.e. IKON, Mountain Collective, etc) makes sense for their bottom line. For those passes (non-season passes or individually purchased day passes) there should be more blackout days that include more than just holiday weekends (perhaps there could be an IKON weekday + Saturday or IKON weekday + Sunday pass which would reduce traffic on the 2 busiest days of the week). By doing so, there will be less resort traffic. **(32.2.2K)**

COMMENT #: 9778
DATE: 9/1/21 4:43 PM
SOURCE: Website
NAME: Megan Rielly

COMMENT:

There is no easy solution for congestion in the Canyons. What is very important to look at is the environmental and financial impacts it can make. **(32.29G and 32.2.7A)**

COMMENT #: 9779
DATE: 9/1/21 4:43 PM
SOURCE: Website
NAME: Mike Plaehn

COMMENT:

Please do not build a tram in LCC and please consider that the ski resorts in LCC are already at capacity. **(32.2.9E and 32.20C)** The mountains need to stop marketing so hard and flooding the area with traffic due to their Ikon pass deal. Maybe the resorts should limit ticket sales and cut ties with mega pass deals. **(32.2.2K)** The resorts currently just feel like they're trying to destroy LCC for their own profitability-they are trying to support an unlimited growth model in a limited and beautiful space I grew up in. **(32.4I)**

COMMENT #: 9780
DATE: 9/1/21 4:44 PM
SOURCE: Website
NAME: Casey Elliott

COMMENT:

I do not want UDOT to pursue any of the listed options. **(32.2.9G)** The beauty of little cottonwood and the recreation there in lies in the serenity of the canyon. The gondola would be not only an eyesore but an incredibly outrageously expensive option that only serves one community. The ski resorts should not turno the recreation of climbers, mountain bikers, hikers, or anyone else traveling to enjoy the canyons. It would even destroy the beauty of the canyon for the skiers themselves. The same goes with the widening of the roads. You can already smell gas and brakes and hear the cars from far off the roadside. **(32.2.9E, 32.2.9C, 32.17A, 32.17B, 32.4I, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Please pursue further means of public transportation or limiting the number of people who can drive up the canyon during peak winter months. I am vehemothly opposed to those two options. **(32.2.9A, 32.2.2PP, 32.2.2L, and 32.2.2K)**

COMMENT #: 9781
DATE: 9/1/21 4:46 PM
SOURCE: Website
NAME: Oliver Shaw

COMMENT:

I've submitted my own personal comment. I also cosign WBA's Comment below.

In our comment regarding the original EIS Scope and Need process in May 2018, Wasatch Backcountry Alliance's comment began with this statement: "Wasatch Backcountry Alliance (WBA) envisions a low cost, low emission, energy efficient year-round multi-modal transportation scenario for improving the current traffic situation in Little Cottonwood Canyon (LCC). The system we envision must be capable of providing efficient and predictable service for travel to both developed locations (ski resorts) and to trailheads and other stopping points for dispersed use in LCC. Any improvements being made in LCC should be tied in to a larger transportation system that serves and benefits the entire Central Wasatch." To that end, with regard to the current LCC EIS, WBA supports enhanced busing with no widening of Highway 210. **(32.2.9A)**

WBA firmly believes that before any transportation system is selected, there must be a thorough analysis of the carrying capacity of Little Cottonwood Canyon. This will help establish the volume of people that need to be moved up and down the canyon, which will invariably help determine which transportation system best fits that purpose and need. WBA strongly encourages UDOT to work with other stakeholders, including the US Forest Service and Salt Lake County, to undertake a carrying capacity analysis and to make that part of the current EIS. **(32.20B)**

With regards to the two options that use more buses (extended bus service and widening of the LCC road to accommodate yet-more buses), WBA continues to support the same concept that we stated in our May 2018 Scope and Need comment: "The transportation system should use the best currently available technology to serve all user groups on a year-round basis. **(32.2.6.3F and 32.1.2C)** WBA believes that the best currently available technology that meets our criteria is a flexible and dynamic fleet of energy efficient buses and vans using a series of transportation hubs." At this point in time, we do not think that Highway 210 should be widened to accommodate "more vehicles, but that having dedicated times for buses and cars with 4 people (ie. 7-9am and 3-5pm) should be more thoroughly explored. **(32.2.2I, 32.2.2B, and 32.2.4A)**

The most-recent EIS document clearly reflects a lot of work done on the part of UDOT, but it also generates many questions and we feel there are some important fundamental flaws that should be addressed. To that point, we have some comments about what we regard as key issues with this EIS:

The current EIS does not address the concept of multiple Mobility Hubs other than the one on 9400 South and the one at the Gravel Pit. WBA thinks that the transit system needs to originate at locations around the valley (ie. U of U/Foothill, downtown, airport, WVC, Draper, West Jordan and points farther south, etc.) so that people can access the bus where they live, rather than drive their car to a mobility hub to catch the bus. **(32.2.2I)** When faced with this choice, we suspect many people will choose to remain in their cars rather than use the bus. **(32.2.4A)** There is very little discussion of the needs of non-ski resort, dispersed users (in particular with regards to the White Pine trailhead, which has already increased in use to the point where it's dangerous due to on-highway parking in both summer and winter). **(32.1.2B, 32.1.2D, 32.7C, and 32.2.6.2.4A)**

We do not see any financial life cycle analysis (capital and operation, maintenance) of any of the options presented over the projected timeframe. **(32.2.7C and 32.2.7E)** Given that the least-expensive option will come at a cost of ~\$100 for every single Utahn, this is relevant). There is no mention of any

interim solutions, and according to a UDOT spokesperson, UDOT has “no idea” what to do in the interim, nor are there any approximate timelines to actually identify what the “interim” is. LCC is facing an acute problem now that will only worsen, and the lack of timelines is a major missing component of the EIS. **(32.29R)** There is only token consideration given to the effects of each of the options on the vital LCC watershed, either by construction or ongoing use **(32.12A, 32.12B, and 32.19A)**. There is very little/no mention of tolling on vehicles, though it is our understanding that the Utah state legislature specifically allocated considerable monies to UDOT to consider tolling, and as noted above, the Wasatch Backcountry Alliance is a proponent of tolling. **(32.2.4A)**. The EIS provides no rationale for UDOT’s winnowing of 35 different options to these three. **(32.2.9N)**

Based on our review of the EIS, the focus of the document and the tone of the online meetings on June 23-24, despite there being three alternatives in the EIS, it seems that the gondola option is being pushed as the preferred option. While we recognize that there may be potential benefits of a gondola operation, there are important components of it that we take issue with:

Volume - the gondola as proposed will only carry about 1/3 of those people heading up LCC. This means that 2/3 will still be on the LCC road, so how does installing a gondola at cost of ~\$400M make any sense if it will not help alleviate the traffic issue currently plaguing LCC and the surrounding Sandy and Cottonwood Heights communities? **(32.2.2I, 32.7B, 32.2.6.5N, 32.2.6.5E, and 32.7C)**

Summer use - We understand that an important need of the EIS is to address the peak use times during the winter. However, traffic (and parking) in LCC is an issue year-round, and traffic-related issues are not limited to peak/storm periods. Summertime traffic as it relates to bicyclists needs to be addressed, particularly in the early fall when Snowbird’s two-month long “Oktoberfest” is in full swing, given that event has a large focus on drinking alcohol at the top of a steep windy canyon. **(32.1.2C and 32.2.6.2.4A)**.

Schedule - Backcountry enthusiasts, employees, and contractors travel the canyon at all hours. Scheduling gondola availability for only the peak skiing hours transforms it from a transportation solution to a taxpayer-paid ski lift that benefits two private companies that operate largely on public land. **(32.2.6.5F, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Fees - there was no mention of the potential costs to riders. If fees are prohibitive, the system won’t be utilized. Given the vast majority of people riding a gondola will be going to the ski areas, will the ski areas supplement/offset the cost of the gondola as they currently do with the bus? **(32.2.4A)**

Roadway use - will vehicles driving up the canyon be tolled? **(32.2.4A)** The state legislature allocated a lot of taxpayer dollars towards the concept of tolling, and creating financial disincentives to drive up the canyon and use the gondola (or any transit system) is imperative. This could also include paid parking in all of upper LCC (ie. starting at Snowbird Entry 1). **(32.2.4A and 32.2.2K)** While fees and schedules could easily be considered TBD details and perhaps that is why they were not included, the gondola’s schedule and fees are essential components to its success.

Highway 210 improvements - there was no mention of improvements to Hwy 210 in addition to the gondola. For service vehicles, delivery trucks, residents, emergency vehicles, and those who don’t use the gondola, the threats that the canyon represents will still exist. For example, if the gondola is chosen, will any improvements be made to Hwy 210, ie. snowsheds? **(32.2.6.5Z)**

UTA buses - there was no mention of bus service; again, perhaps a TBD detail, but given the continued growth in use, there is no doubt that bus service will be an important component as well even if the gondola is chosen given that a majority of people will still be traveling up LCC on the road. **(32.2.2W)**

Convenience of travel - the three-step process for getting up the canyon using the gondola (drive your car to one of two intermodal hubs, put on your ski gear (plus potentially help your kids with their gear) to get on a bus, get off the bus to get on the gondola, and finally get off the gondola to ski, knowing in the back of your mind that you will have to reverse this process in a matter of hours) will create

awkwardness at best and a strong disincentive to many at worst. There needs to be a better way to get people from where they live to the gondola terminal, including a regional transit system from across the SL Valley and potentially additional parking at the gondola itself. It's important for UDOT to understand that skiers and other mountain-lovers have a typically-irrational perspective on time/efficiency of access; "Powder Fever" is a real thing, and the prospect of using three modes of transit, taking at least 90 minutes, just to get to the ski area will be a strong dissuasion for many. **(32.2.6.4B and 32.2.6.5J)**

Parking/traffic - a bottom terminal at the mouth of LCC will create the same traffic and congestion issues that prompted the closure of the existing parking lot to UTA bus service. When coupled with buses trying to deliver people to the gondola and vehicles traveling up the canyon, could adding the gondola actually have a negative impact on travel? **(32.2.6.5E)**

Timing - there was no discussion of the potential timing of gondola implementation beyond a generic goal of the 2050 plan. The problem is acute now and will only intensify over the next few years. The relative lengths of design/development/construction associated with the gondola vs the other options is important and should be part of an open and transparent process. **(32.2.7C)**

Tourism - the concept of increased tourism value was discussed in the EIS; however, this was not identified in the Purpose and Need. The very thought that the gondola would be marketed as a tourist attraction seems contrary to the purpose of a gondola as it will put more pressure on its capacity, thereby leading to more traffic and congestion issues in the canyon. Additionally, this kind of marketing push flies in the face of the identified Purpose and Need in the EIS (which we think misses the mark as it does not consider the aforementioned need to do a capacity analysis). **(32.1.2C, 32.2.6.5F, 32.7C, 32.1.2B, and 32.20B)**

In addition to the above comments, WBA firmly believes than any transportation solutions being considered must take a much wider view than the current EIS. The fact that Big Cottonwood Canyon is not being considered is a mistake given that what happens in one canyon will have a direct impact on use in the other. **(32.1.1A and 32.20D)** It also seems that other key stakeholders, including UTA, have not been consulted as part of the EIS, which would seem to pose immediate issues and risks with implementing any solution. **(32.1.1D)**

Wasatch Backcountry Alliance has formally been a part of the Mountain Accord and Central Wasatch Commission since the beginning of the former's process, and its board and members have been engaged in the community for decades prior to that. We understand the acute need and challenges associated with this process, and hope that our comments will be taken into due consideration to best help craft and create a solution that fits the current and future needs of the Salt Lake Valley residents and those people visiting the area who wish to explore and enjoy the beauty and majesty of the Central Wasatch.

COMMENT #: 9782
DATE: 9/1/21 4:46 PM
SOURCE: Website
NAME: Dennice Marin

COMMENT:

To put the environment in second place abs the beauty of the canyon for a device that would only save a few minutes, a few months of the year is ridiculous. **(32.1.2B)** No gondola! **(32.2.9E)** Think of a year round solution for traffic. **(32.1.2C)** Limits the number of ski passes??? **(32.2.2K)** Stop taking money from resorts??? **(32.2.7A)** E-buses would be great. **(32.2.6.3F)** Tolling at the beginning of the canyon would be great. **(32.2.4A)** Or nothing would be great.

COMMENT #: 9783
DATE: 9/1/21 4:47 PM
SOURCE: Email
NAME: Nancy Roth

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Nancy Roth
Salt Lake City, UT

COMMENT #: 9784
DATE: 9/1/21 4:48 PM
SOURCE: Website
NAME: Christa Zaro

COMMENT:

I moved here from Philadelphia in 1993 to ski and live a more natural life. Now, 28 years later I have taught my children to ski at Alta + Deer Valley. I am absolutely for expanding the roads (another lane) and better public transportation up and down the canyon. **(32.2.9B)** The alternative gondola plan is a total eye sore and will not do anything to alleviate traffic. **(32.2.9E, 32.17A, 32.7B, and 32.7C)** If anything, it's going to encourage more tourists to go up and ski while locals will be driving the roads. **(32.2.4A)** Also, it only satisfies Alta + Snowbird. It doesn't help me when I want to hike or snowshoe. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** A gondola is ugly Abe the towers will take away from the natural beauty that we all come here for. Come on Utah, do the right thing!!! **(32.17A)** Make more green busses, more parking, enact tolls to go up, etc thank you **(32.2.9A, 32.2.4A, and 32.2.6.3C)**

COMMENT #: 9785
DATE: 9/1/21 4:48 PM
SOURCE: Website
NAME: Ray Miamidian

COMMENT:

Adding lanes and buses to Little Cottonwood Canyon is not the answer. **(32.2.9C)** There is already too much pollution. **(32.10A)** Adding more crappy drivers to The Canyon and increasing air pollution. The gondola option will decrease pollution. Even the the worst drivers aren't a danger on a gondola and the slowest drivers can't slow a gondola. **(32.2.9D and 32.2.6.3P)** I've heard the argument that gondolas are ugly. That is NUTS. Visitors at ski resorts throughout the world love to photograph gondolas and trams at ski resorts! **(32.17A)** Let's do it right and go with the gondola!!! **(32.2.9D)**

COMMENT #: 9786
DATE: 9/1/21 4:48 PM
SOURCE: Website
NAME: Parker Webb

COMMENT:

I implore UDOT to consider the following while planning for improved transportation in Little Cottonwood Canyon:

1) A gondola wouldn't fix congestion in LCC, nor would road expansion. As a student of urban and regional planning, I've had multiple examples over the years of this being the case in other areas. We can see that this is not a viable solution. **(32.1.2B, 32.1.2D, 32.7B, and 32.7C)**

2) Plans are only beneficial when they help the community as a whole, not just a fraction of it. Perhaps the UDOT Gondola or road expansion would help some of the community, but it is a detriment to other aspects of it. One such community is the climbing community. As climbing grows in popularity, especially following the Tokyo 2020 Olympics, Salt Lake City is growing as a hub for professional climbing in the United States. Worldwide, climbers know of Little Cottonwood Canyon as a world class area and the road expansion would remove many of the world class boulders. Many local skiers are not in favor of the road expansion because, when the snow melts, they too explore the boulders in LCC. **(32.4A and 32.4B)**

I am in favor of looking for other alternatives to the proposed options. The shuttle bus, without any road expansion, is a more fair and equal alternative that falls in line with UDOT's mission to enhance quality of life. **(32.2.9A)** Road expansion and visible gondolas will not enhance quality of life for those that frequent LCC. **(32.2.9C and 32.2.9E)**

Thank you for your time.

COMMENT #: 9787
DATE: 9/1/21 4:48 PM
SOURCE: Email
NAME: Bradford Schaub

COMMENT:

Dear Utah Department of Transportation (UDOT),

Hello,

First off, thanks to UDOT for evaluating options on this critical issue. Appreciate all the work you do to keep our canyons safe and accessible.

I'm not going to say too much here, I'm sure you have received plenty of passionate responses as to why we should not be putting a gondola in Little Cottonwood and I 100% agree. **(32.2.9E)** Please, let us attempt other solutions before committing to such a dramatic project as the Gondola. For example, tolls, capping the number of vehicles, the zion model of busses only in the Canyon. **(32.2.4A, 32.2.2L, 32.2.2K, and 32.2.2B)**

I don't claim to know the best solution but I would hate to see the beauty of Little Cottonwood impacted by such a massive project. **(32.17A and 32.4I)** We must attempt the alternatives.

Thanks,
Bradford Schaub

Sincerely,
Bradford Schaub
Scottsdale, AZ

COMMENT #: 9788
DATE: 9/1/21 4:49 PM
SOURCE: Website
NAME: Cheyenne Lynsky

COMMENT:

I strongly support the gondola option. I grew up in Utah skiing and want to preserve the environment, air quality, and access to world class skiing for future generations. I see the gondola as the only long-term option for access to little cottonwood canyon for recreation. **(32.2.9D)**

COMMENT #: 9789
DATE: 9/1/21 4:50 PM
SOURCE: Website
NAME: Nancy Olsen

COMMENT:

I believe the gondola will negatively impact the canyon in a visual way as well as the impact construction will have. **(32.2.9E, 32.17A, and 32.19A)**

COMMENT #: 9790
DATE: 9/1/21 4:51 PM
SOURCE: Website
NAME: Jacob Wright

COMMENT:

The gondola is an excellent solution to the traffic problem. **(32.2.9D)** People will be safer since they will not be driving on icy roads in avalanche paths. The city already has a terrible air quality situation and the gondola will reduce smog. **(32.10A)** How many accidents occur on the road every year? How many UDOT resources and employees getting in dangerous situations working on the road in avalanche conditions? **(32.2.6.3P and 32.7A)** Just last winter UDOT employees and trucks got hit with an avalanche, luckily they were ok.

COMMENT #: 9791
DATE: 9/1/21 4:52 PM
SOURCE: Website
NAME: Jeffrey Brito

COMMENT:

This would not be an improvement, this would be destroying beautiful public land. Keep LCC wild! There are many avid climber, hikers, backpackers in the area who would not benefit from this. **(32.4I, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 9792
DATE: 9/1/21 4:53 PM
SOURCE: Website
NAME: Kim Caramelli

COMMENT:

Limit access to shuttle service only - minimize environmental impact! We need trail access, not just subsidizing the resorts. **(32.2.2B, 32.2.6.3C, and 32.2.7A)**

COMMENT #: 9793
DATE: 9/1/21 4:54 PM
SOURCE: Website
NAME: David Fogel

COMMENT:

I love the gondola idea. **(32.2.9D)**

COMMENT #: 9794
DATE: 9/1/21 4:54 PM
SOURCE: Email
NAME: Elliot Frei

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

This is my backyard. Correction, this is our backyard. I've been born and raised in the neighborhood just below the Wasatch and I've been going up these canyons my entire life. To see such permanent devastation to the land causes me pain, and not only me, but the plants and animals that rely on this ecosystem for survival. Ripping out the home for the plants and vegetation that we, as humans, rely on for CO2, relaxation and play...just don't make sense. **(32.1.2B, 32.10A, 32.4I, 32.13A, and 32.13B)** I'm happy with the way things are and a gondola isn't the answer. Try less permanent and less destructive ideas first. A well thought out bus system is my vote. **(32.2.9A)** Let our mountains be. Let our mountains remain flourishing the way they were meant to be. Adding more construction, more use resources, more burning of fossil fuels, more gasoline in our atmosphere (from the trucks and machinery) is the absolute last thing we need. **(32.10A)**

Sincerely,
Elliot Frei
Draper, UT

COMMENT #: 9795
DATE: 9/1/21 4:55 PM
SOURCE: Website
NAME: Jan Zika

COMMENT:

I agree that a solution is needed in the future. Of the two alternatives, I think the gondola is the cleaner one for the environment, despite the opposition based on visual concerns. **(32.2.9D and 32.17A)** The bus shoulder would also improve things, the traffic would still be as intense as now. Personally, I would think that very aggressive HOV solution (3+ or major parking fee) would be the best solution - reduce the LCC traffic and force people to plan their trip. **(32.2.2Y)**

COMMENT #: 9796
DATE: 9/1/21 4:55 PM
SOURCE: Website
NAME: Coby Vail

COMMENT:

I do not support the construction of a gondola in the canyon. **(32.2.9E)** While the gondola will increase access to the ski resorts, it will do little to address underlying public transit access problems and bypass more practical management solutions for the canyon such as tolling. **(32.1.2B, 32.1.2D, 32.2.4A, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 9797
DATE: 9/1/21 4:55 PM
SOURCE: Website
NAME: Rachel Fixsen

COMMENT:

Please consider the least destructive options before approving a plan that damages bouldering areas! **(32.29R, 32.4A, and 32.4B)** Bouldering problems are unique and treasured and can't be recreated. A large user group cherishes these boulders. Take time to try out congestion solutions that don't impact the boulders! **(32.2.9A)**

COMMENT #: 9798
DATE: 9/1/21 4:55 PM
SOURCE: Website
NAME: Jared Hilton

COMMENT:

My vote is for expansion of the bus system. **(32.2.9A)** Gondolas and widening lanes will only permanently destroy the canyon. **(32.2.9E, 32.2.9C, and 32.4I)** The problem isn't the canyon it's more people moving to the valley. The answer to that isn't continued destruction of our natural resources. If everyone wants to move here then they should take the bus or get up earlier. Please stop destroying our natural world in the name of convenience. **(32.29G and 32.1.2B)**

COMMENT #: 9799
DATE: 9/1/21 4:55 PM
SOURCE: Website
NAME: Caryn Harkins

COMMENT:

Gondola please!! Environmentally friendly, avalanche resistant, attractive (32.2.9D)

COMMENT #: 9800
DATE: 9/1/21 4:55 PM
SOURCE: Website
NAME: Martin Plaehn

COMMENT:

Please pick a practical solution that verifiably minimizes environmental and wildlife damage during both construction phases and 20years plus of operations. **(32.29G)** Being able to show the public the homework/analysis behind the decision (construction & operation) will be very important to ensure post-decision alignment. **(32.2.9N)**

COMMENT #: 9801
DATE: 9/1/21 4:56 PM
SOURCE: Website
NAME: Clara Larson

COMMENT:

The world is turning more and more money oriented, we don't need our precious canyons to be capitalized as well. Is the canyon only good for money? Is that what we are doing now? **(32.1.2B)** I personally believe that our canyons best attributes and greatest joys come from not the money, but the beautiful and wonderful nature that we have been blessed with. **(32.4I)**

COMMENT #: 9802
DATE: 9/1/21 4:57 PM
SOURCE: Email
NAME: Alexandria Frogley

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Alexandria Frogley
Draper, UT

COMMENT #: 9803
DATE: 9/1/21 4:58 PM
SOURCE: Website
NAME: Joni Dykstra

COMMENT:

As I have thought about this more, I think there needs to be a stop at non-skier area locations such as White Pine trailhead and a stop at Albion Basin. This seems far more equitable than just servicing Snowbird & Alta. **(32.2.6.3C)**

COMMENT #: 9804
DATE: 9/1/21 4:58 PM
SOURCE: Website
NAME: Dane Bergeson

COMMENT:

I do not agree with using tax payer money to pay for what two private businesses want. (32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)

COMMENT #: 9805
DATE: 9/1/21 4:58 PM
SOURCE: Email
NAME: Talia Ramazetti

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Talia Ramazetti
St George, UT

COMMENT #: 9806
DATE: 9/1/21 4:58 PM
SOURCE: Email
NAME: Michael Mower

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

COMMENT #: 9807
DATE: 9/1/21 4:59 PM
SOURCE: Website
NAME: Casey Hyer

COMMENT:

Don't mess up our best canyons in Salt Lake.

I think adding a parking lot at the bottom is fine. We clearly haven't tried to add more busses in a while.

(32.2.9A) Everyone knows the busses are always full and hard to get on.

You don't need to widen the road or add some stupid tower to the middle of our canyon. **(32.2.9C and 32.2.9E)** How are these your best 2 options. The people who use these canyons think you should go back and find better options. **(32.2.2PP)**

COMMENT #: 9808
DATE: 9/1/21 4:59 PM
SOURCE: Website
NAME: Will DeLany

COMMENT:

As a SLC resident, climber, skier, hiker, and frequent user of little cottonwood canyon, I believe less expensive and environmentally degrading methods of reducing traffic should be exhausted before considering a gondola or expanded bussing. **(32.2.9A, 32.2.2PP, 32.29R, 32.2.9E, and 32.2.9C)**

COMMENT #: 9809
DATE: 9/1/21 5:00 PM
SOURCE: Website
NAME: Craig Lumley

COMMENT:

I support the gondola, let's get it done **(32.2.9D)**

COMMENT #: 9810
DATE: 9/1/21 5:01 PM
SOURCE: Website
NAME: Caitlin Loertscher

COMMENT:

NO WAY- just NO. The gondola up LCC is not the right solution. Less is more when nature is involved.
Period. **(32.2.9E)**

COMMENT #: 9811
DATE: 9/1/21 5:01 PM
SOURCE: Website
NAME: Dan Bennett

COMMENT:

Please expand the road for bus and bicycle use. **(32.2.9B)** The gondola offers a reliable transit option with less emissions than widening the road, but the wider shoulders benefit all users, not just two corporations. Also, I would love to see an annual canyon pass (similar to Millcreek) or a day use fee station at the bottom to influence people to ride the bus. We could reduce tonnes of emissions every year by removing inefficient slow moving cars. **(32.2.4A and 32.10A)** Thanks for always getting LCC open as quickly as possible and allowing us lifelong skiers a route up the most avalanche prone canyon in the USA.

Much love,

COMMENT #: 9812
DATE: 9/1/21 5:02 PM
SOURCE: Website
NAME: Jeff Isreeli

COMMENT:

As an owner at Snowbird's Cliff Club, I strongly support the La Caille Station proposal for improving the convenience and reliability of getting to Snowbird and Alta. **(32.2.9D)**

COMMENT #: 9813
DATE: 9/1/21 5:02 PM
SOURCE: Email
NAME: Shay Riggin

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

COMMENT #: 9814
DATE: 9/1/21 5:02 PM
SOURCE: Email
NAME: Diane Wellborn

COMMENT:

Dear Utah Department of Transportation (UDOT),

The gondola is not the answer to the little cottonwood Canyon situation or big cottonwood Canyon. **(32.2.9E)** It simply solves the problem of getting people to a ski slope. **(32.1.2B, 32.1.2D, 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)**

Why spend millions if not billions of dollars on a gondola system that will not solve the problem. There needs to be an effective transportation system like that it's zion which must be used in order to access the Canyon. **(32.7B, 32.7C, and 32.2.2B)**

There needs to be some type of cost associated with not using the provided public transportation system. Whether it is a large parking fee or Limited parking spaces at any one location, There must be a cost associated for not using provided transportation. **(32.2.4A)**

LA coma the gondola system will not assist with the traffic backups on Wasatch boulevard and 9400 South or Fort Union Avenue. There needs to be a system that starts West of 2000 East and feeds up into the Canyon. **(32.2.6.2.2A, 32.2.6.5E, and 32.7B)**

As a hiker the gondola system would not work for me at all. I would still need to drive up into the Canyon in order to access the trail heads that we use on a weekly basis. **(32.2.4A, 32.1.2C, 32.1.2D, and 32.2.6.5G)**

Please scrap this plan for agandala and put the entire project on hold until all the issues pertaining to the big and little cottonwood Canyon congestion problems can be addressed he addressed. **(32.2.9E and 32.2.2PP)**

Thank you

Sincerely,
Diane Wellborn
Cottonwood heights, UT

COMMENT #: 9815
DATE: 9/1/21 5:03 PM
SOURCE: Website
NAME: Jim Parker

COMMENT:

The Gondola option would be:

- more energy efficient and less reliant on fossil fuels. **(32.10A)**
- would significantly reduce vehicle congestion (over adding additional lanes) **(32.7B and 32.7C)**
- would create a novel and breathtaking experience for riders
- would likely reduce traffic accidents in the canyon **(32.2.6.3P)**
- would allow critical access to (and from) the upper canyon during mudslides, avalanches, and other hazards **(32.2.6.5H)**
- would enable a faster transportation option during peak usage periods **(32.2.6.3N)**
- would enhance the draw of tourists to Utah during all seasons of the year.

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

COMMENT #: 9816
DATE: 9/1/21 5:04 PM
SOURCE: Website
NAME: Eric Croswhite

COMMENT:

Prefer widening canyon roads approach rather than Gondola. I like the flexibility of driving my own car with family, often accessing my vehicle at lunchtime for gear etc. I fear gondola would kill the apres ski experience at the resorts as well. If you want to reduce canyon traffic kill the ikon and mtn collective passes. **(32.2.9B, 32.2.9E, 32.2.4A, and 32.2.2K)**

COMMENT #: 9817
DATE: 9/1/21 5:04 PM
SOURCE: Email
NAME: Cory Shipp

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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 opposed to a gondola option for either of the Cottonwood canyons. **(32.2.9E)**

Sincerely,
Cory Shipp
Salt Lake City, UT

COMMENT #: 9818
DATE: 9/1/21 5:05 PM
SOURCE: Website
NAME: James Johnson

COMMENT:

I strongly oppose any additional construction along Little Cottonwood Canyon. If a change is deemed absolutely necessary, the only option I support is the Enhanced Bus with NO additional roadway capacity. **(32.2.9A)**

COMMENT #: 9819
DATE: 9/1/21 5:05 PM
SOURCE: Email
NAME: Rachel 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)**
- 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 Robinson
Lakewood, CO

COMMENT #: 9820
DATE: 9/1/21 5:06 PM
SOURCE: Website
NAME: Abbey Park

COMMENT:

I am an avid snowbird skier and I am in full support of the gondola. Thank you!
(32.2.9D)

COMMENT #: 9821
DATE: 9/1/21 5:07 PM
SOURCE: Website
NAME: Nathan Christensen

COMMENT:

I think a hybrid model works. Widen the road and do a gondola (32.2.2W)

COMMENT #: 9822
DATE: 9/1/21 5:07 PM
SOURCE: Website
NAME: Amy Loverin

COMMENT:

Hello, I definitely am NOT in favor of the gondola. **(32.2.9E)** The gondola is expensive and too fixed. It will not allow for changes that are bound to happen over time with the population of the valley. **(32.2.6.5A and 32.2.6.5N)** The gondola cannot run in severe weather. **(32.2.6.5K)** Perhaps look into the Zion National Bus System. There needs to be more parking at the base of the canyons and more buses up the canyon. **(32.2.2B)** Mobility is quite important but it can change over time. Buses allow for flexibility in how many people are using the canyon. **(32.2.6.5D)** Additionally, it makes no sense to toll single occupants on wasatch if they are going to the park and ride. **(32.2.4A)**

COMMENT #: 9823
DATE: 9/1/21 5:07 PM
SOURCE: Website
NAME: Rachel Mize

COMMENT:

I am vehemently opposed to the construction of a gondola as a solution to the overcrowded canyon. **(32.2.9E)** Enhanced bus service should be given a real chance, and provides for more flexibility in the future. **(32.2.9A and 32.2.6.5D)** If the project for a gondola does proceed, DO NOT BUILD A GONDOLA WITH TAXPAYER MONEY. If the two resorts at the top want to foot the bill, let them deal with it. **(32.2.7A)**

COMMENT #: 9824
DATE: 9/1/21 5:07 PM
SOURCE: Website
NAME: Joshua Cluff

COMMENT:

I have researched and support the Gondola of all of the options and readily. **(32.2.9D)**

COMMENT #: 9825
DATE: 9/1/21 5:08 PM
SOURCE: Website
NAME: Curtis Sharp

COMMENT:

I'm supportive of the Gondola option because it keeps the canyon still accessible even when there is risks of avalanches. I am a heavy user of the canyon both in the summer and winter. **(32.2.9D)**

COMMENT #: 9826
DATE: 9/1/21 5:08 PM
SOURCE: Website
NAME: Concerned Citizen

COMMENT:

Please consider an option other than the gondola. **(32.2.9E)** It will forever change the landscape of Little Cottonwood Canyon. **(32.4I and 32.17A)** We need to think about how our decisions impact the future of the Little Cottonwood Canyon landscape. Enhanced bus service or toll options are much more reasonable and can be implemented without changing the landscape of LCC. **(32.2.9A)**

COMMENT #: 9827
DATE: 9/1/21 5:08 PM
SOURCE: Email
NAME: Lindsay Dorst

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Lindsay Dorst
Herriman, UT

COMMENT #: 9828
DATE: 9/1/21 5:09 PM
SOURCE: Website
NAME: Kenneth Shosted

COMMENT:

NO GONDOLA in Little Cottonwood Canyon. **(32.2.9E)** Come up with a good bus option - even if rides have to be paid for - maybe by Snowbird and Alta. A gondola would ruin the esthetics of the of the canyon. **(32.2.9A and 32.17A)**

COMMENT #: 9829
DATE: 9/1/21 5:12 PM
SOURCE: Website
NAME: Kurtis Barth

COMMENT:

Please do not ruin the views with a gondola that is controlled by alta snowbird. **(32.2.9E and 32.17A)** I think that it's use will be abused by private corporations controlling it and enriching themselves at taxpayers cost. **(32.1.2D, 32.2.7A, and 32.2.6I)** An bus system would be much preferred and not distract the beautiful valley views **(32.2.9A)**

COMMENT #: 9830
DATE: 9/1/21 5:12 PM
SOURCE: Email
NAME: Hugo Foucher

COMMENT:

Dear Utah Department of Transportation,

We do NOT need more people in the canyon, each resort has 3 chairlifts accessible from the base, is that capacity increasing any time soon? It's not, so why the hell spend half a billion in taxpayer money to benefit a couple multi million dollar companies? **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, 32.7C, and 32.20C)**

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,
Hugo Foucher
Salt Lake City, UT

COMMENT #: 9831
DATE: 9/1/21 5:13 PM
SOURCE: Website
NAME: Ron Martin

COMMENT:

No gondola avalanche control work when needed. 2 lanes up 2 lanes down more buses plow and salt canyon. (32.2.9E, 32.2.2P, 32.2.9A, and 32.2.9B) Tire check 4wd and chains on bad weather days (32.2.2M)

COMMENT #: 9832
DATE: 9/1/21 5:13 PM
SOURCE: Website
NAME: Linda Stewart

COMMENT:

No gondola. No road widening. **(32.2.9E and 32.2.9C)** Remember the Bangerter pumps for Great Salt Lake? We do not need more tourists nor higher prices to access our canyons. **(32.20A and 32.20C)**
With climate change, snow fall might decrease. **(32.2.2E)**

COMMENT #: 9833
DATE: 9/1/21 5:14 PM
SOURCE: Website
NAME: Kurtis Barth

COMMENT:

The gondola cannot have varying capacity to adjust traffic for times of high and low traffic. **(32.2.6.5N)**
A bus system would be much more effective at operating at different loads and would not ruin the skyline. **(32.2.9A, 32.2.6.5D, and 32.17A)**

COMMENT #: 9834
DATE: 9/1/21 5:14 PM
SOURCE: Email
NAME: Mia Magnotto

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,
Mia Magnotto
Salt Lake City, UT

COMMENT #: 9835
DATE: 9/1/21 5:15 PM
SOURCE: Website
NAME: Celeste Raffin

COMMENT:

I am very much in favor of the gondola! This is the solution seen all throughout Europe and it works!!in the long term I am confident it will prove itself as the most cost effective, green, and viable solution to the terrible overcrowding in Little cottonwood canyon. Respectfully Celeste Raffin **(32.2.9D)**

COMMENT #: 9836
DATE: 9/1/21 5:15 PM
SOURCE: Website
NAME: Spencer Ewing

COMMENT:

No gondola. More bus service and public parking for carpooling. (32.2.9E, 32.2.9A, 32.2.4A)

COMMENT #: 9837
DATE: 9/1/21 5:16 PM
SOURCE: Website
NAME: Kurtis Barth

COMMENT:

The gondola does not work well for non alta bird users. It is primarily beneficial for the ski areas and does not help hikers, bikers, backcountry skiers and all other canyon users. A gondola benefits the resorts but does not aid many of the taxpayers who would need more flexible transportation **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, 32.7D, and 32.2.9E)**

COMMENT #: 9838
DATE: 9/1/21 5:17 PM
SOURCE: Website
NAME: Evan Webb

COMMENT:

The gondola especially seems damaging to the environment and feel that makes Little Cottonwood Canyon special. It's unfortunate that we've arrived at a place where we are deciding if it is wise to build an eyesore in order to accommodate more impact in our wild places. I hope the team can arrive at a less damaging solution. **(32.2.9E, 32.17A, 32.4I, and 32.2.2PP)**

COMMENT #: 9839
DATE: 9/1/21 5:17 PM
SOURCE: Website
NAME: Landon McDowell

COMMENT:

We as the public do not need to ruin the natural beauty of our public lands to serve a private business.
(32.17A, 32.17B, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)

COMMENT #: 9840
DATE: 9/1/21 5:18 PM
SOURCE: Website
NAME: Drake Bloebaum

COMMENT:

Please do not build a gondola up Little Cottonwood. **(32.2.9E)** The preferred alternative should be to build snow sheds only with no road expansion and increase the busses dramatically. **(32.2.9K, 32.2.9C, and 32.2.9A)** Also resorts should charge for parking and other strategies implemented to incentivize folks to get out of their cars. **(32.2.2K and 32.2.4A)**

COMMENT #: 9841
DATE: 9/1/21 5:18 PM
SOURCE: Website
NAME: Sara Austin

COMMENT:

Stop the gondola. It destroys more than it provides. Climbing, the scenery and if you want to stop anywhere in between you still have to drive your car. A bus system is far superior. **(32.2.9E, 32.4I, 32.4B, 32.2.6.3C, 32.2.6.5G, and 32.2.9A)**

COMMENT #: 9842
DATE: 9/1/21 5:18 PM
SOURCE: Website
NAME: Dan Wheeler

COMMENT:

Leave the canyon access as is. If you make it easier for more people to use the canyon then the canyon will become more crowded, and we will face the same problem as we have now. The gondola is way to expensive and will benefit the ski resorts at the taxpayer's expense. **(32.2.9G, 32.20A, 32.20C, 32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 9843
DATE: 9/1/21 5:19 PM
SOURCE: Website
NAME: Mary Barone

COMMENT:

I support the implementation of a Gondola to serve users of Little Cottonwood Canyon. **(32.2.9D)** The road itself can be treacherous during the winter and the use of a Gondola would greatly limit car traffic and it's associated risks. **(32.2.6.3P)** Additionally, the gondola would be able to operate when it's not safe for car traffic to pass in the canyon. **(32.2.6.5H)** I would encourage the adoption of the gondola proposal.

COMMENT #: 9844
DATE: 9/1/21 5:20 PM
SOURCE: Website
NAME: Nikki Smith

COMMENT:

As one of the most easily accessed canyons in the Wasatch, Little Cottonwood Canyon is a haven for those wanting to recreate in the outdoors. It serves many user groups: bikers, campers, climbers, hikers, folks wanting to picnic, photographers, runners, sight-seers, skiers, snowboarders, snowshoers, and so many more. The two transportation proposals currently offered only serve a tiny portion of those who use the canyon, but the impact of these two proposals will dramatically alter the accessibility and recreational opportunities in the canyon. These two options only serve a small and privileged few who use the canyon in the winter, and are not options that serve our entire community. **(32.4I, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I'd like to ask that UDOT reconsider and first explore 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, 32.1.2C, 32.2.6.3C, 32.2.29C, 32.2.9E, 32.17A, and 32.17B)**

COMMENT #: 9845
DATE: 9/1/21 5:21 PM
SOURCE: Website
NAME: Sienna Chilcutt

COMMENT:

I do not support the proposed gondola or widened road alternatives. **(32.2.9E and 32.2.9C)** The increased number of people up-canyon will not lead to a solution. **(32.1.2B, 32.20A, and 32.20B)** Alta and Snowbird are relatively small resorts that are already seeing the effects of too many people being up-canyon. It is not safe to have that many people standing in line at the bottom of Collins as we saw this last winter. **(32.20C)** If a big storm rolls in and inter lodge is required, having an increased number of people up-canyon leads to quite the safety issue. A better solution would be to limit the number of people that can come up the canyon each day. **(32.2.2L and 32.2.2K)** This could be done with the use of a toll booth at the bottom of SR-210 and increasing traction law enforcement. **(32.2.4A, 32.2.2Y, and 32.2.2M)** The bottom line is that Alta will never be what it used to be, which is heartbreaking. However, let's not go beyond what damage has already been done by building a gondola up the canyon, or blasting away at the canyon to widen the road.

COMMENT #: 9846
DATE: 9/1/21 5:22 PM
SOURCE: Website
NAME: Thomas McDonagh

COMMENT:

The gondola will run into all the same problems as dedicated busses, but will be less reliable, have far less capacity, and is essentially a public subsidy to snowbird and alta. **(32.2.9E, 32.2.6.5K, 32.2.6.5N, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The only way to solve the problem is to have a road closed to cars except for resort employees and year round residents, and fast reliable bussing for everybody else. (Eg busses that come every 2-5 minutes and not every 30) **(32.2.2B and 32.2.6.3N)**.

COMMENT #: 9847
DATE: 9/1/21 5:22 PM
SOURCE: Website
NAME: Gary Griffiths

COMMENT:

I strongly believe that Utah's Little Cottonwood canyon will best be preserved by the less invasive option that of the proposed bus/shuttle system! **(32.2.9A)**

COMMENT #: 9848
DATE: 9/1/21 5:23 PM
SOURCE: Website
NAME: Jeff Kjar

COMMENT:

Light Rail or Train is the answer. It has proven to be highly successful in Europe.
Do not understand why this is not one of the options. **(32.2.9F)**

COMMENT #: 9849
DATE: 9/1/21 5:24 PM
SOURCE: Website
NAME: Beckie Grgich Sidwell

COMMENT:

I own a timeshare at Cliff Club and our family has owned property in the canyon since 1978. I worked at Snowbird from 1992-1994. Back then, the canyon was a challenge for workers. Present day, the canyon has become more and more crowded and the road can be quite dangerous to travel with the motorists driving high speeds and the weather conditions. We love to Ski Snowbird BUT we will not drive up and ski for the day because of travel issues. So, we either have to book a room to ski the following morning or go to another ski area altogether. The gondola would be so nice...parking at the base and enjoying the ride up the canyon for a day of skiing would help so much. I love the canyon and want it preserved for generations to come. We need to protect the mountain area, protect the watershed ares and do what we can today to have a beautiful canyon in the future. (32.2.9D, 32.12A, and 32.17A)

COMMENT #: 9850
DATE: 9/1/21 5:25 PM
SOURCE: Website
NAME: Peter Rogers

COMMENT:

Please build this thing (32.29D)

COMMENT #: 9851
DATE: 9/1/21 5:26 PM
SOURCE: Website
NAME: Alex Goyzueta

COMMENT:

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

COMMENT #: 9852
DATE: 9/1/21 5:26 PM
SOURCE: Website
NAME: Heather Beers

COMMENT:

I believe gondolas are our best alternative. Functional despite weather conditions, lower environmental impact than other alternatives. Please go that direction. **(32.2.9D, 32.2.6.5K, and 32.13A)**

COMMENT #: 9853
DATE: 9/1/21 5:28 PM
SOURCE: Website
NAME: Howard Eyre

COMMENT:

Start with the cheapest option first. **(32.29R and 32.2.9A)** Stop trying to cram more people into canyons that are already getting overused. **(32.1.2B, 32.20A, and 32.20C)** People will get sick of the crowding eventually and traffic will naturally slow as people get less interested in going skiing and getting stuck in it. Do not do the gondola idea! It will be a huge mistake for the health of lcc **(32.2.9E and 32.4I)**

COMMENT #: 9854
DATE: 9/1/21 5:28 PM
SOURCE: Email
NAME: Alex Whipp

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 Whipp
Sandy, UT

COMMENT #: 9855
DATE: 9/1/21 5:29 PM
SOURCE: Website
NAME: Trina Metcalf

COMMENT:

I am NOT in favor of the gondola solution. (32.2.9E)

COMMENT #: 9856
DATE: 9/1/21 5:30 PM
SOURCE: Website
NAME: Eric C

COMMENT:

The bus lane will encourage use of public infrastructure without the need to add further blemish in the form of a gondola to the LCC landscape. (32.2.9A, 32.2.9E, 32.4I, and 32.17A)

COMMENT #: 9857
DATE: 9/1/21 5:30 PM
SOURCE: Website
NAME: Doug Jenson

COMMENT:

I do not support putting a gondola in Little Cottonwood Canyon. Please do not do this. It would take from the beauty that Little Cottonwood Canyon offers and would ruin the feeling of peace that comes from spending time in the canyon. **(32.2.9E, 32.17A, and 32.4I)**

COMMENT #: 9858
DATE: 9/1/21 5:31 PM
SOURCE: Website
NAME: Mariano Monatanaro

COMMENT:

I haven't read that much but it looks like they gonna destroy more natural enviroments for the joy of the rich people that come one week a year to ski and complain about the traffic (**32.1.2B, 32.1.2D, 32.1.4D, 32.7B, and 32.7C**)

COMMENT #: 9859
DATE: 9/1/21 5:31 PM
SOURCE: Website
NAME: Tonya Woolsey

COMMENT:

I believe the Gondola Option is the most viable to preserve the Beauty in the canyon and causes less impact and is the most environmentally friendly solution for our Canyon. **(32.2.9D and 32.17A)**

COMMENT #: 9860
DATE: 9/1/21 5:32 PM
SOURCE: Website
NAME: Jim Miller

COMMENT:

I believe that road widening will be inevitable. the gondola may have to be an additional consideration down the road and it could be added later, if still necessary. the single rider per car restriction is reasonable for peak times. thank you **(32.2.9B, 32.2.4A, and 32.29R)**

COMMENT #: 9861
DATE: 9/1/21 5:33 PM
SOURCE: Website
NAME: Jacob Matson

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 #: 9862
DATE: 9/1/21 5:33 PM
SOURCE: Website
NAME: Ben Zimmer

COMMENT:

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

COMMENT #: 9863
DATE: 9/1/21 5:34 PM
SOURCE: Website
NAME: Paul Thiemann

COMMENT:

The gondola is absolutely the best option - solely because it can operate in avalanches. (32.2.9D and 32.2.6.5H)

COMMENT #: 9864
DATE: 9/1/21 5:34 PM
SOURCE: Website
NAME: Luana Guymon

COMMENT:

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

COMMENT #: 9865
DATE: 9/1/21 5:35 PM
SOURCE: Website
NAME: Brian Caballero

COMMENT:

Gondola will not solve congestion issues. It's unsightly, costly, maintenance heavy, and it won't solve any problems. More buses is the way! **(32.2.9E, 32.7B, 32.7C, and 32.2.9A)**

COMMENT #: 9866
DATE: 9/1/21 5:38 PM
SOURCE: Website
NAME: Madelyn Miamidian

COMMENT:

I think that a gondola is the better way to go. **(32.2.9D)** Widening the road would ruin the awesome feeling of Little Cottonwood, plus extra buses, etc can cause extra pollution. Buses would not be able to make it up the Canyon if avalanches occur. **(32.2.9C, 32.10A, and 32.2.6.3P)**

COMMENT #: 9867
DATE: 9/1/21 5:39 PM
SOURCE: Website
NAME: James Logan

COMMENT:

I'll keep this short and sweet. I've ridden the bus to Snowbird for years and I'll tell you right now that's the majority of tourists refuse to ride the bus. So do a lot of wealthier resort goers. I've also seen the gondolas work extremely well in Europe. My family uses the one in Albuquerque all the time. The gondola itself will be a tourist attraction. As long as UDOT can guarantee that no climbing areas are affected by the gondola towers, I'm 100% for the gondola. I do hope that they will choose to run it year-round though **(32.2.9D and 32.4B)**

COMMENT #: 9868
DATE: 9/1/21 5:40 PM
SOURCE: Website
NAME: Mike Ruzek

COMMENT:

I do not think the gondola serves the canyon well and will serve as a bottleneck and will be shuttered due to winds and other weather events more than thought. It also doesn't take into consideration any recreation in the canyon that doesn't happen to be at Alta or snowbird. **(32.1.2B, 32.1.2D, 32.2.6.5K, 32.7B, 32.7D, and 32.4I)** I would be for a light rail system, as was proposed years ago that connected through parleys into bcc and LCC and back down into the main trax system, but realize that is a very expensive proposition but it would be an efficient means of transportation and was surprised that it was the project that was taken off the table. The gondola is not the answer, **(32.2.9F, 32.2.2I, 32.1.1C, and 32.2.9E)**

COMMENT #: 9869
DATE: 9/1/21 5:40 PM
SOURCE: Website
NAME: Atticus Jones

COMMENT:

Both of the proposed solutions do not address the underlying issue. **(32.2.9C and 32.2.9E)** We need a per car entrance fee for the canyon along with significantly improved bus service. **(32.2.4A and 32.2.9A)** Both the gondola and bus lane will not reduce traffic jams, only increase the total number of people in the canyon. **(32.7B, 32.7C, 32.20A, and 32.20C)** There needs to be an incentive for people to not drive cars. With a fee of ~\$25 per car, there will be fewer people driving cars up the canyon, which eliminates traffic jams, reduces the environmental impact and can also provide funding for more busses to run up the canyon. If implemented correctly, it will increase accessibility for everyone who uses the canyon and limit further human impact on our beautiful LCC. **(32.2.9A, 32.2.4A, 32.7C. and 32.2.6.3C)**

COMMENT #: 9870
DATE: 9/1/21 5:41 PM
SOURCE: Website
NAME: Terr Roth

COMMENT:

We need to try a less destructive alternative to reduce congestion. **(32.2.2PP)** Both options negatively impact climbing access and the ability to have quiet and escape time in the canyons **(32.2.9C, 32.2.9E, 32.4A, 32.4B, and 32.4I)**

COMMENT #: 9871
DATE: 9/1/21 5:42 PM
SOURCE: Website
NAME: Alexa O'Gorman

COMMENT:

I am an avid skier who is 150% AGAINST the gondola. **(32.2.9E)** I have loved Snowbird and Alta for years and am in shock that they are in support. It is embarrassing for them. Gondola is the WORST POSSIBLE OPTION! Many tax payers will be pissed as well as 90% of the LCC ski community. This is our water shed and dogs aren't even allowed up the canyons yet you want to spend years building, destroying the land and polluting our water shed....??? **(32.12A)** think with you're head and heart not your wallet!!! **(32.29G)**

COMMENT #: 9872
DATE: 9/1/21 5:43 PM
SOURCE: Website
NAME: John D'Arcy

COMMENT:

Either alternative would alleviate the periodic traffic jams. Knowing only the info in the EIS presentation I would favor the bus alternative because of its greater flexibility and year round usefulness. Neither alternative description made any mention what users would pay to use the tram or bus alternative. How can the public make a true informed decision without knowing something about what they will have to pay? **(32.2.9A, 32.1.2C, 32.2.6.3C, and 32.2.4A)**

Both alternatives enable a larger number of skiers to access the 2 resorts on good snow days (especially weekend snow days). The resorts are already overcrowded with the road as is on weekends with good snow. Either alternative will simply make the resorts more crowded and degrade the on hill experience. In some ways either alternative simply solve the road problem by transferring the overcrowding to the hill. **(32.20A and 32.20C)** The resort owners will like this but I'm not sure the majority of skiers wouldn't prefer the road congestion to having the lift lines even longer and the runs overcrowded. I don't have a suggestion on how to solve this dilemma but it ought to be discussed by those making the decisions before spending a very large amount of public money. **(32.2.9N and 32.29G)**

COMMENT #: 9873
DATE: 9/1/21 5:43 PM
SOURCE: Email
NAME: Lilliana Libecki

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Lilliana Libecki
Salt Lake City, UT

COMMENT #: 9874
DATE: 9/1/21 5:44 PM
SOURCE: Website
NAME: Charles Scheuch

COMMENT:

I prefer the Gondola. I think it will have more long-term benefit for the canyon. (32.2.9D)

COMMENT #: 9875
DATE: 9/1/21 5:44 PM
SOURCE: Website
NAME: Anthon Gillespie

COMMENT:

We should be reducing our reliance on vehicles whenever possible. **(32.1.2D)** It helps reduce pollution and also helps preserve our beautiful mountains. I encourage UTDOT to use the proposed gondola solution in Little Cottonwood Canyon. Thank you, **(32.2.9D)**

COMMENT #: 9876
DATE: 9/1/21 5:45 PM
SOURCE: Website
NAME: Jim Hilding

COMMENT:

"Destroy it in order to save it" Never have these words rang more true than with these two proposals. The gondola is particularly egregious in that it benefits such a small slice of the user population at the expense of public funds **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. And at what cost to the rest of the canyon not named Snowbird or Alta. Full disclosure: I work at Alta and depend on skiers for my livelihood, and even I think the gondola is insane. Begin by devoting more resources to parking for transit at the base of the canyon. Some hybrid of the current bus system and the Zion National Park shuttle system comes to mind. **(32.2.2B)** I've skied or worked in LCC for over 20 years, off and on, since 1980. And believe me when I say that many people would prefer to ride a bus than to drive if it was simply more accessible. Parking is really the problem that needs to be solved first. **(32.2.6.2.1C)** At the very least, shelve the gondola. Using public funds to serve the narrow self-interests of a select few while destroying the very thing we're all trying to save is inexcusable!" **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, 32.7C, and 32.4I)**

COMMENT #: 9877
DATE: 9/1/21 5:45 PM
SOURCE: Website
NAME: Jackie Biskupski

COMMENT:

Rapid bus transportation will have the least amount of impact on the environment. Please minimize impacts to preserve our majestic canyons. **(32.2.9A and 32.29G)**

COMMENT #: 9878
DATE: 9/1/21 5:46 PM
SOURCE: Website
NAME: David Vance

COMMENT:

I like the tram idea. (32.2.9D)

COMMENT #: 9879
DATE: 9/1/21 5:47 PM
SOURCE: Website
NAME: Austin Freking

COMMENT:

I think an effective solution to the traffic in LCC would be to build avalanche tunnels over the areas of frequent congestion and frequent avalanches to relieve stress from those areas of the canyon. **(32.2.9K)** This impacts the least resources and leaves the roads open in the event of heavy snowfall. **(32.7A)** Also utilizing more electric buses in conjunction would allow maximum traffic with less congestion. **(32.2.9A and 32.2.6.3F)**

COMMENT #: 9880
DATE: 9/1/21 5:47 PM
SOURCE: Website
NAME: Nicholas Ruble

COMMENT:

I was planning a trip to LCC for both summer and winter recreation in the coming year. Unfortunately my family and I will be forced to cancel both and opt for Vail resorts instead of UDOT decides to follow through with this plan. **(32.29D)**

COMMENT #: 9881
DATE: 9/1/21 5:47 PM
SOURCE: Website
NAME: Margaret Grzybowski

COMMENT:

I don't support either option. **(32.2.9C and 32.2.9E)**. Please try other, less expensive, less invasive options first! **(32.2.9R and 32.2.2PP)** Of the two options proposed, I like the bus option the best. I want an option that serves everyone going up the canyon, not just resort skiers.
(32.1.2B, 32.1.2D, 32.2.6.3C, 32.2.7A, 32.7B, and 32.7C)

COMMENT #: 9882
DATE: 9/1/21 5:47 PM
SOURCE: Website
NAME: Richard Ballingham

COMMENT:

You fail to mention that mass transit by monorail was included in the original Snowbird development plan proposed by Ted Johnson and supported by Dick Bass. It is time to realize their dream! **(32.2.2I)**

COMMENT #: 9883
DATE: 9/1/21 5:48 PM
SOURCE: Website
NAME: Thomas Burns

COMMENT:

This canyon has been called home to many for so long. More importantly it's home to a diverse array of wildlife including plants, animals, trees...etc. one thing is for sure and it's that cars will always be driving up and down the canyon producing emissions and ultimately contributing to the air quality issues that face our state. **(32.10A)** I find it hard to believe that the gondola is a true viable solution to solving the traffic issue. It will permanently disrupt the natural habitat of the Wasatch National Forest, not to mention the skyline. Don't get me wrong people have been disrupting the natural habitat of LCC since mining operations began, but the Gondola will be one of the most intrusive and permanent disruptions to date. **(32.7B, 32.7C, 32.2.9E, 32.13A, and 32.17A)**

I have skied Alta and Snowbird for years and LCC will always have a special place in my heart for recreation and enjoyment of its unique ecosystem. However it is clear to me that these two resorts are not really concerned about the environmental impact of "emissions", but instead of profitability. They are businesses that seek to increase profit after all **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Emissions are always going to be an issue so long as the state of Utah's population continues to grow. This is an issue of paramount importance to the entire state but especially the Salt Lake Valley (as many are already aware of this ongoing problem). **(32.10A)**

In closing I strongly feel that the gondola is not the solution. Although not a perfect solution the bus route will be far less destructive to the canyon and could allow for more lasting solutions in the future. **(32.2.9A and 32.2.6.3D)** The issue of emissions is something that the State of Utah needs to continue to look into and work towards mitigating, if not solving. I do not appreciate Alta and Snowbird using this public health concern as a facade against their own agendas for the canyon.

Sincerely,
Thomas Burns

COMMENT #: 9884
DATE: 9/1/21 5:48 PM
SOURCE: Website
NAME: Adam Figuracion

COMMENT:

As a climber, I know how big the climbing community is in the Salt Lake area. Little Cottonwood Canyon is world renowned for its climbing and the boulders are a big part of that. The amount of boulders that will be affected by the gondola is extensive. I do not support this gondola. **(32.2.9E and 32.4B)**

COMMENT #: 9885
DATE: 9/1/21 5:48 PM
SOURCE: Email
NAME: Mackenzie McBride

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

COMMENT #: 9886
DATE: 9/1/21 5:48 PM
SOURCE: Email
NAME: Alan Bloomer

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Alan Bloomer
Tierra Verde, FL

COMMENT #: 9887
DATE: 9/1/21 5:49 PM
SOURCE: Website
NAME: Rannon Byington

COMMENT:

upon further consideration i think the gondola proposal will cause more detrimental impact to the environment in comparison to other traffic options. **(32.2.9E, 32.12A, 32.13A, and 32.17A)** think about what it would do to the skyline. residents of sandy, cottonwood heights, and other surrounding municipalities would have to look at the huge structures upon completion, not even factoring what it would take to build such a gondola system. **(32.17A)** all of this development in the national forests is not only bad for the ecosystem in the short term, but the long term unforeseeable consequences could be huge when considering the increase of human traffic. **(32.13A, 32.20A, and 32.20C)** another thing to consider is the constant and erosion that happens to the canyon walls and it's runoff, where an unforeseen geological shift could put the well-being of the ecosystem and peoples lives at stake. **(32.12A and 32.13A)** in conclusion i think the best route for access to the ski resorts during winter time is the increase of busses and the frequency of them. **(32.2.9A)** here in the wasatch, winter weather is something we have to live with, we cannot just try and get around mother nature at the expense of the natural mountain ecosystem in exchange for a shorter commute down the canyon on a snowy day. **(32.1.2B and 32.1.4D)** i get we as a state get a huge amount of money from tourism revenue, but the real question to ask here is who benefits from the construction of a huge gondola. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 9888
DATE: 9/1/21 5:50 PM
SOURCE: Website
NAME: Shirley Griffiths

COMMENT:

I believe electric buses would be the best option for Little Cottonwood Canyon because it would be cost effective, not cause any solution, and not disrupt any family homes along the road way. **(32.2.9A and 32.2.6.3F)**

COMMENT #: 9889
DATE: 9/1/21 5:50 PM
SOURCE: Website
NAME: Kate Waskevich

COMMENT:

The amount of boulders that will be affected by the gondola is outrageous. **(32.4B)** It will be a devastating blow to the climbing community. A gondola that has two stops is not the best solution to the canyon. I do not support this gondola. **(32.2.9E)**

COMMENT #: 9890
DATE: 9/1/21 5:50 PM
SOURCE: Email
NAME: Janet Houtz

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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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It is important to preserve our wilderness areas...even a little construction is too much construction. **(32.13A and 32.13B)** I do not feel that the road should be widened...as this may cause faster driving and more accidents and death of wildlife. In addition, any further construction will affect the flora and fauna of the canyons. **(32.2.6.3B and 32.13B)**

Having a year-round bus service...which stops at the trailheads (though, there could be express buses to the resort areas), and ski areas is an excellent idea and one that needs attention. **(32.1.2C and 32.2.6.3C)** I enjoy hiking by myself and the convenience of driving my own car; however, I am willing to ride a bus to and from a trailhead.

Though having a gondola might be a thrilling ride...it will change the dynamics of our beautiful, local wilderness. **(32.2.9E, 32.4I, and 32.17A)**

Sincerely,
Janet Houtz
Salt Lake City, UT

COMMENT #: 9891
DATE: 9/1/21 5:51 PM
SOURCE: Website
NAME: Phil Lambertsen

COMMENT:

I really don't see there's a solution everyone is going to like. I prefer the gondola, but don't see how your going to go more than a few years before a bus lane is going to be needed anyway! I feel the gondola will be less impactful on the canyon and it can run even if it's snowing. **(32.2.9D and 32.7C)**

COMMENT #: 9892
DATE: 9/1/21 5:51 PM
SOURCE: Website
NAME: Carrie Cooper

COMMENT:

No road widening. **(32.2.9C)**

No gondola. **(32.2.9E)**

Yes to keeping the canyon a public use space!!!!!! **(32.29G)**

COMMENT #: 9893
DATE: 9/1/21 5:51 PM
SOURCE: Website
NAME: David Wall

COMMENT:

I would prefer the Gondola. I believe it could be used by more than just skiers or cannoneers. **(32.2.9D)**

COMMENT #: 9894
DATE: 9/1/21 5:52 PM
SOURCE: Website
NAME: Toby Brotherton

COMMENT:

Can we PLEASE just try the enhanced bus service before taking on any of these more extreme measures? Let's increase bus service and have parking added in the gravel pit. We can disincentivize personal vehicles with a fee, and do a better job keeping ill equipped vehicles out of the canyon by better enforcement of the traction law. The traction law should also be preemptively enforced if a big snowstorm is coming. With these simple changes, we can actually have available parking at bus station lots, more frequent bus departures with available seating on buses, and a clearer roadway for the buses **(32.2.9A, 32.2.6.2.1C, 32.2.4A, 32.2.2M, and 32.29R)**.

If we just do these small changes, it will be far easier and cheaper to take the bus, so people will do that! People will absolutely opt for the bus if there is a fee to drive private vehicles and they can actually park at a convenient bus station and get a seat on a bus. **(32.2.4A)** If vehicles that are improperly equipped to handle steep snowy conditions are actually turned around, this will further reduce the amount of traffic in the canyons. **(32.2.2M)** Also, the gondola does nothing to improve the traffic situation in BCC, whereas these simple changes could be easily implemented in both Cottonwood canyons. **(32.1.1A)** We can significantly reduce canyon traffic with currently existing technology, at a fraction of the price tag, all while preserving our beloved canyons.

All the people I know who have also recreated in the cottonwoods for many years feel this way. I strongly feel that we have to try this easier, much cheaper option instead of doing irreversible damage to the canyon in a way that won't necessarily improve the roadway issues. **(32.4I, 32.7B, and 32.,7C)**

COMMENT #: 9895
DATE: 9/1/21 5:52 PM
SOURCE: Website
NAME: Jessica Tomlin

COMMENT:

Please do not install gondolas in LCC **(32.2.9E)**. We could charge a toll to enter, offer a yearly membership for a fee, or just limit vehicles per day. **(32.2.4A, 32.2.2Y, and 32.2.2L)** There are so many other options that don't involve catering to ski resorts **(32.2.9PP)**. Please don't devastate the landscape, we cannot rebuild it. **(32.4I)** -Jess

COMMENT #: 9896
DATE: 9/1/21 5:52 PM
SOURCE: Email
NAME: Abby Bloomer

COMMENT:

Dear Utah Department of Transportation (UDOT),

NO GONDOLA
Lower the speed limit to 35
Encourage Carpooling **(32.2.9E, 32.2.2M, 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)**
- 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 Bloomer
Cottonwood Heights, UT

COMMENT #: 9897
DATE: 9/1/21 5:53 PM
SOURCE: Website
NAME: Katelyn Mendel

COMMENT:

The only two options that are presented a 1 billion dollar cost with out considering anything else first. **(32.2.7C, 32.2.2PP, and 32.29R)** This should be a last resort after we have attempted other means. How about during the busy winter months or when the parking lots at the ski resorts are full close off the canyon and people can only get in through the bus. Or in fact make it like Zion National park and during winter no one can drive up the canyon. Shuttle buses are the only option into the resorts. **(32.2.2K and 32.2.2B)** People reserve a slot time to board the bus and pay a small fee. Create parking at the bottom of the canyon. It would solve the traffic solution and be perfectly affordable without damaging our important canyon. **(32.2.2K and 32.2.6.2.1C)**

COMMENT #: 9898
DATE: 9/1/21 5:54 PM
SOURCE: Website
NAME: Janet Houtz

COMMENT:

It is important to preserve our wilderness areas...even a little construction is too much construction. **(32.13A and 32.13B)** I do not feel that the road should be widened...as this may cause faster driving and more accidents and death of wildlife. In addition, any further construction will affect the flora and fauna of the canyons. **(32.2.6.3B and 32.13B)**

Having a year-round bus service...which stops at the trailheads (though, there could be express buses to the resort areas), and ski areas is an excellent idea and one that needs attention. **(32.1.2C and 32.2.6.3C)** I enjoy hiking by myself and the convenience of driving my own car; however, I am willing to ride a bus to and from a trailhead.

Though having a gondola might be a thrilling ride...it will change the dynamics of our beautiful, local wilderness. **(32.2.9E, 32.4I, and 32.17A)**

COMMENT #: 9899
DATE: 9/1/21 5:54 PM
SOURCE: Website
NAME: Ally Askew

COMMENT:

Please do not put this gondola in little cottonwood canyon, a canyon already overwhelmed and over trafficked. **(32.2.9E, 32.20A, and 32.20C)** This will significantly affect not only the people who live in the canyon, but the people who visit it for its natural beauty. We need to protect this canyon, and putting the gondola in will only aid in destroying it further. **(32.4I and 32.17A)**

COMMENT #: 9900
DATE: 9/1/21 5:54 PM
SOURCE: Website
NAME: Alex Zampirri

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. **(32.2.9E, 32.2.9C, 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 #: 9901
DATE: 9/1/21 5:56 PM
SOURCE: Website
NAME: Kimberly Sowards

COMMENT:

I would like to see the canyons other recreational activities preserved instead of destroying trails and climbing areas to widen the ride or place a gondola **(32.4A, 32.4B, 32.4I, 32.2.9C, and 32.2.9E)**

COMMENT #: 9902
DATE: 9/1/21 5:56 PM
SOURCE: Email
NAME: Dione Rodriguez

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Dione Rodriguez
Clinton, UT

COMMENT #: 9903
DATE: 9/1/21 5:57 PM
SOURCE: Website
NAME: Jacob Richardson

COMMENT:

Hello,

I think UDOT should strongly consider enacting tolls and or closing the canyon to cars entirely during busy days. **(32.2.4A, 32.2.2L, and 32.2.2B)** Additional parking options would probably be necessary through the valley and then run buses from there directly to the resorts. **(32.2.2I)** I think this option would be considerably cheaper and prevent the damage and stress on the canyon that would be involved with either of the two current proposals. **(32.2.9C and 32.2.9E)**

COMMENT #: 9904
DATE: 9/1/21 5:57 PM
SOURCE: Email
NAME: Sarah Webster

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

COMMENT #: 9905
DATE: 9/1/21 5:59 PM
SOURCE: Website
NAME: Bret Smith

COMMENT:

I prefer the gondola it would make for a beautiful ride and less pollution and more reliable. Thank you have a nice day!!! (32.2.9D)

COMMENT #: 9906
DATE: 9/1/21 5:59 PM
SOURCE: Email
NAME: Breonna 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)**
- 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,
Breonna Burnett
St. George, UT

COMMENT #: 9907
DATE: 9/1/21 6:00 PM
SOURCE: Website
NAME: Michael Jablonski

COMMENT:

First and foremost, thank you for your work in all aspects of this project. There's no question that Utah is changing before our eyes and a sustainable long-term solution to traffic in LCC must be decided upon soon. Also- big shout out to UTA, USDA Forest Service, and Snowbird and Alta in all working together to make something sustainable happen for the long term.

I have spent many hours researching this topic - I am NOT in favor of the gondola as the solution. **(32.2.9E)** I do believe it would take away from the natural beauty of the canyon. **(32.17A)** Maybe the impact to the beauty of the canyon wouldn't be as much as I'm imagining, but I wanted to voice this concern. It would be difficult to tell until built. Snowbird stated in their letter of support for the gondola that "Park n Ride lots have historically paid for the UTA ski bus fares of employees and season passholders". I hope I'm reading this correctly as I give credit to what Snowbird and UTA figured out that my bus fare has been included in previous season passes; they go on to say "we envision a similar funding model if a gondola were to go into place"-- but what about the price to park at La Caille? (I very well could have missed this, but I have not seen any parking quotes to park at that structure at La Caille **(32.2.6B)** In the UDOT report, it mentions gondola riders would park at a mobility hub, then take the 13-minute bus ride to the gondola. With that being said, I'd be more apt to just stay on a bus up the canyon (if there are more electric buses/ less impact on the environment). To add, a majority would have to do this anyways with only 1,800 spots at La Caille- not sure how many people want to drive to a bus stop to be shuttled to the gondola. **(32.2.6.4B, 32.2.6.5D, and 32.2.6.5J)** This means that realistically, people are still going to take busses or drive up canyon when they can, so why build the gondola? **(32.2.2W and 32.2.4A)** The bigger you build it, the more they will come" and I feel as if the gondola would attract that many more people here for reasons outside of its intention: moving skiers and riders up LCC (more on this at the end). **(32.20A and 32.20C)** And on the huge storm days when people can't drive or take a bus- come on- can you imagine the nightmare that will be the line of people trying to get gondola parking then the line for the gondola?? **(32.2.6.5C)** With all this being said, alternative "A": enhanced bus service would get my vote (if there are additional environmentally friendly buses) between these two "final" options. **(32.2.9A)**

A few ideas around this: not as much of an eyesore that a gondola would bring to the canyon. Priority to buses on Wasatch Blvd and tolling to shy people away from driving up in their cars. **(32.2.9A, 32.2.6.2.2A, and 32.2.4A)** This next point might not be realistic- but on huge storm nights (when UDOT puts out the statement that they are blasting until 8am) could a statement also be put out that it will be buses only/ no personal vehicles until noon the following day? (outside of emergency vehicles, workers, canyon homeowners, ect.) and include a statement saying people in personal vehicles can't line up until noon? I'm thinking something similar to Zion NP- how it's buses only at peak visitor times **(32.2.2B)**. Having enough buses where people don't need to know schedules- having multiple buses at stops so that as soon as one is full, it takes off for LCC and the next one starts loading. **(32.2.6.3N)** We all know that in addition to the wet, avalanche prone snow that caused such large slides, one of the biggest reasons for such crazy traffic the last few years is that we hear the canyon is closed until 8am, but people start to line up at 5am, which backs things up through 9am (or later, 10:45 on huge snow days) by the time things start moving. I am all about getting up super early on pow days, but the reward would be close parking to the bus then enjoying a ride up from UTA on a nice early bus. I might regret that idea, but it could seriously help with the traffic. Side note- UDOT and UTA has done an amazing job over the years, you women and men rock! **(32.7A and 32.2.2B)**

My last point- Snowbird and Alta have such an incredible product in their skiing- mostly due to the geological magic that is LCC. I'm sure they are sick of hearing this, but they seriously need to consider removing themselves from the multi-resort pass. (Hence why I put "final" options in quotes earlier in my letter) To my understanding, Ikon financials are private. As an Ikon holder two years ago, my girlfriend and I went back to an Alta/Bird last winter (and we still would have even if it didn't include an Ikon base pass), and plan on skiing LCC as much as we can for as long as we live in the SLC area. The skiing is that much better in LCC. I can only imagine they make a boat-load by being a part of the Ikon; and maybe I'm way off, but it's such a legendary place that I imagine strong revenue could still be generated by selling day tickets for those whom really wanted to ski in LCC. We can't believe how many "people we met on the chairlifts this past winter that were from out of state, traveling around the West and shredding LCC "because they had free days on their Ikon pass". (32.2.2K) We can't sustain those type of visitor numbers and the gondola will only attract more and more. The Ikon blackout days were amazing- I believe a sustainable amount of visitors were at the resort those days. Again, maybe I'm way off, but their seems to be so much loyalty from LCC resort skiers- in many forums, I have read numerous comments that passholders would be willing to pay more to make up some of the difference in revenue if they weren't apart of the multi-resort pass. I'd hate to see that type of loyalty go away. I'd also hate to see the proposed gondola turn LCC into any more of a Disneyworld than it already has started to (when the gondola becomes just as much as an amusement ride as it is a solution to traffic ex. People riding it up just to go grab lunch up canyon and take IG pictures): Utah can still benefit from the tourism dollars from those type of visitors, they really enjoy Park City. Thank you for hearing me out. This will be my 9th full year here (I can only imagine what the people who have lived here for 30+ years say about us; but hey, I was here before Ikon and I was coming here anyways before I knew Epic had arrived that same year- when they took over operations for The Canyons, previous to the combination with PCMR). I love skiing LCC, I love Utah, and look forward to a sustainable solution. Thank you again for all of your work. Let it Snow. Sincerely, Michael Jablonski

COMMENT #: 9908
DATE: 9/1/21 6:00 PM
SOURCE: Website
NAME: Amy Larsen

COMMENT:

I drive that canyon everyday for ski team. The tram would be a huge huge waste of money! We need a bus lane! (32.2.9B and 32.2.9E)

COMMENT #: 9909
DATE: 9/1/21 6:00 PM
SOURCE: Website
NAME: Chad Duncan

COMMENT:

I don't agree having a gondola behind my back yard. (32.2.9E)

COMMENT #: 9910
DATE: 9/1/21 6:01 PM
SOURCE: Website
NAME: Steven Jackson

COMMENT:

I think the gondola plan would be a better solution to Little Cottonwood traffic and crowding than a bus transportation system. **(32.2.9D and 32.2.9C)**

COMMENT #: 9911
DATE: 9/1/21 6:01 PM
SOURCE: Website
NAME: Melanie Grayson

COMMENT:

To whom it may concern: I write to express my support for the gondola proposal for little Cottonwood Canyon. It feels like the most environmentally responsive and least intrusive option. It would also likely attract tourists and be a valuable asset for the resorts in attracting out of town guests. While I support buses to the resorts, the impact from road widening is too great. Thank you. **(32.2.9D and 32.2.9C)**

COMMENT #: 9912
DATE: 9/1/21 6:01 PM
SOURCE: Website
NAME: May Lee

COMMENT:

I oppose both the Gondola Alternative B and the Enhanced Bus with Road Widening for LCC. **(32.2.9E and 32.2.9C)** There are still too many unanswered questions. On the face of it, it is not practical to spend over half a billion dollars on solutions that permanently scar LCC to mitigate winter ski traffic. **(32.1.2B)** It is difficult to understand why taxpayer funds are being used to benefit two privately owned ski areas while creating real disadvantages for the taxpaying citizens of 5 surrounding communities. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7C, and 32.7C)** If the goal is to promote tourism, per Senate Bill 277, then there are still countless questions and unforeseen consequences to overcome. Both scenarios would increase the number of visitors to LCC, which has no trouble attracting many tourists now. **(32.20A and 32.20C)** How many more visitors can LCC handle before there are damaging impacts on the ecosystem? **(32.20B)** What is the impact of that many more humans in the watershed? **(32.20C, 32.12A, and 32.12B)** After the I-215 concrete spill in Mill Creek this summer, can Utah really afford the threat to the LCC watershed in the midst of extreme drought? From an experience standpoint, how is any visitor going to drag all their ski equipment on the gondola? What about security? **(32.2.4A and 32.2.6F)** Despite the anticipated construction timeline, it's ironic that we are considering an expansion of mass transit during a pandemic. I am a big supporter of mass transit however COVID-19 does create a big obstacle in terms of adaptation. What will be done to keep riders safe - not only from a health perspective but crime as well? **(32.2.6F and 32.2.6C)** What happens to riders stuck on a 37 minute gondola ride threatened by an unhinged gunman? **(32.2.6F)** What happens if an avalanche strikes the towers, or if there are gale-force winds? **(32.2.6.5K)** What about safety along Wasatch Boulevard during its expansion? **(32.2.6.2.2A)** With 50mph speed limit on Wasatch, it is a definite threat to the children and families living along that corridor. Based on recent research about traffic flow, and on my personal observation in Southern California, expanding roads brings more cars to the area and therefore increases traffic congestion. Widening roads does not alleviate traffic. **(32.2.4A and 32.20K).**

Understanding that UDOT is looking to manage imminent population growth and stay competitive in the ski industry, a phased approach starting with enhanced bus service alternative (without road widening) would be preferred. **(32.29R and 32.2.9A)** Rather than building mobility hubs that create bottlenecks in the neighborhoods adjacent to LCC, putting more effort to creating bus infrastructure throughout Salt Lake City should be explored **(32.2.2I)**. A phased approach will allow UDOT to gain real data on best approaches to decrease the number of cars and incentivize using buses. Is it necessary to expand SR-210 that widely? **(32.2.6.2.2A)** I am concerned that the snow sheds will also permanently mar the canyon. **(32.17C)** Perhaps creative use of tolls and reversible express lanes on SR-210 can accomplish the task. **(32.2.4A, 32.2.2Y, and 32.2.2D)**

In section 4.3.1.2.2 of the draft EIS, "Little Cottonwood Canyon receives about 2.1 million visitors a year, about 60% of which come from within a 25-mile radius. Many people move to the Salt Lake Valley because of its proximity to skiing and outdoor activities, which has become a shared value for many residents. LCC is cherished by local Utahns and if anything, the approach of "First Do No Harm" must be seriously considered. **(32.29G)** The proposed DEIS solutions, if implemented, would seriously undermine the quality of life in neighborhoods like Cottonwood Heights, Sandy, Alta, Granite, and Wasatch Resort. I implore UDOT to tap the brakes on this project to explore additional smarter and more economical solutions that will be viewed positively by ALL users of Little Cottonwood Canyon. **(32.4E and 32.4F, and 32.4L)**

COMMENT #: 9913
DATE: 9/1/21 6:01 PM
SOURCE: Email
NAME: Robert Lindsley

COMMENT:

Dear Utah Department of Transportation (UDOT),

I support preserving the beauty of the Central Wasatch Canyons while offering economical access for all citizens. I cast my vote for:

- 1). No Tram - that isn't a solution for anyone except the ski areas. **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**
- 2). Expanded bus service in the canyons, with reasonable year-round valley connectivity to reduce or eliminate parking at the canyon mouths. Budgets should allow for electric buses to be added ASAP. Snow sheds should protect the most likely areas of occurrences. **(32.2.2I, 32.2.6.3F, and 32.2.9K)**
- 3). Reconfigure LCC roadway to allow buses through lanes, and construct sheltered bus stops at trailheads, recreation and residential areas. **(32.2.9B, 32.2.6.5G, and 32.2.6.5N)**
- 4). Adapt all effective means to limit parking at resorts for private cars and vans during the ski season. Fees should be in place and winter traction limits enforced. **(32.2.2K, 32.2.4A, and 32.2.2M)**

Sincerely,
Robert Lindsley

Sincerely,
Robert Lindsley
Salt Lake City, UT

COMMENT #: 9914
DATE: 9/1/21 6:02 PM
SOURCE: Website
NAME: Mark Greenwood

COMMENT:

As a skier with a pass to Snowbird resort located within Little Cottonwood Canyon, myself and my family have become increasingly frustrated with the congestion the last few years within the canyon. This congestion especially happens on new snow days, which would be the most attractive to skiers. Multiple times per winter we sit at the bottom of the canyon for multiple hours and get nowhere, before turning around to go home. Not being able to adequately get up and down the canyon when desired to use the service that I pay for is frustrating. For these reasons specifically and others, myself and my family are heavily in favor of the Gondola option with a La Caille base station. This is the best solution for high speeds, snow resistant transportation for skiers and riders. This option is the most practical and what I am most in support of. **(32.2.9D)**

COMMENT #: 9915
DATE: 9/1/21 6:03 PM
SOURCE: Website
NAME: Maria Rodriguez

COMMENT:

I don't agree to have a gondola in my back yard **(32.2.9E)**

COMMENT #: 9916
DATE: 9/1/21 6:04 PM
SOURCE: Website
NAME: John Gorton

COMMENT:

I am a Snowbird season tickets holder. In the summer I travel up the Little Cottonwood often. I understand that this gondola system would require 22 265' high towers running up the canyon to Alta. I wonder about the ecological impact of this construction project but also visibly having 22 huge towers with cable connecting each one. **(32.13A and 32.17A)** Then there is the cost? **(32.2.7C)** What will it cost the taxpayers and what will it cost each time I have to travel to Snowbird? **(32.2.7A and 32.2.4A)** Will I also have to pay for parking? **(32.2.6B)** I also think it will create a massive traffic situation down in the valley. **(32.2.6.5E and 32.2.6.2.1D)** For these and other reasons I am not in favor of this gondola venture. **(32.2.9E)**

COMMENT #: 9917
DATE: 9/1/21 6:05 PM
SOURCE: Website
NAME: Carl Berg

COMMENT:

Why don't we try some low cost solutions before spending 500 million dollars. Not every problem can be solved with money. We need more options! **(32.2.2PP)**

COMMENT #: 9918
DATE: 9/1/21 6:05 PM
SOURCE: Email
NAME: Jason Hall

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Jason Hall
American Fork, UT

COMMENT #: 9919
DATE: 9/1/21 6:06 PM
SOURCE: Website
NAME: Amanda Rich

COMMENT:

Do not put a gondola in LCC! **(32.2.9E)** Spending nearly \$600 Million dollars on a gondola that doesn't even reduce the flow of traffic is the worst idea ever. **(32.7B and 32.7C)** Expanded bus service OR add a toll to get up the canyon is such a better plan. **(32.2.9A and 32.2.4A)** The gondola doesn't even help with traffic and I'm VERY disturbed that the traffic problem only became an issue when a politician decided his company needed to build a gondola. **(32.1.2B)**

COMMENT #: 9920
DATE: 9/1/21 6:07 PM
SOURCE: Website
NAME: Tessa Byars

COMMENT:

I am aligned with SLCA in that neither of the options proposed to mitigate traffic are acceptable due to the unavoidable harm to the environment and outdoor sporting communities **(32.4A, 32.4B, 32.4G, and 32.4I)** I believe alternative options such as improved bussing, tolls for non-carpool-ers, and others, have not been explored enough. **(32.2.2PP, 32.2.9A, and 32.2.4A)** Please do not proceed with either of these options. It will destroy habitat, climbing areas, and is only looking out for the interests of the ski resorts. **(32.2.9C, 32.2.9E, 32.13A, 32.13B, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 9921
DATE: 9/1/21 6:07 PM
SOURCE: Website
NAME: Melissa Browne

COMMENT:

After reviewing UDOTs gondola plan it just doesn't make since to me. **(32.2.9E)** Adding a gondola seems like it will only create more ski traffic and congestion. While it might be a good alternative to driving it will not stop people from driving. **(32.2.4A and 32.7C)** On a typical ski day if I had the choice to go find parking and wait in lines to take a gondola or to drive my car up the canyon I would almost always choose to drive my car. **(32.2.4A and 32.2.6.5C)** I think this is the case for most people. Having a gondola is analogous to have a few more buses go up the canyon everyday (just with a different route). The problem them becomes overcongestion at the ski area itself. It also seems strange to perpetuate ski area congestion and lead to more industrialization by installing a gondola throughout the canyon. **(32.20A and 32.20C)** I understand that this might prevent long term pollution but it is at the expense of natural formations and will cause future congestion issues. **(32.17A, 32.7C, and 32.20C)**
Thank you for your consideration

COMMENT #: 9922
DATE: 9/1/21 6:08 PM
SOURCE: Website
NAME: Matthew Bryson

COMMENT:

Utah's growth is unprecedented. Expansion of the highway with an added bus lane will not detract the population from attempting to drive up the canyon **(32.2.4A and 32.7C)**. The gondola offers an 'experience' to all who visit the canyon. Parking can be managed at the base of the canyon where there is room, preventing canyon jams that sometimes prevent emergency vehicles from doing their jobs. We must be forward thinking about building infrastructure to support rising tourism in the mountains. If not this solution, then another. Frankly, the highway should expand plus the gondola, as I bet future growth will demand it. Please go with the Gondola option. - Utah resident, avid skier. **(32.2.2W and 32.2.9D)**

COMMENT #: 9923
DATE: 9/1/21 6:08 PM
SOURCE: Website
NAME: Richard Grant

COMMENT:

I want the Condola **(32.2.9D)**

COMMENT #: 9924
DATE: 9/1/21 6:08 PM
SOURCE: Email
NAME: T Mullarkey

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
t mullarkey
kanab, UT

COMMENT #: 9925
DATE: 9/1/21 6:09 PM
SOURCE: Website
NAME: Tracy Scott

COMMENT:

This is not a good solution. It'll take out tons of boulders for climbing which is a large use of the canyon. It's not going to solve your crowding issues in LCC. I do not support this. (32.4A, 32.4B, 32.20A, 32.20C, and 32.29D)

COMMENT #: 9926
DATE: 9/1/21 6:09 PM
SOURCE: Website
NAME: James Burton

COMMENT:

A gondola will ruin the wild outdoors aspect of the canyon. **(32.2.9E and 32.4I)** It also doesn't seem to provide transit to a large amount of passengers. The capacity and speed of the gondola doesn't sound worth the investment. **(32.2.6.5N)** The bus option needs to be selected with other measures added to prevent wasteful cars from clogging up the canyon. **(32.2.9B and 32.2.4A)** Additional parking at park and ride lots IS A MUST. **(32.2.6.2.1C)** More frequent busses going up canyon in a dedicated bus only lane would go a long way towards reducing canyon congestion by providing people with a real alternative to driving. **(32.2.9B)**

COMMENT #: 9927
DATE: 9/1/21 6:09 PM
SOURCE: Email
NAME: Will Previte

COMMENT:

Dear Utah Department of Transportation (UDOT),

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Sincerely,
Will Previte
Jackson, WY

COMMENT #: 9928
DATE: 9/1/21 6:11 PM
SOURCE: Email
NAME: Gracie Tidwell

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
gracie tidwell
heber, UT

COMMENT #: 9929
DATE: 9/1/21 6:12 PM
SOURCE: Website
NAME: Mitch Lehman

COMMENT:

Please do not continue with either plan to develop in little cottonwood canyon. I have not climbed there yet and would like to visit the boulders one day. I am from West Virginia and this issue matters to me. Thank you for your consideration. **(32.2.9C, 32.2.9E, 32.4A, and 32.4B)**

COMMENT #: 9930
DATE: 9/1/21 6:12 PM
SOURCE: Email
NAME: Michael DeVries

COMMENT:

Dear Utah Department of Transportation (UDOT),

I 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 DeVries
South Jordan, UT

COMMENT #: 9931
DATE: 9/1/21 6:13 PM
SOURCE: Website
NAME: Claire Dvorak

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 #: 9932
DATE: 9/1/21 6:14 PM
SOURCE: Website
NAME: Jordan Berg

COMMENT:

I think a gondola would be best as it could continue to operate during snowstorms and you don't have massive traffic at 2pm or whenever the canyon opens back up. Also hardly anyone uses the bus anyways as it's kind of inconvenient but a gondola would be much more efficient and consistent.
(32.2.9D and 32.2.6.5K)

COMMENT #: 9933
DATE: 9/1/21 6:15 PM
SOURCE: Website
NAME: Shelly Butterfield

COMMENT:

I am in favor of the gondola in little cottonwood canyon **(32.2.9D)**

COMMENT #: 9934
DATE: 9/1/21 6:17 PM
SOURCE: Website
NAME: Mike Hansen

COMMENT:

The gondola seems like an engineer's dream, but not something practical. It can only be used effectively during a few months of the year. **(32.2.9E and 32.2.6.5F)** Widening the road would be better. **(32.2.9B)** Or find a way to build from a road from the park city side or from American fork canyon to create multiple paths in and out of the canyon. **(32.2.2J and 3.2.2N)**

COMMENT #: 9935
DATE: 9/1/21 6:17 PM
SOURCE: Email
NAME: Taylor Litwin

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Taylor Litwin
Salt Lake City, UT

COMMENT #: 9936
DATE: 9/1/21 6:18 PM
SOURCE: Email
NAME: Laila Hakkarinen

COMMENT:

Dear Utah Department of Transportation (UDOT),

I 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,
Laila Hakkarinen
Salt Lake City, UT

COMMENT #: 9937
DATE: 9/1/21 6:19 PM
SOURCE: Website
NAME: James Hanrahan

COMMENT:

Opposed to the gondola. **(32.2.9E)** The canyon is a national treasure serving the entire community not just skiers and snowboarders. Once built it will be there forever **(32.4I)**. Buses provide flexibility and will not scar the existing environment as a gondola will. Snowbird and Alta will be the beneficiaries not the rest of Canyon users, and I and the family are skiers **(32.2.9A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, 32.7C, and 32.17A)**

COMMENT #: 9938
DATE: 9/1/21 6:19 PM
SOURCE: Website
NAME: Jim Palmer

COMMENT:

As a member of the Salt Lake County Mountainous Planning Commission (since its inception), I have been involved in the EIS process for the last several years. I am opposed to both the gondola and enhanced bus service options. **(32.2.9E and 32.2.9C)**

I support more modest steps: snow sheds to decrease avalanche downtime, e-tolling at the base of the canyon using the same system as on I-15, carpool incentives at the resorts, roadway improvements to increase carrying capacity. More lockers at the resorts to encourage bus use. More frequent ski bus schedules. **(32.2.9K, 32.2.4A, 32.2.2Y, 32.2.2P, 32.2.9A, and 32.2.6.3N)**

Overloading the ski resorts jeopardizes our precious watershed. **(32.12A, 32.12B, and 32.20C)**

COMMENT #: 9939
DATE: 9/1/21 6:19 PM
SOURCE: Website
NAME: Brittany Salmon

COMMENT:

I much prefer the enhanced bus system but also think there are other cheaper ways to improve the traffic. **(32.2.9A)** Tolls in the winter. Resorts charging for parking. **(32.2.4A and 32.2.2K)** Buses going down that start at Snowbird so they don't all fill up at Alta (this happens at Solitude all the time). **(32.2.6.3N)** Congestion really only happens in the winter. We don't need enhanced buses or a gondola in the summer. **(32.1.2B and 32.1.2C)** I think there may be a better solution. **(32.2.2PP)**

COMMENT #: 9940
DATE: 9/1/21 6:20 PM
SOURCE: Website
NAME: Teresa Robison

COMMENT:

I feel that a Gondola system would be the best way to go. Our world is experiencing such bad temperature changing that would be Utah way of cutting down on car pollutions. I'm old and don't drive as much but I could finally go to October fest. What a view! **(32.2.9D and 32.10A)**

COMMENT #: 9941
DATE: 9/1/21 6:21 PM
SOURCE: Website
NAME: Rebecca Hunt

COMMENT:

I'm not for the gondolas. At all it will distort the canyon and destroy it (**32.2.9E, 32.17A, and 32.4I**)

COMMENT #: 9942
DATE: 9/1/21 6:21 PM
SOURCE: Website
NAME: Ben Neff

COMMENT:

The gondola would be fiscally irresponsible and largely ineffective due to peak times and seasonality in the canyon. **(32.2.9E, 32.1.2C, and 32.7C)** This massive upfront cost, constant maintenance, and permanent eyesore would be a travesty to the mountains and the community. **(32.17A)** Enhances bus service coupled with snow sheds would be a much more effective solution, especially given the likelihood that self driving battery powered bus technology is likely not that far out. **(32.2.9A, 32.2.9K and 32.2.6.3F)** Infrastructure is permanent and cumbersome once installed and the gondola is not a good long term solution and an extremely expensive short term one.

COMMENT #: 9943
DATE: 9/1/21 6:23 PM
SOURCE: Website
NAME: Max Turley-Conway

COMMENT:

the gondola although in theory is a really cool way to move people up and down the canyon the impacts to the canyon during the off season is to great, lcc is not just snowbirds and altas canyon it's a public canyon that should be treated as such, the damage to the bouldering and hiking is to great for me.
(32.2.9E, 32.4B, 32.4I, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, 32.7C)

COMMENT #: 9944
DATE: 9/1/21 6:26 PM
SOURCE: Email
NAME: Jess Shade

COMMENT:

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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,
Jess Shade
Salt lake city, UT

COMMENT #: 9945
DATE: 9/1/21 6:27 PM
SOURCE: Website
NAME: William Troy

COMMENT:

Please do NOT go through with this plan, a gondola would not solve the traffic issue that has been getting worse every year. **(32.2.9E, 32.7B, and 32.7C)** Not only will it cause a ton of construction in one of the most beautiful canyons in Utah, it will cause backup at the park and ride for the gondy, so just diverting traffic instead of creating a solution. **(32.17A and 32.2.6.5E)** There are other negative consequences that this will cause including impact on wildlife, and increased cost for maintenance, among other reasons. Please listen to the residents here and do not build this expensive endeavor that will not solve anything. **(32.13A, 32.2.7C, and 32.7C)**

COMMENT #: 9946
DATE: 9/1/21 6:28 PM
SOURCE: Website
NAME: Kathy Rioux

COMMENT:

Love Alta, no easy answer, but like the gondola idea. (32.2.9D)

COMMENT #: 9947
DATE: 9/1/21 6:28 PM
SOURCE: Website
NAME: Janice Heck

COMMENT:

Bus lane solves nothing. **(32.2.9C and 32.7C)** Still can get backed up due to accidents and avalanches, while gondola takes all that traffic off canyon and provides a more efficient way to move people up and down canyon. **(32.2.6.3P and 32.2.9D)**

COMMENT #: 9948
DATE: 9/1/21 6:29 PM
SOURCE: Website
NAME: Terrie Hanrahan

COMMENT:

Increase use of buses and carpooling to solve traffic and parking problems. **(32.2.9A and 32.2.4A)** Do Not build a gondola which which will cost a lot and ruin natural habitats for animals. **(32.2.9E and 32.13A)** Please protect the area instead of thinking of your own interests and short rearm solutions. Thanks. **(32.29G)**

COMMENT #: 9949
DATE: 9/1/21 6:29 PM
SOURCE: Website
NAME: Janice Heck

COMMENT:

Bus lane solves nothing. **(32.2.9C, 32.7B, and 32.7C)** Still can get backed up due to accidents and avalanches, while gondola takes all that traffic off canyon and provides a more efficient way to move people up and down canyon. **(32.2.6.3P and 32.2.9D)**

COMMENT #: 9950
DATE: 9/1/21 6:29 PM
SOURCE: Website
NAME: Nicholas Godfrey

COMMENT:

The proposed gondola and road widening will cut into the history of climbing in Little Cottonwood Canyon. Climbers and nature enthusiasts have been visiting the canyon for decades to witness and enjoy everything it has to offer. These world class boulders have produced many of the strongest climbers in the world as well as multiple olympians. This is much more important than just a few boulders, these projects would cut though the history of Utah climbing. Eliminating these projects is not only important to the climbing community across the world, but more importantly the people who call Little Cottonwood Canyon. **(32.2.9E, 32.2.9C, 32.4A, 32.4B, and 32.4I)**

COMMENT #: 9951
DATE: 9/1/21 6:31 PM
SOURCE: Website
NAME: Leah Scott

COMMENT:

As a skier and climber, LCC has been my playground year round for many years. I agree that winter traffic is not sustainable as it is and I think the best option and lowest impact to other activities would be an expanded bus option. **(32.2.9A)** I would absolutely HATE to see the land and climbing areas that I love, destroyed solely to build a gondola system when far better options that have significant less impact on the surrounding area have yet to be exhausted. **(32.2.9E, 32.2.2PP, and 32.29R)** PLEASE understand the heartbreak that would come to so many if the gondola were built leading to the destruction of such an incredible landscape. **(32.4A, 32.4B, and 32.4I)**

COMMENT #: 9952
DATE: 9/1/21 6:34 PM
SOURCE: Website
NAME: Michele Coats

COMMENT:

i support the gondola for most activities (32.2.9D)

COMMENT #: 9953
DATE: 9/1/21 6:34 PM
SOURCE: Email
NAME: Sarah Hall

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

COMMENT #: 9954
DATE: 9/1/21 6:36 PM
SOURCE: Email
NAME: Conley Perry

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Conley Perry
Salt Lake City, UT

COMMENT #: 9955
DATE: 9/1/21 6:36 PM
SOURCE: Email
NAME: Joshua McAlearney

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Joshua McAlearney
Salt Lake City, UT

COMMENT #: 9956
DATE: 9/1/21 6:37 PM
SOURCE: Website
NAME: Elissa Richards

COMMENT:

Please keep the canyon view a natural vista, expand buses, no gondola. (32.17A, 32.2.9A, and 32.2.9E)

COMMENT #: 9957
DATE: 9/1/21 6:37 PM
SOURCE: Website
NAME: Thomas Bacon

COMMENT:

Please don't commercialize this area. (32.4I, 32.20F, and 32.20H)

COMMENT #: 9958
DATE: 9/1/21 6:38 PM
SOURCE: Website
NAME: Jake Nelson

COMMENT:

I've grown up in this canyon. The gondola is the worst decision in my opinion. Building the world's longest gondola in the world on PUBLIC LAND to support two corporations let alone a tax funded operation that's a complete money grab. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, 32.7C, and 32.2.9E)** While I understand the inevitable growth of this wonderful place the gondola is not the answer. Politicians and former politicians are using this to line their pockets. For example Chris mccandles and Wayne Neiderhauser. As a local this is terrifying and the majority do not want this. If the gondola happens it will be the complete end of an era.

COMMENT #: 9959
DATE: 9/1/21 6:40 PM
SOURCE: Email
NAME: Deedee Fedorchak

COMMENT:

Dear Utah Department of Transportation (UDOT),

No gondola please (and I'm a serious skier). **(32.2.9E)** Go back to the drawing board and figure out how to decrease cars, protect the canyon from overuse --- as much as I love the canyon, not everyone needs to be up the canyon at any time they please. **(32.2.4A and 32.2.2PP)**. I'll bus for skiing; bus for hiking; basically, try to get everyone possible out of the upper canyon. **(32.1.2C, 32.2.4A, 32.2.6.3C, and 32.2.2B)**

But don't do the gondola. Huge money that only benefits the skiers and ski resorts as much as I like gondolas of Telluride and Steamboat, they are not a good fit for that canyon. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Thank you. Deedee Fedorchak

Sincerely,
Deedee Fedorchak
Salt Lake City, UT

COMMENT #: 9960
DATE: 9/1/21 6:41 PM
SOURCE: Website
NAME: Brent Benson

COMMENT:

I have live in Cottonwood heights since 1990 and have driven on Highway 210 at least 100 days year since then. Why ruin a beautiful canyon with a gondola. There maybe 20 days where the road is crowded or closed. **(32.2.9E, 32.17A, 32.1.2B, and 32.1.4D)** How about starting with a full time tire check at the bottom, keeping 2wd and no snow tires vehicles out of the canyon. **(32.2.2M)** A couple of avalanche sheds in prone areas like Little Pine. **(32.2.9K)** They could also charge a fee for cars with 2 or less people driving up the canyon so it encourages car pooling. More parking for bus riders and more buses. Spending a half billion dollar on some useless gondola isn't the answer. **(32.2.4A and 32.2.6.2.1C)**

COMMENT #: 9961
DATE: 9/1/21 6:41 PM
SOURCE: Website
NAME: Andrew Butterworth

COMMENT:

Both proposals fail to account for forest service access. Please allow for all users to appreciate the potential improvements. **(32.1.2B, 32.1.2C, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** In my opinion widening the road for increased bus access is the easiest and best current proposal. **(32.2.9B)**

COMMENT #: 9962
DATE: 9/1/21 6:41 PM
SOURCE: Website
NAME: Matt Despain

COMMENT:

Let's focus the solution on limiting the number of people in the canyon to improve the experience, rather than spending millions of taxpayer dollars and continue to degrade this beautiful canyon.
(32.2.2L, 32.2.2K, 32.1.2B, and 32.20B)

COMMENT #: 9963
DATE: 9/1/21 6:42 PM
SOURCE: Website
NAME: Susan Marshall

COMMENT:

The 2 alternatives that would spend a billion dollars to serve ONLY 2 ski areas are fiscally irresponsible. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** More consideration to less expensive solutions that have a lower impact on the canyon AND THE RESIDENTS NEAR THE CANYON is needed. I would prefer to see a less-costly phased approach toward enhanced bus service. **(32.29R and 32.2.9A)** Colorado ski areas have their OWN busses running every 5 - 10 minutes. UDOT bus schedule up until now is incredibly inconvenient and infrequent. Maybe start with more frequent busses and additional bus routes. **(32.2.6.5N)** Also building some avalanche sheds at frequent avalanche sites could also provide better safety for road traffic. **(32.2.9K)** In any case, I am absolutely opposed to the Gondola and the increased development to the Gondola site. The gondola transports very few people overall and in my opinion, will only add to traffic issues. **(32.2.9E, 32.2.6.5N, 32.2.6.5E, 32.7B, and 32.7C)**. The Gondola will transport about 1000 people per hour (30 cars x 35 people about 30 minute trip). It seems the Gondola is unable to deal with a heavy use day of 21,000 visitors adequately. **(32.2.6.5N)**. I didn't see COVID / other Respiratory Disease Management addressed, i.e. ventilation or social distancing. Has this been evaluated? **(32.2.6C)**

In addition, as Save Not Pave has pointed out:

- 1). The most significant issue with the gondola is, and will continue to be, parking! There is no space to accommodate at least 7,000 vehicles near the canyons. **(32.2.6.5J and 32.2.6.2.1C)** That's why SOC is advocating for a flexible YEAR-ROUND bus system that focuses on getting people out of their cars, nearer their origins. **(32.2.2I)** Better utilizing the infrastructure we already have in the urban areas, to connect our communities to the Wasatch, without destroying what makes these canyons unique. We can do this with buses.
- 2). Since the conclusion of the Mountain Accord process in 2017 and continuing with 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). Non-ski resort visitors who wish to make use of a gondola to access the other areas of the canyon are out of luck! Climbing, hiking, backcountry skiing, bird watching, angling, the list could go on and on, but sadly it ends with all Utahns helping to pay for the gondola, without it facilitating access to other year round recreational activities. **(32.2.6.5G, 32.1.2B, 32.1.2C, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 9964
DATE: 9/1/21 6:44 PM
SOURCE: Website
NAME: Gary Hughes

COMMENT:

I think only small expenditures, if any, should be made. (32.29R)

COMMENT #: 9965
DATE: 9/1/21 6:44 PM
SOURCE: Website
NAME: Kimball Allen

COMMENT:

I vote the gondola option is the best option. There's less interference with the mountain and trees and all that structuring for that would happen with widening the roads. **(32.2.9D)**

COMMENT #: 9966
DATE: 9/1/21 6:45 PM
SOURCE: Website
NAME: Andrew Brodhead

COMMENT:

I am very displeased with both presented by UDOT **(32.2.9C and 32.2.9E)**. Before changing LCC forever, a slower more methodical approach is needed: increase bus traffic. **(32.2.9A)** Also, a lack of an environmental assessment is absurd. In my eyes, it's UDOT's responsibility, not the USFS. Your wanting to make the changes. Please don't move forward with any of the two options. **(32.29G)**

COMMENT #: 9967
DATE: 9/1/21 6:47 PM
SOURCE: Website
NAME: Brian Ann Homer

COMMENT:

I support the gondola option as long as adequate parking options are available **(32.2.9D and 32.2.6.5J)**

COMMENT #: 9968
DATE: 9/1/21 6:47 PM
SOURCE: Website
NAME: Margaret Higgins

COMMENT:

As a 50 yr resident in CH between Little & Big I hate that I can't enjoy the mountains due to traffic. Afraid the Gondola only offers seasonal access & relief. My vote is for more buses with more incentive to ride. **(32.2.9E, 32.1.2C, 32.2.9A, and 32.2.4A)**

COMMENT #: 9969
DATE: 9/1/21 6:47 PM
SOURCE: Email
NAME: Ryan Savery

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 Savery
Knoxville, TN

COMMENT #: 9970
DATE: 9/1/21 6:49 PM
SOURCE: Website
NAME: Jan Pell

COMMENT:

The gondola solution is not an answer to our problem with traffic congestion in Little Cottonwood Canyon. It is merely a way for the resorts to increase revenue at the expense of the taxpayers, while ruining some of the most beautiful public land that Utah has to offer. **(32.4I, 32.17A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Increased bus service, along with increased parking at the base of the canyon and road tolling, is the solution that best meets the needs of all users of LCC. **(32.2.9A)** Please consider this option, as the gondola is irreversible and will likely not solve the issues at hand. **(32.7B and 32.7C)**
Thank you.

COMMENT #: 9971
DATE: 9/1/21 6:49 PM
SOURCE: Website
NAME: Derron Fairbanks

COMMENT:

As a lifetime Sandy resident who loves the canyons, I wholeheartedly support the Gondola proposal. Claims that they benefit only the resorts miss the fact that we all benefit from tourism. The gondola option is clearly the most beneficial, and attractive choice. Don't be swayed by the nimby's. Build that thing! **(32.2.9D)**

COMMENT #: 9972
DATE: 9/1/21 6:50 PM
SOURCE: Website
NAME: Tyler Babb

COMMENT:

I'm for the gondola. **(32.2.9D)** Tearing up the road and expanding it will ruin the ecosystem and beauty of the canyon. **(32.2.9C, 32.13B, and 32.17B)** Buses are inconvenient and rarely used by the public even in large cities like Los Angeles. **(32.2.6.3N)** I'm a fan of the gondola system. It will create efficiently for skiers regardless of wether and will be a beautiful ride. It will drove tourism fro all over he world. Not that I want that, our local ski resorts are already over crowded. Im all for less crowds **(32.20C)**.

COMMENT #: 9973
DATE: 9/1/21 6:50 PM
SOURCE: Website
NAME: Clint Grover

COMMENT:

I love both options, the gondola certainly wins for safety and reliability. I would however feel bad about not expanding road safety too because it would still be used. The key will be for everyone to use the new option vs thinking, I'll just drive this time. **(32.2.4A)** Example; at Aspen, you have to park and ride a bus to the four resorts. I look forward to the change and think it's worth the money either way. **(32.2.9D and 32.2.2W)**

COMMENT #: 9974
DATE: 9/1/21 6:51 PM
SOURCE: Website
NAME: Ari Hobfoll

COMMENT:

I feel that both projects are incredibly short sighted. **(32.2.9C and 32.2.9E)** The expansion of the LCC road is a terrible idea that would destroy much of the beauty of the canyon for a problem that persists for 20 days out of the year. The environmental impact would be extreme for an incredible eye sore. **(32.1.4D and 32.17B)** As for the gondola, the fact that it will only have 2 stops is idiotic and would not have the traffic calming effect that is desired. **(32.2.6.5G, 32.7B, and 32.7C)** It is also not a scalable project; so for the rest of the year, it would be a gigantic waste of taxpayer dollars. **(32.2.6.5A)** Furthermore, I believe that if snowbird and alta want the gondola, they should pay for it themselves and the tax payers money should be spent on the greater SLC public transit system **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** If I had to choose one, it would be the gondola but I must stress that this is like deciding if hitler or mussolini should join you for dinner. Both are terrible options even if mussolini killed fewer people. This project should be slowed down and reevaluated. **(32.2.2PP and 32.29R)**

COMMENT #: 9975
DATE: 9/1/21 6:51 PM
SOURCE: Website
NAME: Piot Tekiela

COMMENT:

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

COMMENT #: 9976
DATE: 9/1/21 6:51 PM
SOURCE: Website
NAME: emily knob

COMMENT:

The bus is a better idea than the gondola HOWEVER. I'm a pretty heavy use of the canyon and over the past 10 years where I'm seeing the out of control growth is actually not at the resorts during peak winter use. It's the backcountry skiing that's gone totally out of control for parking and accessibility. It's the (especially weekend but now weekday use too) use at the trailheads year round, not just in winter. **(32.1.2B and 32.1.2C)** What we need to address is the growing use of the entire canyon not just the resorts even though they are what makes the money (and we all know money talks the loudest) We need a bus that has decent parking down canyon, and that has the option to stop at ALL trailheads. To miss the point of stopping throughout the canyon is to completely miss the point of addressing the traffic problem. **(32.1.2B, 32.1.2C, 32.2.6.3C, 32.2.6.2.1C, 32.7B, and 32.7C)**

COMMENT #: 9977
DATE: 9/1/21 6:52 PM
SOURCE: Website
NAME: Jon Karlas

COMMENT:

Gondola is nit the right choice. Sorry. Should tunnel up in a train like a boss
(32.2.9E and 32.2.2C)

COMMENT #: 9978
DATE: 9/1/21 6:54 PM
SOURCE: Website
NAME: David Jensen

COMMENT:

I think the gondola is the best option. It will decrease traffic on the road, it will operate in bad weather, the costs are similt to the bus option and the gondola will be a tourist attraction in itself. I would pay to have my family go up the gondola, and others will too. No non-skiers will be paying for a bus trip. The people paying just for a gondola ride will lower the cost for everyone. **(32.2.9D and 32.2.4A)**

COMMENT #: 9979
DATE: 9/1/21 6:54 PM
SOURCE: Website
NAME: Giovanni Hollingsworth

COMMENT:

I don't approve of either of alternative and want rock climbing to be considered less destructive alternatives (**32.2.9C, 32.2.9E, 32.4A, 32.4B, and 32.2.9A**)

COMMENT #: 9980
DATE: 9/1/21 6:54 PM
SOURCE: Website
NAME: Asher Hartey

COMMENT:

I don't approve of anything else besides keeping it the way as is **(32.2.9G)**

COMMENT #: 9981
DATE: 9/1/21 6:54 PM
SOURCE: Website
NAME: David Friez

COMMENT:

I am fully against both the gondola and road widening projects. **(32.2.9E and 32.2.9C)** These won't help with congestion and will only create larger problems up at Alta and Brighton. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** This is also hurts the land, wildlife and overall beauty of little cottonwood canyon. I've said my piece. **(32.4I, 32.13A, 32.13B, 32.17A, and 32.17B)**

COMMENT #: 9982
DATE: 9/1/21 6:56 PM
SOURCE: Website
NAME: Peter Yarbrough

COMMENT:

I am supportive of a bus option that stops at multiple locations. I frequently recreate in LCC and do not go to the resorts. I would appreciate an option that allowed me to take public transportation to multiple trailheads. **(32.2.9A, 32.2.6.3C, and 32.1.2C)**

COMMENT #: 9983
DATE: 9/1/21 6:58 PM
SOURCE: Email
NAME: Mckell Poulson

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
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Sincerely,
Mckell Poulson
american fork, UT

COMMENT #: 9984
DATE: 9/1/21 6:58 PM
SOURCE: Email
NAME: Makenzie Elliott

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Makenzie Elliott
Murray, UT

COMMENT #: 9985
DATE: 9/1/21 6:59 PM
SOURCE: Website
NAME: David Sullivan

COMMENT:

Thanks to everybody for the excellent work so far toward improving transportation in and around LCC.

I believe the gondola is the best choice for many reasons: **(32.2.9D)**

- + Human health. No additional air pollution within the canyon from this transportation solution (please don't let the canyon be filled with more of the brown haze like the valley) **(32.10A)**
- + Consistent operation. Continuous service during difficult weather, traffic, accident, or avalanche events and cleanup (when roads are clogged with slow moving vehicles, or stopped due to traffic or accidents) **(32.2.6.5K)**
- + Blend with environment. lifts naturally suit the mountain environment as demonstrated at ski areas (vehicles to move people around the mountains would be impossible) **(32.17A)**
- + Environmental beauty. No additional road widening. Roads just continue to grow in width and volume with many negative aspects over time **(32.17A and 32.17B)**
- + Critical needs. Gondolas can be used to shuttle supplies, at times, and especially during road closures, and emergency times where roads are not available or interlodge occurs for extended periods **(32.2.6.5H)**
- + Scenic beauty for visitors. Gondolas will provide extraordinary scenic views for passengers, photographers, and people can enjoy the view (not be focused on traffic) **(32.17A)**
- + Scenic blend. Gondolas and towers can be painted colors that blend naturally with the surrounding environment, reducing eyesore concerns (more vehicles and red snake are even worse eyesores in my opinion, not to mention all the air pollution) **(32.17A and 32.10A)**
- + Speed limited. Gondolas proceed at consistent safe speed. (more traffic just means more people racing around , potentially dangerously at times for others) **(32.2.6.3P)**
- + Proven capabilities. Gondolas and similar lift systems have proven effective in long established places like Europe for a very long time **(32.2.6.5K)**
- + Consistent operations at all times. Continuous operation during challenging weather or road conditions times will facilitate access by employees, necessary personnel, and even potentially emergency personnel at times **(32.2.6.5K)**
- + Less environmental impact than road widening in a narrow canyon (that would look more and more like a freeway) Gondolas are preferable over wider roads and more dense congestion (wider lanes and more vehicles turn the canyon road into a freeway like aspect, full of vehicles at times. The vehicles also take up more space than simply people riding in gondola cars.) **(32.2.6.3B and 32.7C)**
- + Fit with mountains environment. Gondolas have proven effective at ski areas for a very long time as demonstrated within the mountains

+ Sensible choice to reduce impact. Gondolas are logical choices for better urban transportation in dense areas, with little additional ROW , compared with adjacent land disturbance and wider roads (that never seem to stop growing)

+ Wildlife health. Gondolas would help wildlife live naturally because they are not in the way of wildlife paths needed to reach terrain and water (vehicles make it impossible for wildlife and there are many destructive incidents. that gets worse with more vehicles) **(32.13A)**

Overall, I believe road widening is simply not solving transportation needs. **(32.2.9C)** It just makes an existing problem worse, and encourages more vehicle traffic with the corresponding air pollution. **(32.2.4A, 32.7C, and 32.10A)**

If the buses become the first choice, please consult with Rivian or BYD regarding electric bus possibilities. Electric buses are lower overall cost over the bus life, and do not have local air pollution impact. **(32.2.6.3F)**.

Thanks for your considerations and good work so far.

Best,

David Sullivan

COMMENT #: 9986
DATE: 9/1/21 7:00 PM
SOURCE: Website
NAME: Chris Detrick

COMMENT:

The gondola is a joke option and only serves the needs of Alta and Snowbird and completely ignores the needs of the rest of the people who enjoy the wonders of the entire canyon. The price tag is absurd and this gondola option should have never made it to the final two options. **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 9987
DATE: 9/1/21 7:00 PM
SOURCE: Website
NAME: Chuan Wang

COMMENT:

Please build this I love to ski snowbird & Alta but the traffic is definitely a deterrent this would certainly make things easier. **(32.29D)**

COMMENT #: 9988
DATE: 9/1/21 7:00 PM
SOURCE: Email
NAME: Melissa 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,
Melissa Foster
SLC, UT

COMMENT #: 9989
DATE: 9/1/21 7:01 PM
SOURCE: Email
NAME: Tony Aadland

COMMENT:

Dear Utah Department of Transportation,

I understand that we need a solution to the LCC traffic but a gondola will not 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 32.29R)**
- 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,
Tony Aadland
Salt Lake City, UT

COMMENT #: 9990
DATE: 9/1/21 7:03 PM
SOURCE: Website
NAME: Christian Kinnison

COMMENT:

Would love to attend a live meeting this fall if held however I believe gondola service is the answer.
(32.2.9D)

COMMENT #: 9991
DATE: 9/1/21 7:04 PM
SOURCE: Website
NAME: Emily Henning

COMMENT:

I am against the gondola as a SOLE transportation option, as it will make it more difficult to get to Alta. **(32.2.9E and 32.2.6.5N)** If you leave early by car, you can get there no problem. A gondola as an additional option would be welcomed. Cars, gondola and bus service in LCC would be ideal, so people can choose what works for them! **(32.2.4A)**

COMMENT #: 9992
DATE: 9/1/21 7:04 PM
SOURCE: Website
NAME: Conor Carrigan

COMMENT:

Screw Alta and snowbird. The gondola is not the move. (32.2.9E)

COMMENT #: 9993
DATE: 9/1/21 7:05 PM
SOURCE: Website
NAME: Aaron Bytendorp

COMMENT:

I am strongly opposed to the gondola proposal. **(32.2.9E)** It spends too much tax payer money only to benefit two private businesses. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The gondola wouldn't serve a those who are accessing our public lands for snowshoeing or backcountry skiing. I am also opposed to widening the road. **(32.2.9C)** Other methods such as a toll road or enhanced bus service without widening the road should be attempted before committing that much money **(32.2.9A, 32.2.4A, and 32.29R)**

COMMENT #: 9994
DATE: 9/1/21 7:07 PM
SOURCE: Website
NAME: Robert Iseley

COMMENT:

Please seek less destructive options first such as tolls or modeling the bus systems in busy National Parks without road widening. **(32.2.2B and 32.2.4A)** This will not only be cheaper but also have less of a footprint on the environment in the canyon.

COMMENT #: 9995
DATE: 9/1/21 7:07 PM
SOURCE: Website
NAME: Rachel Blaydes

COMMENT:

UDOT should consider less destructive, more equitable solutions before developing extensive infrastructure which will mar the natural beauty of the canyons - an irreversible decision. **(32.29G)** The cottonwoods are a shining jewel of naturalism which must be actively preserved. Options such as tolling or public transit incentives should be explored before moving forward! **(32.2.4A, 32.2.9A, and 32.2.2Y)** Make solutions that work for everyone- not just for the pockets of ski resort owners **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 9996
DATE: 9/1/21 7:08 PM
SOURCE: Website
NAME: Alexander Slater

COMMENT:

More frequent public (and free) busses and paid parking/toll road is my preferred solution to LCC's congestion problem. **(32.2.9A and 32.2.4A)** While the influx of new Utah residents and skiers is not going to slow down, I believe if we simply do more to encourage/incentivize people to fill their cars (4+ people) and ride the bus, the road will be safer and not look like a parking lot **(32.2.4A)**. Building things at the expense of the beautiful land in the canyon more than we already have will only invite more destruction. **(32.17A, 32.17B, 32.4I, and 32.29G)**

COMMENT #: 9997
DATE: 9/1/21 7:08 PM
SOURCE: Website
NAME: David Sullivan

COMMENT:

Thanks again for all the excellent work so far.

Please note:

If any of the choices are to work, it requires the resorts add more local storage space for guests who use UDOT transit. Many people drive to bring their equipment, and store it during the day. **(32.2.3A)**

+ Gondola economic benefit. The gondola will be an attraction that will appeal from visitors around the world to take that amazing trip through the canyon to incredible mountain resorts. **(32.2.9D)**

COMMENT #: 9998
DATE: 9/1/21 7:08 PM
SOURCE: Website
NAME: Scott Gerrits

COMMENT:

Pass holder for many years. Something has to be done and this is something! Action needs to be taken, and if there are improvements to the road that are possible in the future, great! Doing nothing is simply procrastination. **(32.1.4A and 32.2.9N)**

COMMENT #: 9999
DATE: 9/1/21 7:08 PM
SOURCE: Website
NAME: Gary Dabel

COMMENT:

I am against having the gondola (32.2.9E)

COMMENT #: 10000
DATE: 9/1/21 7:08 PM
SOURCE: Email
NAME: Chelsea Lowder

COMMENT:

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Sincerely,
Chelsea Lowder
Sandy, UT

COMMENT #: 10001
DATE: 9/1/21 7:09 PM
SOURCE: Website
NAME: Denna Wright

COMMENT:

I feel the expanded bus system is the best option, not the gondola (32.2.9B and 32.2.9E)

COMMENT #: 10002
DATE: 9/1/21 7:09 PM
SOURCE: Website
NAME: Jeremy Moore

COMMENT:

I am a canyon employee who drives up and down the canyon over 100 times a season, we all know that the road is a problem, and while a Gondola seems like an attractive solution because it removed the need for the road, I believe either of the current proposals are inefficient and will fail to be effective. **(32.2.9C, 32.2.9E, 32.1.2B, 32.1.2D, 32.7B, and 32.7C)** No matter what we do with a transport alternative the road will still need to be used, so it is my feeling that putting millions into a solution that does not include snowsheds for the road is only ignoring the real problem. **(32.2.9K and 32.2.6.5Z)** Not to mention the fact that the Gondola while it might look flashy will not be utilized by many canyon users, too many transfers, too long of travel time, no infrastructure plan for travelers once they get off the gondola and don't have a car to put their things in. **(32.2.4A, 32.2.6.3C. and 32.2.3A)** It is overbuilt and under-thought when it comes to the average skier experience and what they desire. I would prefer to see the enhanced bus service and really put an emphasis on how to get people to use it, because they aren't using it today when it comes to the two options. However I think a true lasting solution is more outside of the box like a cog rail or tunnel to connect big and little cottonwood to eliminate the one way in out one way out traffic. **(32.2.9A, 32.2.4A, and 32.2.2Q)**

Thank you for the time an energy put into this project so far, I know it has been grueling and that we are never going to make everyone happy but hopefully we can offer a solution that appeals to the most people.

COMMENT #: 10003
DATE: 9/1/21 7:10 PM
SOURCE: Website
NAME: Jake Packer

COMMENT:

I support the enhanced bus alternative with no road widening. Please preserve our climbing areas!!
(32.2.9A, 32.4A, and 32.4B)

COMMENT #: 10004
DATE: 9/1/21 7:10 PM
SOURCE: Website
NAME: Tricia Kingsbury

COMMENT:

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

COMMENT #: 10005
DATE: 9/1/21 7:10 PM
SOURCE: Website
NAME: Natalie Palmer

COMMENT:

I don't want the road to be widened so I prefer the enhanced bus alternative. This would preserve the nature and climbing routes! **(32.2.9A, 32.2.9C, and 32.4A)**

COMMENT #: 10006
DATE: 9/1/21 7:10 PM
SOURCE: Email
NAME: Arthur Melcher

COMMENT:

Dear Utah Department of Transportation (UDOT),

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Sincerely,
Arthur Melcher
Rockledge, FL

COMMENT #: 10007
DATE: 9/1/21 7:11 PM
SOURCE: Email
NAME: Zac Owen

COMMENT:

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I 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,
Zac Owen
Bellingham, WA

COMMENT #: 10008
DATE: 9/1/21 7:13 PM
SOURCE: Email
NAME: Ken Paulson

COMMENT:

Dear Utah Department of Transportation (UDOT),

I 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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I recognize that UDOT's role is to evaluate appropriate methods of transportation throughout Utah and therefore to evaluate methods for transportation within Little Cottonwood Canyon. To this exercise, my opinion is that the gondola approach is the wrong approach in light of the unseemly visual and environmental effects, of which there are too many to completely ignore, on the Canyon. **(32.2.9E, 32.17A, 32.12A, and 32.13A)** However, the greater issue in my mind is not how to move people up the Canyon, but how to protect this fantastic treasure from the increasing demands upon and amount of people parading up the Canyon. If we want to ruin this beautiful asset - pile more people up onto the Canyon. **(32.1.2B)** If we want to preserve the beauty and wonderous nature of the Canyon, we need to consider other approaches to preserving the Canyon for ours and future generations. With all due respect to UDOT, let's put the transportation issue on the back burner until other approaches to protect the Canyon are more fully evaluated. **(32.2.2PP)** Our mountains and canyons have been around for a long time. I'm sure that a few more moments of thoughtful consideration of preserving them and not trampling them would be appropriate. **(32.4I and 32.29G)**

Sincerely,
Ken Paulson
Cottonwood Heights, UT

COMMENT #: 10009
DATE: 9/1/21 7:14 PM
SOURCE: Website
NAME: Luke Nord

COMMENT:

Don't expand roads or install gondolas. Climbing areas need to be protected. (32.2.9C, 32.2.9E, 32.4A, and 32.4B)

COMMENT #: 10010
DATE: 9/1/21 7:15 PM
SOURCE: Website
NAME: Carter Finsand

COMMENT:

Please leave these beautiful routes alone **(32.29D)**

COMMENT #: 10011
DATE: 9/1/21 7:15 PM
SOURCE: Website
NAME: John Harper

COMMENT:

Please, No Gondola! (32.2.9E)

COMMENT #: 10012
DATE: 9/1/21 7:15 PM
SOURCE: Website
NAME: Robert Felton

COMMENT:

As a lifelong Alta user I submit that the end use (skier days) must be restricted to minimize demand. I object to spending a half billion dollars for an elitist sport and destroy the canyon and I am one of the elite. (32.2.2K, 32.2.9G, and 32.4I)

COMMENT #: 10013
DATE: 9/1/21 7:15 PM
SOURCE: Website
NAME: John Villa

COMMENT:

This gondola is ridiculous. the negative impact it would have on a true outdoor experience is huge so please stop this project!! (32.2.9E, 32.4B, 32.4G, and 32.4I)

COMMENT #: 10014
DATE: 9/1/21 7:15 PM
SOURCE: Website
NAME: Tyler Moreau

COMMENT:

I think it's completely ridiculous and shameful to take tax payer money to exclusively benefit private resorts through the construction of a gondola. I would much rather see snow tunnels constructed **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, 32.7C, and 32.2.9K)**

COMMENT #: 10015
DATE: 9/1/21 7:16 PM
SOURCE: Website
NAME: K Hild

COMMENT:

Don't build the gondola, it negatively impacts the preservation of the land for tourist income. (32.2.9E and 32.4I)

COMMENT #: 10016
DATE: 9/1/21 7:18 PM
SOURCE: Website
NAME: Addison Dishman

COMMENT:

While I agree that traffic isn't ideal in LCC, I would be devastated to see any routes or boulders lost in any projects. **(32.4A and 32.4B)** There are so many other ways that we can mitigate traffic (i.e. bussing, tolls, etc.) that would be less destructive, save the rock climbing, and possibly even generate revenue for continued conversion of Utah's beautiful natural features. **(32.2.9A, 32.2.4A, and 32.4I)**

COMMENT #: 10017
DATE: 9/1/21 7:19 PM
SOURCE: Website
NAME: Joe Incardine

COMMENT:

I definitely support having a gondola to reduce car traffic, for the numerous reasons stated.. **(32.2.9D)**

COMMENT #: 10018
DATE: 9/1/21 7:19 PM
SOURCE: Website
NAME: Rachel Anjewierden

COMMENT:

I'm against both submitted plans as they are destructive to the natural environment of the canyon, it's plant and animal inhabitants and honestly, selfishness on the parts of humans who want to permanently alter the environment for a 30-90 day period annually. **(32.2.9C, 32.2.9E, 32.13A, 32.13B, and 32.1.4D)** I would prefer to see a reservation system, timed entry for a set number of vehicles each day, exclusions for those with medical transportation needs, incentives for carpooling and increased bus use. **(32.2.2.K, 32.2.4A, 32.2.2L, and 32.2.9A)** I would also like to see it be a set time for bus use only, with a sizable number of bus seats, preferably with a combination of reserved and first come, first serve buses available for peak travel times. **(32.2.2B)** We have a duty of care to the land, animals, and and future generations to make sure that the fun whims of today, don't negatively impact tomorrow. **(32.29G)**

COMMENT #: 10019
DATE: 9/1/21 7:20 PM
SOURCE: Website
NAME: Nathan Marincic

COMMENT:

Please don't widen the road! **(32.2.9C)** Little cottonwood canyon is a magical place to hike and climb and increased road noise would decrease the quality of the ambience. **(32.11A and 32.4I)** Which means fewer climber/hiker/recreational visitors and less tourism dollars supporting local businesses

COMMENT #: 10020
DATE: 9/1/21 7:21 PM
SOURCE: Website
NAME: Kevann Davis

COMMENT:

The gondola is probably the worst, most arrogant and non-sensical-in-actually-solving-the-problem option. **(32.2.9E)** It will cause increased traffic and travel to the Cottonwood Canyon resorts; it will attract MORE people to those specific ski areas purely based on the novelty of it. **(32.20A and 32.20C)** I am also opposed to a terminal/parking structure being located at La Caille. In the original article I read, the investors and proponents of it (including both ski resort holding companies) excitedly told us how “it would be so great that people could grab a nice breakfast before heading up”...at LA CAILLE???? At the price of about \$50 per person? This gondola is ALL about those who are already rich making more money, NOT about alleviating congestion in an environmentally friendly way. **(32.1.2B, 32.1.2D, 32.2.7A, 32.2.7B, and 32.2.7C)**

My opinion is that if riding the bus were more convenient, more people would ride the bus. The current problems with riding the bus are: lack of parking, lack of facilities, time, and overcrowded busses. These problems could be solved with a multi-faceted approach. There need to be big hubs/parking structures with nice bathrooms and amenities-immediately at the base of each of the Cottonwood canyons. There is not enough parking available to make riding the bus feasible. The only way to get a parking spot at the current bus stops near the canyon is to get there by about 6:00 a.m. One suggested option of putting hubs around the valley WILL NOT HELP! Hubs at multiple locations around the valley just means busses are available less frequently. Hubs should be at or close to the mouths of the canyons with busses running frequently vs. busses coming from all over the valley running occasionally. Waiting for a bus in the cold is a terrible experience. Waiting for a bus in the cold when you have to use the restroom or with kids is worse. Then fighting for a spot on the bus and potentially waiting for the next one is the worst. Additionally, waiting for a bus when your time is limited, with the chance that you will not even get a spot on the bus, is so impractical that it turns many people off from the option of riding a bus. More frequent bus availability, therefore increased capacity, makes riding a bus more appealing. **(32.2.2I, 32.2.9A, 32.2.4A, 32.2.6.3N, and 32.2.6.2.1C)**

Working with convenience stores-like Maverik (a Utah company and “Adventures first stop”)-to build and run base facilities seems like a no-brainer. Let them (not taxpayers) invest in the parking structures while UDOT and the county worry about improving the roads and providing the busses. Have them commit to providing free parking; they will get a great return on their investment as people will gladly spend money at a place where they-and their kids-can use a clean restroom and buy cheap food/snacks for their day. SLC County can charge a small tax to the private companies who run the hubs to compensate for their investments in roads. **(32.2.7A, 32.2.2PPP, and 32.2.6.2.1C)**

Ideally, the parking and busses would be free, thereby enabling the county or UDOT to charge a significant toll to those who choose to take their own vehicles up the canyon (this includes employees). **(32.2.4A)** Also the resorts should be charged a fee for every skier. The tolls along with the skier fee would offset the cost of the busses and roads. These fees don’t need to be huge. A small amount from each resort for every skier would realistically be passed to the skiers in lift ticket prices, but a one day ticket would have a higher fee than a season pass (averaged per day), so this would disproportionately affect tourists vs. locals, which is part of the objective. This is a fair and equitable solution which still allows locals an option to access the canyon for free by riding the bus. **(32.2.7A and 32.2.4A)**

TLDR: NO GONDOLA. A gondola makes a few extremely rich people much richer without alleviating traffic congestion. **(32.1.2B, 32.1.2D, 32.2.7A, 32.2.7B, and 32.2.7C)**. Busses-centrally located and frequently available with restrooms and food at the hubs-are the answer. **(32.2.9A)**

COMMENT #: 10021
DATE: 9/1/21 7:21 PM
SOURCE: Website
NAME: Brian Lundy

COMMENT:

I have skied at the Bird for 4 decades and yes recently the traffic is increasing. Lift tickets are 10x what they were in 1980 and because of the population growth, there are more skiers now than ever. Most week days it is not a problem yet the weekends are nuts. So instead of leaving it the way it is, you want more and more skiers to make more and more money so you can promote Utah to get more and more companies, visitors and people. **(32.1.2B)**

That really is your goal right? **(32.1.2B)** It has nothing to do with the canyons, traffic or pollution. So what is the answer? Use the same method you use to reduce water useage: increase prices
Incentivize car pooling, raise ticket prices, promote mid week skiing. **(32.2.4A, 32.2.2Y, and 32.2.2K)**

COMMENT #: 10022
DATE: 9/1/21 7:22 PM
SOURCE: Website
NAME: Anthony Lepre

COMMENT:

Pro (32.29D)

COMMENT #: 10023
DATE: 9/1/21 7:23 PM
SOURCE: Website
NAME: Joe Jopling

COMMENT:

I live in between BCC and LCC. I sue both canyons for hiking and snowshoeing. I am in favor of a initial implementation of ride sharing and car passes, as well as paying for parking at the resorts. Expanding the road and increasing bus use is a longer term step. I am very strongly opposed to the gondola. Thank you. (32.2.2K, 32.2.2L, 32.2.4A, 32.2.9C, 32.2.9E, and 32.29R)

COMMENT #: 10024
DATE: 9/1/21 7:23 PM
SOURCE: Website
NAME: Colin Rehkugler

COMMENT:

I do NOT support the gondola solution. **(32.2.9E)** If we are going to spend the money, let's spend it wisely on widening the road, snow sheds and expanded bus service. **(32.2.9B and 32.2.9K)** A gondola with three transfers (parking to bus, bus to gondola base, gondola top to ski lift) just to go skiing for the day is just not practical and too much money for the function. **(32.2.6.4B and 32.2.6.5J)**

COMMENT #: 10025
DATE: 9/1/21 7:23 PM
SOURCE: Website
NAME: Nelli Crofts

COMMENT:

I support other traffic mitigation measures like tolling and a better bus system. **(32.2.9A and 32.2.4A)** I am a climber that enjoys climbing outside and worried about my bouldering resources and access. **(32.4A and 32.4B)** Please rethink on the road alternative or Gandola alternative before acting! **(32.2.9C and 3.2.9E)**

COMMENT #: 10026
DATE: 9/1/21 7:24 PM
SOURCE: Website
NAME: Max Pilling

COMMENT:

Don't do the gondola so we can boulder **(32.2.9E and 32.4B)**

COMMENT #: 10027
DATE: 9/1/21 7:25 PM
SOURCE: Website
NAME: Jesse Grupper

COMMENT:

I love Little Cotton Wood Canyon. As a rock climber, this part of the country is different than any other place I know. To see it decimated in this way would be heart breaking and challenge my love for the area and community. Please don't follow through with this plan. **(32.4A, 32.4B, 32.4I, and 32.29D)**

COMMENT #: 10028
DATE: 9/1/21 7:25 PM
SOURCE: Website
NAME: David Mangum

COMMENT:

the human capacity of the canyon has a limit. Alta and Snowbird cannot grow indefinitely. **(32.20B)**
They can and will survive on the millions of dollars they are already making. Perhaps the time has come to preserve Little Cottonwood Canyon as is and "do no more harm." **(32.2.9G)**

COMMENT #: 10029
DATE: 9/1/21 7:25 PM
SOURCE: Website
NAME: Christine Bond

COMMENT:

No Goldola. **(32.2.9E)** Add only one extra lane to preserve the canyons as much as possible and designate this lane a BUS ONLY lane during Ski Season. Direction lights could indicate 2 lanes up in the mornings and two lanes down in the evenings, to manage traffic like they do in large cities. **(32.2.2D)** Bikes could use the bus lane during non-ski season. **(32.9A)**

COMMENT #: 10030
DATE: 9/1/21 7:26 PM
SOURCE: Website
NAME: Sherry Kramer

COMMENT:

We ski in big and little cottonwood canyon and love this area. I would like to see UDOT come to the table with some other ideas besides widening the road to these beautiful canyons or the eye sore of a gondola. **(32.2.9C, 32.2.9E, 32.17A, and 32.17B)** How about incentives for carpooling, tolls to go up big and little cottonwood canyon, more busses so the wait times are shorter to get on one. **(32.2.9A and 32.2.4A)** More parking at the bottom of the hill to make it easier to take the bus. **(32.2.6.2.1C)** Let's try these ideas first before we forever alter the beauty of these special places that we love. **(32.29R)**

COMMENT #: 10031
DATE: 9/1/21 7:27 PM
SOURCE: Website
NAME: Ryan Belton

COMMENT:

More information on better solutions is needed. **(32.2.2PP)** The climbing in LCC is too pertinent to the history of the canyon and of climbing in Utah. Destroying these boulders would be a heinous act and incredibly selfish **(32.4A and 32.4B)**

COMMENT #: 10032
DATE: 9/1/21 7:27 PM
SOURCE: Website
NAME: Boone Hammond

COMMENT:

We love climbing out there and would love for some way to conserve the boulders **(32.4A, 32.4B, and 32.2.9A)**

COMMENT #: 10033
DATE: 9/1/21 7:28 PM
SOURCE: Website
NAME: Jayden Hammond

COMMENT:

We need to better utilize public transport in order to preserve the environment and climbing in the area. We do not need a gondola or wider roads. **(32.4A, 32.4B, 32.2.9A, 32.2.9E, 32.2.9C)**

COMMENT #: 10034
DATE: 9/1/21 7:29 PM
SOURCE: Website
NAME: Davis Hammond

COMMENT:

Don't build a new road or a gondola. **(32.2.9C and 32.2.9E)** Both options are not good long term solutions. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Widening the road has never been a good long term solution to tragic and a gondola by the time it is finished will be outdated tech. Also you will be destroying hundreds of cool climbing spots and leave thousands of local climbers disappointed. **(32.4A and 32.4C)**

COMMENT #: 10035
DATE: 9/1/21 7:30 PM
SOURCE: Website
NAME: William Abrams

COMMENT:

A gondola will just become another expensive burden. Going up the canyon will become too expensive (32.2.9E, 32.2.4A, and 32.2.7C)

COMMENT #: 10036
DATE: 9/1/21 7:30 PM
SOURCE: Website
NAME: Andy Newberry

COMMENT:

I feel that the gondola is better as it get for the environment in the long run. The future of the auto/bus will not be there in the long run. **(32.2.9D)**

COMMENT #: 10037
DATE: 9/1/21 7:30 PM
SOURCE: Website
NAME: Jack Leitner

COMMENT:

No to the gondola and road expansion! **(32.2.9E and 32.2.9C)** For years I have been making an annual trip to little cottonwood, not to ski but to boulder and climb. The canyon is the heart of an ever increasing population of climbers that either call salt lake home or love the natural beauty of the area. To irreversibly change the place that holds so much history, cherished memories, and reverence from new and experienced climbers alike would be an absolute travesty. **(32.4A, 32.4B, and 32.4I)** Salt Lake City aspires to be an eco-tourism hub for outdoor activities of all sorts and as rock climbing is exponentially increasing in popularity, you'd be doing a disservice to your city's future and a large community if you were to use tax dollars to destroy the canyon for the benefit of a single ski area. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 10038
DATE: 9/1/21 7:30 PM
SOURCE: Email
NAME: Morgan Anselmo

COMMENT:

Dear Utah Department of Transportation (UDOT),

I 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,
Morgan Anselmo
Cottonwood heights, UT

COMMENT #: 10039
DATE: 9/1/21 7:31 PM
SOURCE: Website
NAME: Ed Carter

COMMENT:

I prefer the bus alternative. **(32.2.9A)** The gondola is too expensive, inefficient (not used most of the year) and too ugly. **(32.2.9E, 32.2.6.5F, and 32.17A)** I have been skiing at Alta for 30 years. Happy to ride a bus but gondola would be a mistake.

COMMENT #: 10040
DATE: 9/1/21 7:31 PM
SOURCE: Website
NAME: Chris Lojacono

COMMENT:

The boulders in Little Cottonwood canyon are truly unique and I have traveled across the country just to climb on them. Please don't let this plan ruin what so many people cherish. **(32.4A and 32.4B)**

COMMENT #: 10041
DATE: 9/1/21 7:32 PM
SOURCE: Website
NAME: Stephanie Frohman

COMMENT:

Please consider experimenting with tolling, carpooling, better base parking, and enhanced busing before you commit to a major infrastructure project -- especially a gondola. **(32.2.4A, 32.2.6.2.1C, 32.2.9A, 32.2.9E, and 32.2.9R)** We need a solution that gets people out of their cars, and to all recreation opportunities on public lands in the canyons. **(32.1.2C and 32.2.6.3C)** The gondola may help some resort skiers in the short term, but it doesn't solve the long term problem. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 10042
DATE: 9/1/21 7:33 PM
SOURCE: Website
NAME: Jason Bergstrom

COMMENT:

I would love to see a gondola! It is something that both skiers and non-skiers alike would use, and people are far more likely to pay a higher fare for a gondola than they would a bus. It also will be more attractive to tourists that would otherwise decide to rent a car and add to the problem. **(32.2.9D and 32.2.4A)**

COMMENT #: 10043
DATE: 9/1/21 7:33 PM
SOURCE: Email
NAME: Emily Porter

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

COMMENT #: 10044
DATE: 9/1/21 7:34 PM
SOURCE: Website
NAME: Julie Jones

COMMENT:

I would like to see as little damage to the canyons as possible. Maybe the buses could run like the shuttle system in Zion's national park during high season- with almost no car traffic. And put up avalanche sheds where there is a potential for avalanche areas. **(32.2.2B and 32.2.9K)**

COMMENT #: 10045
DATE: 9/1/21 7:34 PM
SOURCE: Website
NAME: Samantha Gaffney

COMMENT:

Hello, I am reaching out to comment on the transportation proposals for little cottonwood. I do not support the gondola option. **(32.2.9E)** It would change the beautiful nature of the canyon (one of my favorite views in the Salt Lake Valley), it would be expensive both upfront and then in the future, and does not address traffic going anywhere but the ski resorts. **(32.17A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I think an enhanced bus lane could be feasible, but am in support of trying other options first such as tolling, or increasing bus service (current bus schedules do not run frequently enough). Thank you. **(32.2.9A and 32.2.4A)**

COMMENT #: 10046
DATE: 9/1/21 7:35 PM
SOURCE: Website
NAME: Nigel Swaby

COMMENT:

Given the two choices, I support the gondola project. It will work during avalanches, provide a unique and interesting perspective during the travel and take vehicles off the road in the Canyon. I believe it will also be faster and less disruptive to build. **(32.2.9D and 32.7C)**

COMMENT #: 10047
DATE: 9/1/21 7:36 PM
SOURCE: Website
NAME: Emilie Semo

COMMENT:

I want to preserve the climbing in the canyon. I support the enhanced bus with no road widening. (32.2.9A, 32.4A, 32.4B, and 32.2.9C).

COMMENT #: 10048
DATE: 9/1/21 7:36 PM
SOURCE: Website
NAME: Melissa Felker

COMMENT:

I appose the gondola because it does nothing for the summer months. **(32.2.9E, 32.1.2C, and 32.2.6.5F)** It's just another money maker for the ski resorts that just more wear and tear on our beautiful mountains by allowing more skiers. **(32.2.7A, 32.4I, and 32.20C)**

COMMENT #: 10049
DATE: 9/1/21 7:37 PM
SOURCE: Website
NAME: Ilene O'Reilly

COMMENT:

I moved to Sandy, Utah in 1996 to enjoy skiing, climbing, mountain biking, road cycling, hiking, camping and picnicking in Little Cottonwood Canyon. Over the past 25 years there has been an incredible amount of change to this area, with more people recreating in the canyon every year. While I understand there is a need for change, there are options for change that do not permanently alter the landscape of our beautiful canyon. **(32.2.9A and 32.2.2PP)** A gondola is not the answer. **(32.2.9E)** Widening the road is not the answer. **(32.2.9C)**

COMMENT #: 10050
DATE: 9/1/21 7:37 PM
SOURCE: Website
NAME: Robert Shay

COMMENT:

I am a resident of Utah and I have skied in Little Cottonwood Canyon for 46 years. I own ski boot stores in 20 resorts in four countries. In both Verbier Switzerland and Courchevel France they installed Gondolas to take people from the Valley to the base of the ski area. They have been extremely beneficial, almost eliminating traffic congestion, pollution from the cars, making the travel so much safer and quicker. Just as you plan outlines they had parking at the base of the lifts, from the window of our shop in Verbier you can watch all the people arrive without traffic congestion. They reduce pollution, are quiet and environmentally friendly. **(32.10A)** Both towns/resorts had bus service prior to the gondolas and in every way the gondolas are better. It is a pleasure to get in them and be whisked up the base. There is no negative to them, they are quiet and barely noticed when looking up. They help to protect the mountains and environment we all love. Please take a trip to Verbier Switzerland and Courchevel, France and see for yourself and you will be convinced it is the vey best answer to the problem of cars in a snowy tight canyon! **(32.2.9D and 32.17A)**

COMMENT #: 10051
DATE: 9/1/21 7:37 PM
SOURCE: Website
NAME: Emily Stice

COMMENT:

I'm against both. (32.2.9C and 32.2.9E)

COMMENT #: 10052
DATE: 9/1/21 7:41 PM
SOURCE: Website
NAME: Spencer Dirats

COMMENT:

PLEASE - NO GONDOLA!! **(32.2.9E)** The gondola only supports the Alta and Snowbird communities (and by communities I primarily mean the resorts themselves.) **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Turn the gravel pit into a giant transit center. **(32.2.6.2.1C)** Add a bus lane. Increase bus frequency and make it available year-round. **(32.2.9B, 32.2.6.3N, and 32.1.2C)** SO many options that aren't massively expensive and environmentally negatively impactful. We don't need the flashy tourist attraction. It isn't cute or cool or even really that helpful. I'm speaking as a winter employee in both canyons who theoretically stands to benefit from a gondola - please, please don't do it.

COMMENT #: 10053
DATE: 9/1/21 7:43 PM
SOURCE: Email
NAME: Sierra Fry

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Sierra Fry
South Salt Lake, UT

COMMENT #: 10054
DATE: 9/1/21 7:44 PM
SOURCE: Website
NAME: Todd Keskey

COMMENT:

I'm against the gondola option as I feel it only benefits the ski resorts who are only concerned with their bottom line. (32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C) I support a bus service and large tolls to help alleviate traffic. (32.2.9A and 32.2.4A)

COMMENT #: 10055
DATE: 9/1/21 7:44 PM
SOURCE: Website
NAME: Michael Bergeson

COMMENT:

I'm a current season pass holder at Snowbird. I live in Park City and I support the gondola option.

(32.2.9D)

I also had season passes at Snowbird in:

1971-1972

1972-1973

1973-1974

2019-2020

COMMENT #: 10056
DATE: 9/1/21 7:46 PM
SOURCE: Website
NAME: Ben Fox-Shapiro

COMMENT:

I am writing today to express my opposition to the gondola plan. **(32.2.9E)** The proposed gondola will cause permanent damage to the beauty of Little Cottonwood Canyon only to benefit the ski resorts. **(32.17A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Those of us who love LCC but don't use the ski resorts will be forced to pay for the gondola while our treasured local canyon will be changed forever. **(32.4I)** I use Little Cottonwood Canyon all year to hike, climb and ski tour and the gondola will not provide any help for me to use the canyon, because I primarily use White Pine Trailhead, which the gondola will not serve. **(32.2.6.5G)** Additionally, the world-class bouldering opportunities in the lower canyon will be taken away forever. It is unfair to value one form of outdoor recreation (resort skiing) so highly at the expense of another (bouldering)." **(32.4A and 32.4B)**

COMMENT #: 10057
DATE: 9/1/21 7:46 PM
SOURCE: Website
NAME: Julian Mitkus

COMMENT:

An extra bus lane will not aid travel as soon as a single accident happens, or a single avalanche, or a single bad storm. **(32.2.6.3P)**

Gondola is better than bus lane. Busses suck, period. **(32.2.9D)**

Train would be the best option and avalanche overpasses for cars. **(32.2.9F and 32.2.9K)**

COMMENT #: 10058
DATE: 9/1/21 7:46 PM
SOURCE: Email
NAME: Lily Daggett

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Lily Daggett
Salt Lake City, UT

COMMENT #: 10059
DATE: 9/1/21 7:47 PM
SOURCE: Website
NAME: Cory Hudgins

COMMENT:

It is a terrible idea to build a gondola or expand the road through little cottonwood canyon. **(32.2.9E and 32.2.9C)** The environmental impact from both those options will be immeasurable. **(32.4I)** Additionally, the tax payers will not benefit nearly as much as the ski resorts. If the ski resorts are the ones who will gain the most from this project. They should be the ones to pay for it not the tax payers. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Furthermore, building a gondola or even expanding cannot be the best two options. There has to be additional options. **(32.2.2PP)** And those options should be consider if satisfy the objective of fixing the traffic as well as keep the ecological integrity of the canyon intact. **(32.29G)**

COMMENT #: 10060
DATE: 9/1/21 7:47 PM
SOURCE: Website
NAME: Matt Dooley

COMMENT:

I am writing to comment about my opposition to this proposal. UDOT's gondola and additional lane proposals would have an unacceptable impact on the climbing and other recreation access throughout all of Little Cottonwood Canyon. This is an amazing area which should not be sacrificed like this **(32.2.9C, 32.2.9E, 32.4A, and 32.4B)**

COMMENT #: 10061
DATE: 9/1/21 7:47 PM
SOURCE: Website
NAME: Jakob Tew

COMMENT:

The tourist money grabbing is not in the best interests of the canyon or the people who enjoy its natural beauty. Don't build the Gondala, don't widen the road, and for once, listen to the people who you represent **(32.2.9E, 32.2.9C, 32.17A, 32.17B, and 32.2.9N)**

COMMENT #: 10062
DATE: 9/1/21 7:47 PM
SOURCE: Email
NAME: Susan Kwon

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Susan Kwon
Holladay, UT

COMMENT #: 10063
DATE: 9/1/21 7:48 PM
SOURCE: Website
NAME: Zacharie Rodrigue

COMMENT:

It seems like both solution will be quite impactful to the climbing community. **(32.4A and 32.4B)** Any chance there is a 3rd solution that could serve the whole community without destroying part of the boulders? **(32.2.9A and 32.2.2PP)**

COMMENT #: 10064
DATE: 9/1/21 7:49 PM
SOURCE: Website
NAME: Danielle Paterson

COMMENT:

I am writing on behalf of our spectacular Wasatch Mountains and on the EIS proposals for the Little Cottonwood Canyon.

I am a 61 year old native Utahn. I am an environmental educator and have taught science for years. I have visited the canyons all my life. I am an avid backcountry and resort skier. I also hike, run, and climb. I feel I owe my perspective and voice to our mountains, our ski resorts, forests, roads and wilderness areas that make up our Wasatch Canyons.

These proposals for Little Cottonwood Canyon are absurd to me. Really!, two choices: a spectacle Gondola or widening the road for avalanche sheds? Both these options costing us over 500 million dollars! Neither option is an option for me. But, we can pursue much less expensive, creative options to solve our canyons' problems **(32.2.9E and 32.2.9C)**.

First, this EIS is flawed in that it does not take a comprehensive view or plan for all the canyons and their uses. This plan is Little Cottonwood specific; our transportation solutions are needed on a much broader scale than a single canyon **(32.1.1C)**.

This plan is biased for ski resorts and resort skiers, it does not take into account the need to include different users. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** It does not address the possibilities of addressing traffic issues in a less expensive and less impactful manner. Placing 20 towers in the Canyon that reach over 200 feet in height would devastate the beauty, the geologic wonder and the ecology of Little Cottonwood Canyon. **(32.17A)** The placement of the towers would certainly impact the precious riparian environment, which is the source of our clean water supply, with sediments and turbidity. Each tower would need road access for maintenance; again, impacting the stream and water quality. The same would apply for widening the road and for building avalanche sheds, both jeopardize Little Cottonwood Creek. Increased construction in the canyon, in general, would be an environmental nightmare. **(32.12A, 32.12B, 32.13A, and 32.13B)**

Little Cottonwood Canyon is a wild corridor with wilderness characteristics. It should not be a Disneyland ride with a gondola transecting it's glacial features to appease both ski resorts. **(32.4I and 32.1.2B)**

The unique rich natural history and the fascinating settlement, ski and mining history are the heart of the value we place on them. These canyons should not be valued only for their destination resorts, Brighton, Solitude, Alta and Snowbird. They are precious jewels that are multifaceted. Each with unique histories and aspects unto their own.

The carrying capacity of our canyons needs to be defined. It is not how many people we can cram up the canyons or how fast. It should be about limiting the number of people, vehicles, skiers, users and minimize the impacts on the environment. Anyone knows, on any given powder day or weekend in the summer, that the canyons are becoming overly congested. By limiting the number of people going up the canyons we create a better experience for everyone and less impact on the environment. **(32.20B)**

The EIS needs to take a wholistic approach to transportation planning.
OUR BUS SYSTEM NEEDS TO BE BETTER FUNDED! I have ridden the buses over the past ten years to ski and can say there has been some improvements in their efficiency, but not many dynamic,

new or creative solutions to get people up the canyons. My suggestion is to create many more dispersed bus hubs and parking areas that serve all of the the Wasatch **(32.2.2I)**

Color coding and using different sized buses could be deployed. For example, a GREEN BUS could be an early morning bus for employees. A YELLOW BUS could be a smaller bus designed for backcountry skiers and could stop at different trailheads. Specific resorts buses could be created: A RED BUS for Alta, a BLUE BUS for Snowbird, would alleviate the need to stop at each resort. **(32.2.2I and 32.2.6.3N)**

We need toll booths for each of our canyons. Users should pay for the impact they have on our canyons. And, we need to account for the number of people, vehicles and acknowledge the different type of uses in the canyon. **(32.2.4A)**

These booths or toll stations could also be used to implement carrying capacity limits. On days when the canyon reaches a maximum number of vehicles and people. Uphill traffic needs to be balanced with the number of cars coming down the canyon. I am willing to forfeit going up the canyon some days to have a better experience for everyone. The canyons need to be honored and cherished, not over run with people to profit the resorts. **(32.2.2K)**

Impact fees should be paid by large companies who profit off our canyons. Companies like Alterra Mountain Company, the owner of IKON. IKON has made huge profits while bringing in huge numbers of people to our resorts. The number of IKON pass-holders visiting our canyons has devastated our resorts and taxed our infrastructure. These companies should help pay for the extreme impacts they have created. **(32.2.2K and 32.2.7A)**

In conclusion, this EIS is resort minded and biased. **(32.1.2B)** We need a comprehensive view of planning for the stewardship and transportation future of our canyons. I do not endorse the preferred options. I feel many creative solutions are needed and should be tried before we turn our beloved canyons into a travesty. **(32.29R)**

COMMENT #: 10065
DATE: 9/1/21 7:49 PM
SOURCE: Website
NAME: Craig Van Alfen

COMMENT:

I support the gondola option. Something has to be done to help the traffic situation. The gondola seems to be the best solution for the environment as well. **(32.2.9D)**

COMMENT #: 10066
DATE: 9/1/21 7:49 PM
SOURCE: Website
NAME: Laila Hakkarinen

COMMENT:

Hello UDOT,

I have thoroughly read through and understand the motives behind the plans for Little Cottonwood Canyon. I'd like to offer my opinion, and hope you can understand.

I am a University of Utah student studying Environmental and Sustainability studies, and I'd like you to see my perspective.

While I understand the gondola option provides transportation up and down the canyon to a lot of users under any conditions, whether that be avalanche conditions, traffic congestion, etc., I only see it benefitting the two ski resorts of the canyon and not the local community. **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Implementing this gondola is a great example of NIMBY (not in my backyard.) While it may reduce emissions in the canyon, it obstructs the views of the canyons natural beauty. **(32.4I and 32.17A)** We must value the canyons beauty just as much as it's utilitarian aspects (the resorts). The gondola will harm climbing routes of great value as well. **(32.4B)** Additionally, this gondola invited further tourism that will only increase the need for more lodging that takes land away from natural vegetation and species. **(32.20A and 32.20C)**

I like the idea of buses, but not another lane. Zion National Park operates on a bus system that allows 2 billion people to visit the park each year. We have a bus system in place that could be improved by better funding, and more buses. If your argument has to do with Avalanches in the road, then we shouldn't be in the canyon with extreme avalanche danger anyway. **(32.2.2B and 32.2.9A)**

I'd like to sum this up by saying, it's only serving Snowbird and Alta by adding a gondola. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** There is a much more responsible way to mitigate traffic. Incentivize riding the bus with a fee for vehicles at the base of the canyon or charging for permits to drive the canyon during the winter! **(32.2.4A)**

Thank you for taking the time to read my comment.

Best,

Laila Hakkarinen

COMMENT #: 10067
DATE: 9/1/21 7:52 PM
SOURCE: Website
NAME: Brian Moench

COMMENT:

The Utah Dept. of Transportation (UDOT) all too often interprets its role in the community through the tunnel vision of prioritizing reduction of commuter travel time. In doing so, time and again UDOT bulldozes (literally) its way through the community carving up intact neighborhoods, ignoring the air pollution and public health consequences, and serving the perceived need of one community at the expense of other communities, and the over all public good. Whether canyon traffic congestion is ameliorated by any of the proposed alternatives involves issues and community values that go far beyond UDOT's expertise and value system.

So too is the proposal for relieving traffic congestion in Little Cottonwood Canyon via a rail line or a gondola. **(32.2.9E and 32.2.9M)** Both of those alternatives are essentially a public subsidy to the ski industry, at the expense of virtually all other users of the canyon. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Furthermore, with the rapid evolution of the climate crisis, it is certain that the ski industry will markedly contract because of shorter winters and less snow fall. **(32.2.2E)** To that extent, money spent on rail or a gondola will become partially, if not totally, a stranded asset, i.e. a complete waste of money.

Either alternative, but especially the gondola, will have a markedly detrimental impact on the unique aesthetic value of the canyon for the 2 million people that live within minutes of it. **(32.17A)** People who use it for all the reasons other than downhill skiing would consider the value and natural appeal of the canyon severely degraded. **(32.4I)** The rail, and especially the gondola alternatives would create every bit as much a transportation disadvantage for those canyon users as it would an advantage for skiers. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

This is also a class issue in that skiing is an expensive sport, beyond the reach of lower income families and even many middle-income users of the canyon. In contrast, hiking, picnicking, rock climbing, and back country skiing require far less monetary investment. Little Cottonwood Canyon is an irreplaceable asset that belongs to the public at large. The very idea that it should be carved up and disfigured using public money to provide yet another play-ground for the rich would be intolerable public policy. **(32.5A and 32.4I)**

Any alternative that requires widening the road would be a tragic and obviously permanent degradation of the canyon's greatest asset, and the very reason why the majority of visitors go there-to see and experience the beauty of nature. **(32.2.9C and 32.17B)** The very proposal is reminiscent of the infamous quote from a US army officer about a town during the Vietnam War, "We had to destroy the town to save it."

The canyon also provides critical watershed for the Salt Lake Valley. There is every reason to believe that the digging, blasting and excavation from the proposed construction could take place in areas of legacy mining activity and therefore release more heavy metals, including lead, into the creek's water. This possibility has not been adequately considered in the environmental impact of these alternatives. **(32.12A, 32.12B, 32.12C, and 32.19A)**. I strongly oppose all the alternatives proposed by UDOT other than simple, expanded bus service up the canyon. **(32.2.9A)**

Dr. Brian Moench
President, Utah Physicians for a Healthy Environment

COMMENT #: 10068
DATE: 9/1/21 7:54 PM
SOURCE: Website
NAME: Rowan Hilton

COMMENT:

There is no good solution to the traffic problem but a gondola is the worst option. (32.7C and 32.2.9E)
Your saying [REDACTED] public lands and [REDACTED] everyone when doing this. (32.1.2B and 32.1.2D) Alta has gone downhill in the last several years. The extra bus lanes is the best option. (32.2.9B) It will increase bus riding equaling more sustainable travel. Or just limit how many people can go up. Workers who need to go can and people who show up late turn the [REDACTED] around. (32.2.2L, 32.2.4A, and 32.2.2K)

COMMENT #: 10069
DATE: 9/1/21 7:54 PM
SOURCE: Website
NAME: Christen Thompson

COMMENT:

Let's follow Switzerland's example and build a tunnel system instead. No snow removal required no widening of roads. **(32.2.2C)**

COMMENT #: 10070
DATE: 9/1/21 7:55 PM
SOURCE: Website
NAME: Phoebe Stokes

COMMENT:

Preserve nature. This isn't something that can be rebuilt once it's been destroyed. Please look for alternatives as opposed to building more infrastructure. **(32.2.2PP)**

COMMENT #: 10071
DATE: 9/1/21 7:56 PM
SOURCE: Website
NAME: Frank Whitby

COMMENT:

NO on the GONDOLA! **(32.2.9E)**. Mayor Wilson and rep Bradley are right. KEEP IT SIMPLE. USE THE ROAD. The road can be managed. The gondola is the brainchild of special interests that want taxpayers to buy some stupid toy. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Keep the road open, improve it, make a really good transit hub, Do Not build a Gondola. **(32.2.9A)**

COMMENT #: 10072
DATE: 9/1/21 7:57 PM
SOURCE: Website
NAME: Serena Yau

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, 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 #: 10073
DATE: 9/1/21 7:57 PM
SOURCE: Website
NAME: Roxana Dan

COMMENT:

I am against the gondola project, and against widening the road in LCC. **(32.2.9E and 32.2.9C)** I am all for enhanced electrical bus service, building of numerous parking spots at the mouth of the canyon and charging a substantial fee to drive up the canyon in a private car. **(32.2.9A, 32.2.4A, and 32.2.6.3F)**

COMMENT #: 10074
DATE: 9/1/21 7:58 PM
SOURCE: Email
NAME: Izzy Galland

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
izzy galland
Salt Lake City, UT

COMMENT #: 10075
DATE: 9/1/21 8:00 PM
SOURCE: Website
NAME: Julianna Potter

COMMENT:

This proposal benefits a segment of the community but ignores the needs of so many others who use the canyon. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Most importantly, it is environmentally detrimental to a beautiful and unique place. **(32.17A and 32.17B)** Damaging our canyons for hikers, bikers, and climbers to benefit the ski community (and only those who ski at resorts, not the Backcountry crowd) is not fair. **(32.4I)** It's putting business interests over those of residents and nature. This is an unethical proposition. **(32.2.7A)**

COMMENT #: 10076
DATE: 9/1/21 8:01 PM
SOURCE: Website
NAME: Karthik Nadesan

COMMENT:

This is a second comment made after reviewing all of the information disseminated and public discussion regarding the proposed alternatives. I believe that a solution involving tolling and increased bus service without widening lanes should be explored before adopting a plan that will permanently impact the physical structure and environment of Little Cottonwood Canyon. **(32.2.9A)** Specifically, UDOT should balance the needs of all users of the Canyon and adopt the least intrusive alternative that decreases the environmental impact of traffic on the canyon while also increasing safety and reliability. **(32.1.2B, 32.1.2D, 32.7C, and 32.29G)** To that end, it should explore the use of snow sheds, tolling, and increased bus service before jumping to a more invasive and drastic remedy such as road widening or a gondola. **(32.2.9A, 32.2.4A, 32.2.9K, 32.2.9C, and 32.2.9E)**

I further believe that both of the current proposals are deficient for the following reasons:

- 1) 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)**
- 2) Both UDOT proposals threaten iconic climbing throughout Little Cottonwood and at least 64 boulders and 273 boulder problems. **(32.4A and 32.4B)**
- 3) 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)**
- 4) Any efforts that intentionally or unintentionally increase canyon 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. 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 and 32.20B)**
- 5) Both of the current alternatives favor the ski resorts above other users of the canyon. They do not adequately address summertime recreation or provide any benefits to backcountry users, hikers, or climbers. **(32.1.2C, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**
- 6) The advantages of the gondola appear based on high avalanche risk weather events that will become increasingly rare due to climate change. In addition, the type of snow/avalanche situation that would result in road closures despite the construction of avalanche sheds would likely also result in closure of ski resorts as well due to avalanche risk. **(32.2.2E, 32.2.6.5H, and 32.2.6.5K)**
- 7) I also agree with the Salt Lake Climbers Alliance's Justice, Equity, Diversity, and Inclusion (JEDI) Committee on how UDOT's proposals perpetuate environmental marginalization and injustice in the Wasatch Front. **(32.5A)**

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)**

I hope that the final proposal from UDOT will be one that truly balances the needs of all canyon user groups, as well as the need to preserve the physical beauty of the canyon, limit overuse, and safeguard the sanctity of its environment. **(32.1.2D and 32.2.9G)**

COMMENT #: 10077
DATE: 9/1/21 8:02 PM
SOURCE: Website
NAME: Connor Bogert

COMMENT:

I strongly oppose the gondola do to traffic complication it will cause at the mouth of the canyon do to stop lights, merging, left hand turns and the like. **(32.2.9E and 32.2.6.5E)** Also when there is a medical emergency at either snowbird or Alta during a road closure period when weather is inclement helicopters can't fly at all. A 45minute up ride and then another down ride at 45 minutes before a person can be taken to a hospital is absurd consider that person dead. I'm all for snowshed tunnels!! Why because an ambulance can make it up and down llc and to a hospital in 45 minutes. **(32.2.6.4C)** Traffic can continuously flow to and from the resorts and operate smoothly as any transportation plan ideally should. We can still use buses to limit cars. **(32.2.9A and 32.2.4A)** And keep the canyon prestine. Snowshed tunnels would also allow for less spending on salt and plowing. **(32.2.9K)** Less Salt means keeping the watershed natural and less salt runoff in snowmelt means cleaner drinking water and better ph and water quality for plants and the ecosystem. **(32.12E)** I think you all really need to consider snowshed tunnels and how in the long term it will help preserve the environment and watershed and maybe save some lives more than a gondola would. Gondola towers will need concrete and maintenance, which would mean constructing utility roads to the towers further reducing the free flow and already naturalized state of LCC stream and riparian areas. **(32.12A)** To disturb a watershed that has already begun to re naturalize and stabilize over the past 20 years or more then to re disturb it by making utility roads is stupid. It's would be hitting the reset button. To helicopter in buckets of concrete would be fairly pricey as well and then you may have project time delays do to weather and then how would you maintain the towers? **(32.2.7C)** Who's going to grease the wheels and bearing s. Just build snow tunnels I think you all are really jumping the gun on a gondola **(32.29R)**

COMMENT #: 10078
DATE: 9/1/21 8:02 PM
SOURCE: Website
NAME: Josh Williams

COMMENT:

More busses! Do a full bus system and make everybody ride the bus. No need to widen the road or have a gondala when you could send up tons of uta buses and make people ride them. **(32.2.2B, 32.2.9A, 32.2.4A, 32.2.9C, and 32.2.9E)**

COMMENT #: 10079
DATE: 9/1/21 8:02 PM
SOURCE: Website
NAME: Barbara Aiken

COMMENT:

Considering the congestion and gasses vehicles exhume each day in the Canyon, I'm totally in favor of the UDOT gondola project. **(32.2.9D)**

COMMENT #: 10080
DATE: 9/1/21 8:02 PM
SOURCE: Website
NAME: Martin Zanazzi

COMMENT:

As cool as the idea of a gondola sounds, I think there are much better ways of approaching this. **(32.2.9E)** I wider road makes way more sense , and encourages carpooling. Being 15 I might not have the best perspective on this but I've had my fair share of being stuck in llc. Hopefully y'all can find a way, cheers **(32.2.2P and 32.2.4A)**

COMMENT #: 10081
DATE: 9/1/21 8:03 PM
SOURCE: Website
NAME: Christopher Schroeder

COMMENT:

I prefer a cog rail that could be pushed through to BCC and do laps from LCC to BCC and so forth. **(32.2.2Q and 32.2.9F)** But if that's not an option than I would prefer the gondola...I would hope it would run till late in the evening so people could spend time in the evening at the mountain restaurants. **(32.2.9D and 32.2.6.5F)**

COMMENT #: 10082
DATE: 9/1/21 8:03 PM
SOURCE: Website
NAME: Jared Zaugg

COMMENT:

I support a free-to-the-public, high speed gondola in Little Cottonwood Canyon. **(32.2.9D and 32.2.4A)**

COMMENT #: 10083
DATE: 9/1/21 8:03 PM
SOURCE: Email
NAME: Jacob Moreno

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

COMMENT #: 10084
DATE: 9/1/21 8:04 PM
SOURCE: Website
NAME: Christopher Low

COMMENT:

Please build the gondola. It's the definitely the best alternative. **(32.2.9D)** I'm totally against widening the road and putting more vehicles on it. **(32.2.9C)** The gondola can be done in a nonintrusive way, blending with the natural beauty, and will be much more reliable in the winter vs. slick roads and avalanches. **(32.17A)** Plus, it'll be a benefit for our economy and tourism, solidifying Utah as the premier skiing destination in America. Do we want to allow skiing in the canyon? We'll, yes. Then build the gondola. Please.

Chris Low

Lifetime Utah Resident and Skier

COMMENT #: 10085
DATE: 9/1/21 8:05 PM
SOURCE: Website
NAME: Elena Ritter

COMMENT:

Up for gondola! (32.2.9D)

COMMENT #: 10086
DATE: 9/1/21 8:07 PM
SOURCE: Website
NAME: Steph Evans

COMMENT:

Keep the canyon the way it is! So many beautiful and irreplaceable locations will be ruined, climbers will be impacted especially. (32.4I, 32.4A, 32.4B, and 32.2.9G)

COMMENT #: 10087
DATE: 9/1/21 8:07 PM
SOURCE: Email
NAME: John Dreyfous

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)**

Sincerely,
John Dreyfous
Holladay, UT

COMMENT #: 10088
DATE: 9/1/21 8:08 PM
SOURCE: Website
NAME: Tyler Stevens

COMMENT:

I'll keep my comment simple and short. Choosing the option of busses rather than the Gondola seems to be the more conservative and safe initial measure **(32.2.9A and 32.2.9E)** The Gondola is a project that's irreversible if it doesn't work out. Let's play it safe with something the public is so passionate about.

COMMENT #: 10089
DATE: 9/1/21 8:08 PM
SOURCE: Website
NAME: Jack Wilke

COMMENT:

Climbing areas provide a much needed recreational area for stewards of the environment and are incredibly important to a very positive and impactful community. Destroying this would lay waste that cannot be undone, and is completely unacceptable **(32.4A and 32.4B)**.

COMMENT #: 10090
DATE: 9/1/21 8:09 PM
SOURCE: Website
NAME: David Hiestand

COMMENT:

The gondola a crazy proposal with so many open questions. Very expensive for the taxpayers and potentially only benefiting the few. The risk is on the population, not the few that may benefit. If the beneficiaries (Gondolaworks.com) of this project had to fund it (as if they could) they certainly wouldn't risk it. I wish I could place a bet on this not being successful, because I would be all in. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Technol will advance and obsolete this extrodiny waste of money.

Try and make a bus system that actualt works before spending money on a gondola or expanding the road. **(32.2.9A and 32.29R)**

COMMENT #: 10091
DATE: 9/1/21 8:11 PM
SOURCE: Website
NAME: Charles Reimers

COMMENT:

Please go with enhanced bus service, so much more future flexibility **(32.2.9A)**

COMMENT #: 10092
DATE: 9/1/21 8:12 PM
SOURCE: Website
NAME: Max Jones

COMMENT:

NO GONDOLA, I understand something needs to be done but it should stop at widening the road
(32.2.9E and 32.2.9B or 32.2.9C)

COMMENT #: 10093
DATE: 9/1/21 8:12 PM
SOURCE: Email
NAME: Marissa Popp

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

Let's do electric buses for little AND big cottonwood canyon. **(32.2.9A, 32.2.6.3F, and 32.1.1A)** Gondola idea only serves Alta and snowbird. Plenty of people (that also give their money to local tourism) explore the mountains outside of those resorts so the gondola would do no good for those people and would ruin the canyons. **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, 32.7C, and 32.4I)** If we can't even allow dogs how can we allow such a monstrosity to be built.

Sincerely,
Marissa Popp
Huntsville, UT

COMMENT #: 10094
DATE: 9/1/21 8:14 PM
SOURCE: Website
NAME: Reuben Lambert

COMMENT:

The reduction of auto emissions is the biggest plus for the new tram **(32.10A)** There are other problems to be adressed. Environmental damage to the canyon during construction, upkeep problems during severe weather, and if the tram becomes inoperative, would access to the canyon by road still be available. **(32.19A, 32.2.6.5K, and 32.2.6.5D)** I am in favor of the tram idea, but would it be the total "fix all" that some people say? Let's talk about it. **(32.2.9D)**

COMMENT #: 10095
DATE: 9/1/21 8:14 PM
SOURCE: Website
NAME: Tyler Fagergren

COMMENT:

This helps keep salt lake special, and offers an attractive alternative to traffic. **(32.29D)**

COMMENT #: 10096
DATE: 9/1/21 8:14 PM
SOURCE: Email
NAME: Mike Elberts

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 Elberts
Park City, UT

COMMENT #: 10097
DATE: 9/1/21 8:15 PM
SOURCE: Website
NAME: Beckie Bradshaw

COMMENT:

Gondola is a fabulous plan....time to really focus on SAVING THE CANYONS! **(32.2.9D)**

COMMENT #: 10098
DATE: 9/1/21 8:15 PM
SOURCE: Website
NAME: Dustin Wise

COMMENT:

I support snow shed proposal. **(32.2.9K)** We need to protect the road crews and public. This is the only safe solution. **(32.7A)** Extra lane taking buses out of the main flow will encourage public transit and be much more sustainable long term solution with snow sheds in vulnerable areas that will decrease the risk to all traveling and road crews clearing the roads. **(32.2.9B)** Gondola does nothing to solve the slide problem closing the road. **(32.2.9E and 32.2.6.5Z)**

COMMENT #: 10099
DATE: 9/1/21 8:15 PM
SOURCE: Website
NAME: Rachel Jacques

COMMENT:

I am NOT In favor of a gondola. It will ruin the canyon. I am in favor of buses and adding a bus only lane. **(32.2.9E and 32.2.9C)**

COMMENT #: 10100
DATE: 9/1/21 8:16 PM
SOURCE: Website
NAME: Katie G

COMMENT:

Hello,

I have only been a SLC resident for 3 years and even in those few years I have seen the terrible problems with the congestions of both Cottonwoods. Things need to change but the gondola is NOT the answer. **(32.2.9E)** Not only is the capacity of people going up too small but it disregards backcountry access points that heavily used both in the summer and winter. **(32.2.6.5N, 32.1.2C, and 32.2.6.5G)** It is set up for company profit and not for the SLC community. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Also it would be terribly ugly and effect the views of our beloved mountains. **(32.17A)**

From what I see, much of the congestions stems from bad drivers, busy parking lots and avalanches covering the road. With that, I feel building snow bridges, increasing the bus schedules that will stop at backcountry asses and tolling the entrances to the Little Cottonwood. **(32.2.9K, 32.2.6.3N, 32.2.9A, and 32.2.6.3C)** By charging a larger toll to enter the canyons it would encourage more people to use the busses. **(32.2.4A)** To do that you need more buses not only on the weekends but the weekdays. We live in a community of healthcare workers (3 level one hospitals within 15miles), and many have the weekdays off. Please add stops for backcountry assess. **(32.2.6.3N and 32.2.6.3C)** Thank you for listening. Again, NO to the gondola. **(32.2.9E)**

COMMENT #: 10101
DATE: 9/1/21 8:16 PM
SOURCE: Website
NAME: Danielle E Harnsberger

COMMENT:

Regardless of climate change the salt lake valley is only becoming more populated which means more people and more cars on our roads. I think the idea of the gondola gives roadways a break and users the opportunity to enjoy coming and going from our mountain destinations without the hassle of traffic and congestion. **(32.2.2E, 32.2.9D, and 32.7C)**

COMMENT #: 10102
DATE: 9/1/21 8:16 PM
SOURCE: Email
NAME: Kim Quapp

COMMENT:

Dear Utah Department of Transportation (UDOT),

Nature is not infinite. We must take care of it and preserve it. It is up to us to do our part to protect the beautiful fauna and flora that make Utah the beautiful place that it is. We must protect this canyon and limit the physical human impact that we are forcing upon it. We only have once chance to do this. We must slow down, take care, and do it right. **(32.29G)**

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 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,
Kim Quapp
Park City, UT

COMMENT #: 10103
DATE: 9/1/21 8:17 PM
SOURCE: Website
NAME: Allison Guzman

COMMENT:

please don't widen the roads or install the gondola. this will ruin the beautiful nature of LLC
(32.2.9C, 32.2.9E, 32.17A, and 32.17B)

COMMENT #: 10104
DATE: 9/1/21 8:18 PM
SOURCE: Website
NAME: Michael Ahern

COMMENT:

NO GONDOLA. **(32.2.9E)** Have you heard of Induced Traffic Demand? If you think that adding a gondola is going to reduce the number of cars on the road you're wrong. People who were less likely to go skiing because of the traffic will now go, in addition to the gondola, creating the same amount of traffic with more people on the slopes thanks to the gondola. **(32.2.4A and 32.20E)** Public funds do not need to be put in to make the ski resorts more money. This will hurt the canyon, increase ski traffic, and not make a noticeable decrease in canyon traffic. The only thing it will do is increase profits for resorts. **(32.20C, 32.20A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The canyon has hit its capacity. Put in a toll, remove the ikon, have reservations for parking. Anything but increase the infrastructure to benefit the resorts. **(32.2.4A, 32.2.2Y, and 32.2.2K)**

COMMENT #: 10105
DATE: 9/1/21 8:18 PM
SOURCE: Website
NAME: Jeff Sindt

COMMENT:

Agree with Mayor Wilson's comments on 9/1. Bus preferred over gondola. But strongly prefer neither, must do other options first. **(32.2.9C, 32.2.9E, and 32.2.9R)** Very against gondola. Suggest tolls on existing roads and better bus routes, paid parking. **(32.2.4A, 32.2.9A, and 32.2.2K)** Also firmly closing LCC on powder days until 11am with no chance of early open would help. **(32.2.2B)** No gondola!

COMMENT #: 10106
DATE: 9/1/21 8:18 PM
SOURCE: Website
NAME: Giles Lieb

COMMENT:

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

COMMENT #: 10107
DATE: 9/1/21 8:19 PM
SOURCE: Website
NAME: Anna Brown

COMMENT:

Thank you, UDOT, for putting in so much time and effort to put together all of this information on the environmental impact of these options. I believe it is very important to prioritize wildlife habitat and minimize our presence. **(32.29G)** That being said, I think the gondola alternative B is an amazing option to reduce traffic in Little Cottonwood Canyon. **(32.2.9D)** Although there are some concerns about increased travel times the gondola has compared to the enhanced bus service, weather conditions make the actual time for the bus unknown which potentially could result in longer travel times than the gondola. **(32.2.6.3P)** I also think it will be helpful to reduce the amount of cars on the road for safety and environmental purposes. **(32.1.2D and 32.7C)** I look forward to seeing what the decision for this project will be!

COMMENT #: 10108
DATE: 9/1/21 8:19 PM
SOURCE: Website
NAME: Dan Dan

COMMENT:

I am against gondola or road changes in LCC. **(32.2.9E and 32.2.9C)** I think the best option is electric buses every 10 min in the mornings and afternoons and toll for cars. **(32.2.9A, 32.2.6.3F, and 32.2.4A)**

COMMENT #: 10109
DATE: 9/1/21 8:20 PM
SOURCE: Website
NAME: Stacy Shaha

COMMENT:

I am NOT in favor of the gandola. I agree with Mayor Wilson, other option please!!! (32.2.9E and 32.2.2I)

COMMENT #: 10110
DATE: 9/1/21 8:21 PM
SOURCE: Website
NAME: Michael Huff

COMMENT:

Lower carbon footprint, effective and stable people mover, lower affect on the environment in multiple ways, increased safety, increased commerce, increased access to beautiful amenities during peak usages. What is not to like? **(32.10A and 32.2.9D)**

COMMENT #: 10111
DATE: 9/1/21 8:22 PM
SOURCE: Website
NAME: Jeff Weinberg

COMMENT:

There is a sacred value which is found within the to-be destroyed boulders in LCC. Those boulders have shaped some of the best climbers to come out of Utah and the US. People also seek out LCC from around the world solely to climb there; if those boulders are demolished climbers are less likely to come here. **(32.4A, 32.4B, and 32.4I)** Culture will be lost through an inequitable solution. There is a more comprehensive solution to the traffic issue in LCC - improve public transport - buses. Please explore other avenues before destroying apart of Utah. **(32.2.9A and 32.2.2PP)**

COMMENT #: 10112
DATE: 9/1/21 8:23 PM
SOURCE: Email
NAME: Julie Gregersen

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
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Sincerely,
Julie Gregersen
Salt Lake City, UT

COMMENT #: 10113
DATE: 9/1/21 8:24 PM
SOURCE: Website
NAME: Margaret Shaw

COMMENT:

This really is the best option. Less impact on the road during construction. Better for tourism Better for the air. (32.29D and 32.10A)

COMMENT #: 10114
DATE: 9/1/21 8:24 PM
SOURCE: Website
NAME: John McCall

COMMENT:

Maybe Elon Musk's Boring Company? **(32.2.2B)**

Dig a tunnel under the canyon.

COMMENT #: 10115
DATE: 9/1/21 8:24 PM
SOURCE: Website
NAME: Lindsay Parkerson

COMMENT:

I support the gondola and all alternatives to destroying the natural canyon **(32.2.9D)**

COMMENT #: 10116
DATE: 9/1/21 8:25 PM
SOURCE: Website
NAME: Janie Brown

COMMENT:

I'm definitely in favor of the gondola. This will keep our air cleaner by eliminating all the emissions from the extra buses in the other plan. It is also more efficient in terms of the weather, the gondola can move people out of the canyon when buses cannot make it in our out of the canyon during severe weather.
(32.2.9D, 32.10A, and 32.2.6.5K)

COMMENT #: 10117
DATE: 9/1/21 8:25 PM
SOURCE: Website
NAME: Gabriel Ramos

COMMENT:

Please review reconsider **(32.29D)**

COMMENT #: 10118
DATE: 9/1/21 8:25 PM
SOURCE: Email
NAME: Jennifer Strauss Gurss

COMMENT:

While I'm not convinced that the gondola is the answer to resolving traffic issues in LCC, it is the solution that makes the most sense right now. **(32.7B, 32.7C, and 32.2.9D)** I foresee the need to STILL build snowsheds to allow busses to get up the canyon unimpeded by snowfall, and wonder how the summer hikers will access trailheads. I know there is talk of summer shuttle service to trailheads, and I hope that can be incorporated into a final plan. **(32.1.2C, 32.2.6.5Z, 32.2.2W, and 32.2.6.3C)**

Thank you.

Jennifer Strauss Gurss

COMMENT #: 10119
DATE: 9/1/21 8:26 PM
SOURCE: Website
NAME: Nicholas Parent

COMMENT:

Build it and they will come. Seriously super excited to read about this and crossing fingers it comes to fruition. **(32.29D)**

COMMENT #: 10120
DATE: 9/1/21 8:27 PM
SOURCE: Website
NAME: Lacey Remington-Franz

COMMENT:

The gondola would present a huge waste of money for taxpayers to support a few businesses up the canyon. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** It will also wreck the scenery and pristine nature of Little Cottonwood Canyon for future generations. **(32.17A)** Once built, taxpayers and our children will have to foot the bill to line the pockets of a few shareholders. Bus service will provide similar benefit at a much lower cost and will provide greater flexibility. **(32.2.9A)**

COMMENT #: 10121
DATE: 9/1/21 8:27 PM
SOURCE: Website
NAME: Jim Schley

COMMENT:

In favor of gondola **(32.2.9D)**

COMMENT #: 10122
DATE: 9/1/21 8:27 PM
SOURCE: Email
NAME: Kam 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,
Kam Jones
Sandy, UT

COMMENT #: 10123
DATE: 9/1/21 8:28 PM
SOURCE: Website
NAME: Devin Weder

COMMENT:

As a year round user of Little Cottonwood Canyon, the Gondola option does not serve me. **(32.2.9E)** With no stops mid canyon, and a commute time much longer than driving a car up the canyon, there is little to no reason for me to use it. **(32.2.6.5G and 32.2.4A)** A bus would be much more beneficial, although I do recognize that a bus will not solve the traffic problem during avalanches or when there are crashes. **(32.2.9A, 32.7A, and 32.2.6.3P)**

COMMENT #: 10124
DATE: 9/1/21 8:28 PM
SOURCE: Website
NAME: Verene Huang

COMMENT:

Protect America's climbing! (32.29G, 32.4A and 32.4B)

COMMENT #: 10125
DATE: 9/1/21 8:28 PM
SOURCE: Website
NAME: Kathy McFarland

COMMENT:

It seems to me that the gondola proposition is unreasonable. **(32.2.9E)** Having another large parking lot at the base of the canyon will still cause a backup of traffic with too many cars trying to use one parking area. **(32.2.6.5E)** The proposed fee of \$35.00 to ride, added to an expensive day pass, could make skiing out of reach financially for families who would like to spend time together in the mountains. **(32.2.4A, 32.5A, and 32.2.6.5D)** It seems that the bus option is definitely the better one of the two proposals. **(32.2.9B)**

COMMENT #: 10126
DATE: 9/1/21 8:30 PM
SOURCE: Website
NAME: August Simmons

COMMENT:

Great idea to put in a gondola. Love that it will reduce carbon emissions. Way safer for my family! Let's make it happen! **(32.2.9D and 32.10A)**

COMMENT #: 10127
DATE: 9/1/21 8:31 PM
SOURCE: Website
NAME: Matt Huang

COMMENT:

we prefer the enhanced bus service option to help preserve the rock climbing that would be destroyed with the widening of the road and gondola options. **(32.2.9A, 32.4A, 32.4B, 32.2.9C, and 32.2.9E)**

COMMENT #: 10128
DATE: 9/1/21 8:31 PM
SOURCE: Email
NAME: Zoe Cross

COMMENT:

Dear Utah Department of Transportation (UDOT),

I 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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- 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,
Zoe Cross
Salt lake city, UT

COMMENT #: 10129
DATE: 9/1/21 8:32 PM
SOURCE: Website
NAME: Michelle Fatovic

COMMENT:

It is completely unreasonable to tear the canyon apart and to spend all of these tax payers dollars to build something that only profits private companies. (32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)
This is an eye sore and it is going to destroy tons of climbing. If the skiers at snowbird and Alta are so put out by traffic, they should adjust accordingly. (32.17A, 32.4B, 32.2.9E, and 32.1.2B)

COMMENT #: 10130
DATE: 9/1/21 8:32 PM
SOURCE: Website
NAME: Andrew Meservy

COMMENT:

I agree with the SLCA!! (32.29D)

COMMENT #: 10131
DATE: 9/1/21 8:32 PM
SOURCE: Website
NAME: Jason G

COMMENT:

Climbing in little cottonwood is a staple of the area, its helped me make friends, get outdoors, enjoy what UT has to offer, and keep up a mental attitude in tough times. Putting that climbing at risk i believe would have more detrimental effects than beneficial, in my opinion. **(32.4A, 32.4B, and 32.4I)**

COMMENT #: 10132
DATE: 9/1/21 8:35 PM
SOURCE: Website
NAME: Louis Peirce

COMMENT:

I support the gondola option for little cottonwood canyon (32.2.9D)

COMMENT #: 10133
DATE: 9/1/21 8:38 PM
SOURCE: Website
NAME: Luke Bucciarelli

COMMENT:

Why can't UDOT at least try tolling the road before they destroy the climbing in LCC? Please don't do this. (32.2.2Y, 32.4A, and 32.4B)

COMMENT #: 10134
DATE: 9/1/21 8:38 PM
SOURCE: Website
NAME: Shane Jimenez

COMMENT:

I believe that our wonderful cottonwood canyons have a human capacity. **(32.20B)** I think the snow bridges and widening of the road for more bus travel is a good place to start **(32.2.9B)**. Also why not make a little money from the people That want to travel up canyon during peak periods. Millcreek canyon is on a fee daily and still gets hammered with people. **(32.2.4A)** Building a Gondola only for the purpose of the two resorts and winter operations is ridiculous. Especially with the use of our tax payer money. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** It's 6 months of use a year and then sits unused for six. **(32.2.6.5F)** Busses can be used year round. **(32.1.2C and 32.2.6.3C)**

I am totally against building a gondola in little cottonwood canyon. Please listen to the people of our community. **(32.2.9E)**

COMMENT #: 10135
DATE: 9/1/21 8:38 PM
SOURCE: Website
NAME: Lisa Borchardt

COMMENT:

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, 32.17A, and 32.4I)**

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 and 32.1.4D)** 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, 32.7A, 32.7B, 32.7C, 32.2.2K, and 32.1.2D)** 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. 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. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, 32.7C, and 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. **(32.29G)**

Lisa Borchardt

COMMENT #: 10136
DATE: 9/1/21 8:39 PM
SOURCE: Website
NAME: William Martin

COMMENT:

I am an annual tourist comes to salt lake every year. I am a supporter of the gondola proposal.
(32.2.9D)

COMMENT #: 10137
DATE: 9/1/21 8:39 PM
SOURCE: Email
NAME: Melanie Robertson

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Melanie Robertson
Chicago, IL

COMMENT #: 10138
DATE: 9/1/21 8:39 PM
SOURCE: Email
NAME: Erme Catino

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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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- 6) The gondola is a subsidized ski lift for the ski areas, and it has been disgraceful watching Alta and Snowbird posture their position on social media and email campaigns. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** These ski areas stand to benefit while the whole "community loses, but they don't care. All they care about is selling more tickets than competing markets like Colorado, California, etc. and having an attraction. The gondola is in no way, shape or form, a transportation solution. **(32.2.9E and 32.7C)** It's an amusement park ride that will forever ruin the canyon, watershed, viewshed, wildlife, and human powered recreation - and it won't even solve the problem. **(32.4I, 32.12A, 32.17A, 32.13A, 32.4B, and 32.7C)**

Sincerely,
Erme Catino
Brighton, UT

COMMENT #: 10139
DATE: 9/1/21 8:40 PM
SOURCE: Website
NAME: Mark Raming

COMMENT:

UDOT's project purpose and need seems like someone trying to decide what cable TV service they want to subscribe to while their house is burning to the ground. **(32.1.2B)** Even considering the limited scope of the DEIS, all of the alternatives inadequately address the very limited and shortsighted purpose and need. **(32.2.2PP)** All of the alternatives merely kick the can down the road to a not-so-distant date, where the unbridled ski resorts pressure the Forest Service, politicians and UDOT to go through this whole process again. Too bad this process started with "let's think out of the box" and ended with "stop thinking and get into UDOT's little box. If this process is "data driven" then consider this: more lanes and more access creates more demand and more congestion and more taxes to solve a problem that will never be addressed by the this DEIS's purpose and need. I'd start over. **(32.2..2.2A, 32.2.2P, 32.2.6.3B, and 32.20E)**

COMMENT #: 10140
DATE: 9/1/21 8:42 PM
SOURCE: Website
NAME: Carl Smith

COMMENT:

I am in favor for the gondola. It will greatly reduce traffic up and down the canyon. **(32.2.9D)**

COMMENT #: 10141
DATE: 9/1/21 8:42 PM
SOURCE: Email
NAME: Keaton Perkins

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Keaton Perkins
Salt Lake City, UT

COMMENT #: 10142
DATE: 9/1/21 8:42 PM
SOURCE: Email
NAME: Roy Crandall

COMMENT:

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I 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,
Roy Crandall
Park City, UT

COMMENT #: 10143
DATE: 9/1/21 8:43 PM
SOURCE: Website
NAME: Jonathan Burnham

COMMENT:

Ultimately I would prefer nothing is done. **(32.2.9G)** The ski resorts are already at capacity. Snowbird has 45 minute lift lines midweek. People will stop traveling to Utah to ski or snowboard if those times increase. **(32.20C)** The best bet would be to stop allowing private cars in the canyon during the ski season. Only shuttles like Zion National Park. **(32.2.2B)**

However if we are deciding between increased busing or the gondola, I would much prefer busing. **(32.2.9E and 32.2.9A)** The gondola would be an eye sore and it's a permanent implementation that isn't adaptable. **(32.17A)** In less than 10 years, we will all most likely have self driving cars and transportation will fundamentally change. Investing half a billion dollars into a gondola or road widening seems short sighted and foolish. **(32.2.6.5A and 32.2.6H)** Leave the road how it is. Restrict more cars if needed. And increase busing. **(32.2.4A and 32.2.9A)**

COMMENT #: 10144
DATE: 9/1/21 8:43 PM
SOURCE: Website
NAME: Dash Longe

COMMENT:

I am in favor of the option that supports the longest term solution as it is undeniable that canyon congestion will continue to increase drastically in the decades to come. Environmental impacts should be the top priority in my opinion. **(32.29G)** For these reasons I am in favor of the Gondola option. **(32.2.9D)** Widening the road would be tragic on the watershed and ecosystem of LCC. **(32.12B and 32.13B)** Please consider the long term growth trajectory of Salt Lake City, increased popularity as vacation destination and environmental impacts ahead of humanity's ever selfish desire for convenience.

COMMENT #: 10145
DATE: 9/1/21 8:44 PM
SOURCE: Website
NAME: Sara Leonard

COMMENT:

I am in support of UDOT's Enhanced Bus without Roadway Widening proposal. **(32.2.9A)** One thing that makes Utah and the Salt Lake area unique is its well-kept nature and outdoor scenery. I would like to preserve the beauty of the canyons and maintain climber access to the routes that would be affected by a gondola. **(32.2.9E, 32.17A, and 32.4B)** Less impactful methods should be implemented before a gondola or additional lanes should be considered. **(32.2.9E, 32.2.9C, 32.2.2PP, and 32.29R)**

COMMENT #: 10146
DATE: 9/1/21 8:44 PM
SOURCE: Website
NAME: Tanner Lundell

COMMENT:

Please, please for the sake of our canyon do not expand methods to get even more people to the resorts. They are busy enough! If you get to the resort early you can avoid the major traffic issue. **(32.2.9G and 32.20C)** ALSO and even more importantly the bus/lane expansion idea and even more so the gondola idea will both create a bigger eyesore, one obviously even more so than the other. **(32.2.9E, 32.2.9C, 32.17A, and 32.17B)** The gondola will truly change and take away from the aesthetic natural beauty that helps make LCC so special in the first place and draws everyone here. **(32.17A)** My SOLUTION, there has to be a cap to the number of cars at each resort and trailhead in the canyon at a single time. **(32.20B and 32.1.2B)** Start by weeding out people who's cars are not properly equipped by enforcing traction laws when it is snowing and before a known storm is coming to keep them out when the bad road conditions show up! **(32.2.2M)** On busy anticipated days requiring carpooling/ no single occupant vehicles while the buses will be available for both ill-prepared drivers and people that don't have a buddy to ride up with for the day. **(32.2.2Y)** Consider adding a reservation system. **(32.2.2K)** Thank you for your time.

COMMENT #: 10147
DATE: 9/1/21 8:44 PM
SOURCE: Email
NAME: Josh Ampil

COMMENT:

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- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Josh Ampil
Salt Lake City, UT

COMMENT #: 10148
DATE: 9/1/21 8:45 PM
SOURCE: Website
NAME: Kristi Graham

COMMENT:

I do want the gondola! **(32.2.9D)**

COMMENT #: 10149
DATE: 9/1/21 8:45 PM
SOURCE: Email
NAME: Rachel Brown

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
rachel brown
slc, UT

COMMENT #: 10150
DATE: 9/1/21 8:45 PM
SOURCE: Email
NAME: Ralph and Kay Packard

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Ralph and Kay Packard
Salt Lake City, UT

COMMENT #: 10151
DATE: 9/1/21 8:46 PM
SOURCE: Website
NAME: Brian Martin

COMMENT:

A gondola is not the solution to the problem. (32.2.9E) It will enrich a few, alienate others, and ultimately damage an area rich with natural recreation. Let's not. (32.4I, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)

COMMENT #: 10152
DATE: 9/1/21 8:47 PM
SOURCE: Website
NAME: Nicholas Giustino

COMMENT:

I support the gondola. Much more of a long term solution vs buses. **(32.2.9D and 32.2.9C)**

COMMENT #: 10153
DATE: 9/1/21 8:47 PM
SOURCE: Website
NAME: Stephanie Black

COMMENT:

I'm against the gondola and road widening. **(32.2.9E and 32.2.9C)** I am a Salt Lake City resident and I think we have many more options to try before taking such expensive, environmentally detrimental measures. I would like to see tolling and more buses. **(32.2.4A and 3.2.9A)**

COMMENT #: 10154
DATE: 9/1/21 8:50 PM
SOURCE: Website
NAME: Mark Kmetzsch

COMMENT:

I think a gondola is just going to be another lift that gets put on wind hold and it's just gonna make the traffic even worse. **(32.2.9E, 32.2.6.5K, 32.7B, and 32.7C)** I think an underground train would be a far better idea. Just like every other ski resort in the world. **(32.2.2C and 32.2.9F)**

COMMENT #: 10155
DATE: 9/1/21 8:52 PM
SOURCE: Website
NAME: Kyle Harmer

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 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, 32.1.2D, 32.1.2C, 32.2.6.3C, and 32.7C)**

Little cottonwood is a natural wonder that is worthy of protection. **(32.29G)** The idea that the canyon will be forever altered to allow for greater access to ski resorts is beyond heartbreaking. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Clearly, less impactful options exist. Please trail less damaging options before forever impacting this canyon **(32.29R and 32.2.2PP)**

COMMENT #: 10156
DATE: 9/1/21 8:53 PM
SOURCE: Website
NAME: Dave Hales

COMMENT:

Great idea as long as only those that utilize it pay for it. Not a general taxpayer investment. **(32.2.7A)**

COMMENT #: 10157
DATE: 9/1/21 8:53 PM
SOURCE: Email
NAME: Deanna Sarmento

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Deanna Sarmento
Salt Lake City, UT

COMMENT #: 10158
DATE: 9/1/21 8:57 PM
SOURCE: Website
NAME: Barbara Gardner

COMMENT:

We are against supporting a transportation option that only favors one use of the canyon. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Environmental thresholds should be established before to determine how much development and use of the canyon **(32.20B)**. The ski industry shouldn't make all the calls. We need to accommodate other travelers to hiking areas **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 10159
DATE: 9/1/21 8:58 PM
SOURCE: Website
NAME: Mike Wandrie

COMMENT:

I think this is an amazing idea. A gondola would make it safer for skiers on big snow days and make it so you can open the lift but keep the canyon closed for safety reason. But my concern is with the height of the towers how will they be affected by wind. I feel like a wind hold with people 200 feet in the air will be kind of scary. I also think that a gondola will bring a more skieresk vibe to the canyon. **(32.2.9D and 32.2.6.5K)**

COMMENT #: 10160
DATE: 9/1/21 8:58 PM
SOURCE: Website
NAME: Stacy Higbee

COMMENT:

I would prefer the gondola option. Thank you **(32.2.9D)**

COMMENT #: 10161
DATE: 9/1/21 8:59 PM
SOURCE: Website
NAME: Holly Higbee

COMMENT:

I would like to see the gondola installed. **(32.2.9D)**
Thanks

COMMENT #: 10162
DATE: 9/1/21 8:59 PM
SOURCE: Email
NAME: Danielle Poth

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

Please do not build a gondola as a solution to the congestion in the canyon. **(32.2.9E)**

Sincerely,
Danielle Poth
SLC, UT

COMMENT #: 10163
DATE: 9/1/21 9:00 PM
SOURCE: Email
NAME: John Andersen

COMMENT:

Dear Utah Department of Transportation (UDOT),

The gondola seems like another way to draw even more people to the canyon. I understand that is sort of the point of it... to allow more people access to the canyon but the regulars and the old timers will be driven out. It will become a tourist attraction in the sense that only tourists even want to go up there. **(32.1.2B and 32.20C)** Ticket prices will go up at the resorts since they will have endless supply of out-of-towners with weekend ski trip desires. I get that tourism is excellent for utahs economy but it sucks to lose our canyon and have it become California's canyon **(32.2.9E and 32.20C)**

Sincerely,
John andersen
Draper, UT

COMMENT #: 10164
DATE: 9/1/21 9:02 PM
SOURCE: Website
NAME: Billy Simek

COMMENT:

Little Cottonwood Canyon is a pristine haven of granite for rock climbers and the natural ecosystems nestled in the many areas that would be affected in this proposal. The unnecessary destruction of these climbing areas and habitats can and should be avoided at all costs to preserve the natural beauty of one of Utah's Crown Jewels. **(32.4A, 32.4B, 32.13A, 32.13B, and 32.29G)**

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, 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 Butress, Grit Mill, and at the lower Little Cottonwood Park and Ride. **(32.4N and 32.4P)**

COMMENT #: 10165
DATE: 9/1/21 9:02 PM
SOURCE: Website
NAME: Laura DeFrain

COMMENT:

Please do not permanently damage and alter a landscape as well as destroy classic climbing boulders for the sake of a very specific gondola use that really only benefits skiers. **(32.2.9E, 32.4B, 32.17Am 32.1.2B, 3.1.2D, 32.2.7A, 32.7B, and 32.7C)** Everyone can benefit from the beauty of the landscape if it remains uninterrupted by cables and poles! Please consider other options. **(32.2.2PP)**

COMMENT #: 10166
DATE: 9/1/21 9:03 PM
SOURCE: Website
NAME: Cortney Holmes

COMMENT:

Gondola please!!!! (32.2.9D)

COMMENT #: 10167
DATE: 9/1/21 9:04 PM
SOURCE: Website
NAME: Mark Roia

COMMENT:

Please consider an option that does not instantly marry us to a permanent infrastructure change to the canyon. **(32.2.2PP and 32.2.9A)**

Lets look towards changing canyon use with tolling, parking adjustments, etc before permanently committing to something as grand scale as a gondola. **(32.2.9A, 32.2.4A, 32.2.2K, and 32.2.9E)**

COMMENT #: 10168
DATE: 9/1/21 9:05 PM
SOURCE: Website
NAME: Stephen Ehlert

COMMENT:

These solutions are all extremely expensive and not environmentally friendly. I think a better bus system should be implemented ASAP that encourages people to use it by being better than driving a car. **(32.2.9A and 32.2.4A)** Right now the 2 main problems with the bus are it takes as long or longer than using a car to get up the canyon and riders have nowhere to store their gear/lunch while skiing. If those two problems are solved, I would gladly take the bus instead of driving. **(32.2.6.2.1C and 32.2.3A)** Why not close downhill traffic during peak periods to allow busses to drive up? **(32.2.2D and 32.2.2E)** Give bus users free lockers at resorts? **(32.2.3A)** Also parking for the bus stop at the bottom of the canyon needs to be improved. **(32.2.6.2.1C)**

COMMENT #: 10169
DATE: 9/1/21 9:05 PM
SOURCE: Website
NAME: Eric Gangwish

COMMENT:

The scenery and climbing in Little Cottonwood Canyon is one of the greatest memories I have. The treasure that is that canyon must be preserved. **(32.29G)** Destructive plans to build gondolas or expand roadways is a step in the wrong direction. The ultimate goal should be PRESERVING these areas. **(32.2.9C, 32.2.9E, 32.4A, 32.4B, 32.4I, and 32.29G)**

COMMENT #: 10170
DATE: 9/1/21 9:05 PM
SOURCE: Website
NAME: Craig Kaczmarek

COMMENT:

I support the addition of a Gondola for future transportation up LCC to ease traffic congestion from cars and buses. **(32.2.9D)**

COMMENT #: 10171
DATE: 9/1/21 9:05 PM
SOURCE: Website
NAME: Elias Wilson

COMMENT:

I do not support either of the proposals put forth by UDOT. **(32.2.9C and 32.2.9E)** Little Cottonwood Canyon's congestion problems are only an issue a couple weeks per year. **(32.1.4D)** The solution should be a combination of efforts. This includes expanding parking, increasing park n rides, increasing the number of shuttles, increasing the hours shuttles operate, and enforcing AWD/snow tire laws more strictly. I would also support implementing a toll that supplements the costs of these services to LCC. **(32.2.6.2.1C, 32.2.6.3N, 32.2.9A, 32.2.2M, and 32.2.4A)**

COMMENT #: 10172
DATE: 9/1/21 9:07 PM
SOURCE: Website
NAME: Brad Wilkinson

COMMENT:

I would opt for a tram system. Seems to be tge best way to lessen traffic. My concerns are would it move people quick enough, and what happens when there are high wind storm systems. (32.2.9D, 32.2.6.5O, and 32.2.6.5K)

COMMENT #: 10173
DATE: 9/1/21 9:07 PM
SOURCE: Website
NAME: Grace von Mettenheim

COMMENT:

The gondola solution is not an answer to our problem with traffic congestion in Little Cottonwood Canyon. It is merely a way for the resorts to increase revenue at the expense of the taxpayers, while ruining some of the most beautiful public land that Utah has to offer. **(32.2.9E, 32.4I, 32.17A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Increased bus service, along with increased parking at the base of the canyon and road tolling, is the solution that best meets the needs of all users of LCC. **(32.2.9A)** Please consider this option, as the gondola is irreversible and will likely not solve the issues at hand. **(32.7B and 32.7C)**
. Thank you.

COMMENT #: 10174
DATE: 9/1/21 9:07 PM
SOURCE: Email
NAME: Jeff Bosgraaf

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 Bosgraaf
Cedar Hills, UT

COMMENT #: 10175
DATE: 9/1/21 9:09 PM
SOURCE: Website
NAME: Marta Samokhvalova

COMMENT:

Please keep little cottonwood intact. **(32.29G)**

COMMENT #: 10176
DATE: 9/1/21 9:09 PM
SOURCE: Email
NAME: Gerardo Flores

COMMENT:

Dear Utah Department of Transportation (UDOT),

Please don't put a gondola, I joined the navy in may and haven't been home since. **(32.2.9E)** I joined late at 24 because it was hard for me to leave my home and the best state on earth Utah! I grew up on the wasatch mountains ,I live 10 mins away from the canyons. I've been snowboarding them since I was 10 , all I know are these mountains . Yes traffic sucked but this will make it worse, people will fight for a spot on the gondola! **(32.2.6.5C)** It was hard to leave home and I don't want to go home to this. All I think about are these mountains I love serving but I do miss them. Exploring them with my wife . If we add this gondola you will disrupt the natives species and the beauty of the mountains we all locals cherish. **(32.4I and 32.17A)** Please , some of us left home to serve and we don't want to come home to it being destroyed. Do what you have to do I support whatever decision but please take all the considerations. **(32.29G)**

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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Sincerely,
Gerardo Flores
Sandy, UT

COMMENT #: 10177
DATE: 9/1/21 9:10 PM
SOURCE: Website
NAME: Donna Kuzmiski

COMMENT:

Gondola is the best option. Seriously consider a gondola from the east side in Midway. (32.2.9D and 32.2.2N)

COMMENT #: 10178
DATE: 9/1/21 9:11 PM
SOURCE: Website
NAME: Andrew Sargent

COMMENT:

The gondola should not be implemented at this time or without adjusted conditions. **(32.2.9D)** Tax payer money should not fund something that really ultimately only benefits the two resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Further the stops that exist don't serve the communities that access these mountains but do so not patronizing the resorts. More stops need to be added. The resorts need to be footing the lion's share of the bill. **(32.2.6.5G and 32.2.7A)**

Also it is irresponsible to try to implement the most expensive option without first exhausting more cost effective options and less invasive options. **(32.29R)**

COMMENT #: 10179
DATE: 9/1/21 9:13 PM
SOURCE: Website
NAME: John O'shea

COMMENT:

Please please DO NOT follow through with any of these plans. **(32.2.9C and 32.2.9E)** Beyond the immediate impacts to the surrounding flora and fauna during construction, it will have lasting long term impacts with the number of people traveling through the canyon. **(32.13A, 32.13B, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The gondola is obviously the worse of the 2 suggestions what would the incentive be for riding a gondola from the base of the canyon at 9 am? **(32.2.4A)** The lift lines at the mountain start at 7 so who would want to wait to ride a gondola to be forced to stand in a line when you could just drive up there to beat the lift lines? **(32.2.4A and 32.2.6.5C)** That's just a horrible idea and obviously driven by outside construction companies bidding for the contract to build this half billion dollar project. **(32.1.2B)** Shouldn't this also be a sign that the resorts are at capacity and bringing more people up there will only increase issues that are already present at the mountains. **(32.20A and 32.20C)** On good pow days i have the potential to stand in a line for 2 hours before I get on a lift. Maybe, just maybe, this means there is a limit to the number of people that can enjoy the resorts and leaving things the way they are is acting as a natural buffer for the number of people up there at a time. **(32.2.9G)** Thank you for your consideration.

COMMENT #: 10180
DATE: 9/1/21 9:13 PM
SOURCE: Website
NAME: Tim Grayson

COMMENT:

I support the gondola option to reduce our traffic flow and environmental impact in Little Cottonwood Canyon. **(32.2.9D)**

COMMENT #: 10181
DATE: 9/1/21 9:14 PM
SOURCE: Website
NAME: Thomas Kimsey

COMMENT:

I support the Little Cottonwood Gondola. **(32.2.9D)**

COMMENT #: 10182
DATE: 9/1/21 9:14 PM
SOURCE: Email
NAME: Diana Rodriguez

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Diana Rodriguez
Salt Lake City, UT

COMMENT #: 10183
DATE: 9/1/21 9:14 PM
SOURCE: Email
NAME: Jake Weise

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

Please explore other less impactful options for the Canyon. As a frequent four season user I would like to see all user groups considered and some much less invasive solutions tried first. A Gondola or expanded road in the Canyon would drastically change how myself and many others use and enjoy the canyon for the worse. **(32.29R, 32.2.2PP, 32.2.9A, 32.2.9E, 32.2.9C, and 32.4I)**

Sincerely,
Jake Weise
Salt Lake City, UT

COMMENT #: 10184
DATE: 9/1/21 9:15 PM
SOURCE: Website
NAME: Randall Johnson

COMMENT:

I think out of state people should have to pay to use the canyon. I also think season pass holders should be discontinued in the canyons because they brag about 80 or 90 skier days and many times just two or three hours in the morning. Perhaps each family or individual in Utah should get 10 passes to drive up the canyon non-transferable. **(32.2.4A and 32.2.2K)** After that they have to pay \$5 each time. For people who skied daily \$5 would be under 3% of a day ski charges. It's really the season ski pass holders who are causing this problem. **(32.1.2B)**

COMMENT #: 10185
DATE: 9/1/21 9:16 PM
SOURCE: Website
NAME: Vincent Walsh

COMMENT:

Please choose the Gondola. It will make Utah a world class ski destination unlike any other place. While it's being implemented please expand the roads near ski resorts to allow people to pull in and out of the resort. This will reduce traffic. Thank you you for all you already do. **(32.2.9D, 32.2.2UU, and 32.2.29R)**

COMMENT #: 10186
DATE: 9/1/21 9:17 PM
SOURCE: Website
NAME: Sarah Wolfe

COMMENT:

I strongly oppose the gondola. **(32.2.9D)** It will harm the canyons I ski and climb. The problem is not getting more people up there, it's how to manage the traffic, the gondola does not fix this. We should exhaust all other options first. **(32.2.2PP)**

COMMENT #: 10187
DATE: 9/1/21 9:18 PM
SOURCE: Email
NAME: Hallie Flores

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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 preserve our beautiful mountains as they are. In Jesus name.

Sincerely,
Hallie Flores
Sandy, UT

COMMENT #: 10188
DATE: 9/1/21 9:19 PM
SOURCE: Website
NAME: Gary Jackson

COMMENT:

Hello UDOT,

Thanks for recognizing the need for a better way to experience Little Cottonwood canyon. I am a resident of Holladay, Utah and multi-year season pass holder at Alta who experiences firsthand year-in and year-out the difficulties of combining winter weather with narrow mountain roads.

What the canyon needs though, is a different primary mode of transportation. To that end, I'd encourage you to pursue the gondola option but with a goal to put a much higher percentage of the skier traffic on the gondola vs. road. **(32.2.9D and 3.2.6.5N)** Leave out the snow sheds, and severely restrict vehicle traffic in the upper canyon. **(32.2.9J, 32.2.6.5Z and 32.2.4A)** Allow for dispersed recreation users to use the road until a shuttle service that can serve their needs is introduced then close the canyon to private vehicles with few exceptions. **(32.2.2B and 32.2.4A)**

Widening the road will not solve the problem (as you already acknowledge the assumptions are based on dry pavement). **(32.7C and 32.2.6.3P)** Beyond that, it seems from my reading of the EIS to cause more damage to the watershed, wildlife, and climbing areas in the canyon. **(32.12A, 32.12B, 32.13A, 32.13A, 32.4A, and 32.4B)**

Thanks for your great work in thinking about the future of LCC and very thorough evaluation of the issues. I hope to see your decision implemented as soon as possible.

Regards,

Gary Jackson
Holladay, UT

COMMENT #: 10189
DATE: 9/1/21 9:19 PM
SOURCE: Website
NAME: Kyle Lindsay

COMMENT:

Little Cottonwood Canyon is one of my favorite places to explore and recreate in because of its wild beauty. I love to ski and climb. I don't believe that the benefits provided to 2 private ski resorts should come at such a cost to the canyon's beauty, taxpayers, and the impact this will have on other types of recreation like climbing. (32.2.9C, 32.2.9E, 32.4A, 32.4B, 32.17A, 32.17B, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C) Please consider other options that don't impact our canyon so much. Thanks.

COMMENT #: 10190
DATE: 9/1/21 9:22 PM
SOURCE: Website
NAME: Charlene Colton

COMMENT:

I believe the gondola system can be a major attraction for Salt Lake Valley tourism, bringing in potential revenue for the local businesses as well as supporting city run systems. It is a step in the right direction to encourage using mass transportation systems to help cut down on harmful emissions and motor vehicle congestion in the canyon. It promotes preservation of the canyon environment. I loved spending time in the canyon as a child and I want my grandchildren to have that same enjoyment. I support the gondola proposal **(32.2.9D and 32.10A)**.

COMMENT #: 10191
DATE: 9/1/21 9:22 PM
SOURCE: Website
NAME: Josh Potrzeba

COMMENT:

Living a few miles from LCC I've seen the traffic get worse over the last few years and the Gondola does not make sense to use for locals or other people recreating in the canyon. **(32.2.9E)** People will try and avoid parking and waiting in line for the gondola and continue to drive up the canyon. **(32.2.4A)** It makes more sense to make it easier to take the buses from town and the nearby hotel accommodations to shuttle people up the canyon. **(32.2.2B)** People with season passes to Alta and Snowbird should be prioritized to be able to drive in the canyon and park at the resorts. **(32.1.2D and 32.2.4A)** There has also been increased traffic during the summer months and the gondola will not solve that problem. **(32.1.2C)** It also does not service any of the other trailheads and only increases access to the two ski resorts. **(32.2.6.5G, 32.20A, and 32.20C)** Tolling the road seems to be another obvious choice to limit people driving and to increase use of public transit. **(32.2.4A)** Thoughts need to go into how we maximize our current resources and not put money into something that will not benefit all. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 10192
DATE: 9/1/21 9:22 PM
SOURCE: Website
NAME: Jordan Patsch

COMMENT:

Dear City and County Officials,

I support a wild and healthy ecosystem that provides our water, supports 1,200 species of plants and animals, and is depended upon for healthy outdoor recreation by millions of people both locals and visitors each year. We don't need elaborate gondolas or expansion of the roadways that damage the magnificent Wasatch Mountains. **(32.2.9E, 32.2.9C, and 32.4I)** Below are six actionable solutions that will meet or exceed UDOT's goals, all the while protecting what makes the Wasatch unique and inspiring.

UDOT's goal of 30% reduction in private vehicles could be accomplished without major construction but requires higher vehicle occupancy during peak hours, weekends and holidays. By requiring 4 or more people in cars that enter these canyons, you could remove 50% of the current vehicles in the canyon, 20% more than UDOT's \$500 million+ solution in search of a problem. **(32.2.4A and 32.2.2Y)**

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)**.

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 and 32.2.2B)**

Innovate and implement an occupancy-based toll to increase vehicular occupancy from current 1.7 people per vehicle to 4. **(32.2.4A)**

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

Year-round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.1.2D, 32.1.2C and 32.2.6.5G)**

While UDOT isn't being responsive to public comments and strategies that protect the Wasatch, we are hoping our local elected officials are. As our local representatives, I hope you will tell UDOT to protect the Wasatch, forgo the damaging development that only helps two resorts and engage with local conservation and community groups to advance robust solutions to the year-round transportation, recreation and conservation issues confronting our watershed canyons. **(32.1.2C and 32.2.9G)**

COMMENT #: 10193
DATE: 9/1/21 9:22 PM
SOURCE: Email
NAME: Rose Shea

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Rose Shea
Salt Lake City, UT

COMMENT #: 10194
DATE: 9/1/21 9:24 PM
SOURCE: Website
NAME: Caitlin Arndt

COMMENT:

I don't believe we have expanded the bus system nearly enough in the canyon, I would like to see this option exhausted before any destructive methods are used in Little Cottonwood. **(32.2.2PP and 32.2.9A)**

COMMENT #: 10195
DATE: 9/1/21 9:26 PM
SOURCE: Website
NAME: Delfia Valenzuela

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Delfia Valenzuela
West Valley City, UT

COMMENT #: 10196
DATE: 9/1/21 9:29 PM
SOURCE: Website
NAME: Michael Meru

COMMENT:

Let me start of by saying I completely OPPOSE a gondola in Little Cottonwood Canyon. **(32.2.9E)**

I am frustrated, angry, and ultimately disappointed that a gondola up our canyons is even a thought. The damage it will cause will be irreversible. **(32.4I)** The answer is simple. Conduct a study to determine how many cars / people can enter into the canyon on a daily basis and then force the resorts to limit their ticket sales. **(32.20B and 32.2.2K)** Resorts around the country and world pre-sell their tickets and have a cap to ensure environmental stability. Alta and Snowbird DO NOT do this because of their greed. This would immediately solve the problem, require zero public funding, and could be implemented very quickly. **(32.2.2K)**

Sincerely,

Dr. Michael Meru

Sincerely,
Michael Meru
Draper, UT

COMMENT #: 10197
DATE: 9/1/21 9:29 PM
SOURCE: Email
NAME: Annie Mader

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

Additionally, i believe that a gondola being put in would have a negative impact on the natural land that cannot be measured by any sort of number or figure. we only have one earth, and scarring it up for convenience is unethical and terrible **(32.2.9E, 32.4I, and 32.17A)**

Sincerely,
Annie Mader
Salt Lake City, UT

COMMENT #: 10198
DATE: 9/1/21 9:31 PM
SOURCE: Website
NAME: Will Carter

COMMENT:

Please do not widen the road or build a gondola. **(32.2.9C and 32.2.9E)** We need to incentivize fewer people in the canyon. **(32.2.4A)** Either option will ruin the canyon beyond repair. **(32.4I)** So many people use this canyon beyond resort skiers and these plans ignore that entire segment of people. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 10199
DATE: 9/1/21 9:34 PM
SOURCE: Website
NAME: Tracy Hansford

COMMENT:

Please consider busing and widening lanes in the canyon before a gondola. (32.2.9B and 32.2.9E) I do not believe a gondola will help ease the traffic from users besides skiers. (32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C) As a hiker, rock climber, and ice climber, the gondola would not get me to the places I utilize in the canyon. The solution to the traffic needs to benefit all canyon visitors during all seasons. (32.1.2B, 32.1.2C, 32.1.2D, 32.2.7A, 32.7B, and 32.7C) Please try to incentive users to not drive up the canyon. (32.2.4A)

I wonder if a busing system like what is used in Zion would be a solution for our canyons. (32.2.2B)
Thank you for all the hard work and consideration that has gone into this extremely challenging problem.

COMMENT #: 10200
DATE: 9/1/21 9:35 PM
SOURCE: Website
NAME: Trish Coughlin

COMMENT:

I am against the gondola **(32.2.9E)**

COMMENT #: 10201
DATE: 9/1/21 9:35 PM
SOURCE: Email
NAME: Nancy Jarvis

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, and we must save them from any further development especially a gondola through one of the few untouched areas between the ski resorts. **(32.2.9E)** Animals need this corridor to have someplace uninterrupted by vehicles and humans. please do not build these gondolas Which will ruin the great nature forever. **(32.13A and 32.4I)**

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Nancy Jarvis
Cottonwood Heights, UT

COMMENT #: 10202
DATE: 9/1/21 9:36 PM
SOURCE: Email
NAME: Maggie McAndrews

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Maggie McAndrews
Salt Lake City, UT

COMMENT #: 10203
DATE: 9/1/21 9:37 PM
SOURCE: Website
NAME: Lizzy Pugh

COMMENT:

I think there should be another solution, and definitely not a gondola. **(32.2.9E and 32.2.2PP)** The gondola will ruin the view of little cottonwood canyon, and it won't solve the problem. **(32.4I, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** People would rather drive up the canyon then wait in line for an hour and then actually wait in the gondola. **(32.2.6.5C and 3.2.4A)** Also the gondola won't solve the problem right now, it will take a lot of time to build and get running. **(32.2.7C)** There is also the problem that the resorts are just too full. They can't fit more people up there. **(32.20C)** To solve this you should consider getting rid of icon passes. **(32.2.2K)**

COMMENT #: 10204
DATE: 9/1/21 9:38 PM
SOURCE: Website
NAME: Ralph Pahnke Jr.

COMMENT:

I view both gondola and bus options as unacceptable. **(32.2.9E and 32.2.9C)** We should limit the number of people who can access the canyon on a daily basis. **(32.2.0B and 32.2.2L)** There is maximum capacity at the ski resorts, and only so many parking spots. **(32.2.0C)** Add the acceptable number of backcountry skiers and hikers to the mix and then not allow any more people up the canyon once a limit is reached. **(32.2.2L and 32.2.2K)** Encourage or require car pooling and provide buses. **(32.2.4A and 32.2.9A)** Limit the total number of people and the existing road and bus service works! **(32.2.4A and 32.2.9A)** We don't have to spend hundreds of millions to make it so too many people are in the canyon on any one day. Also, charge a toll to access the canyon, but require parking at the resorts to be free. **(32.2.4A)** County / state will collect the money needed to maintain and operate the road and the resorts can charge whatever they want for the price of admission.

COMMENT #: 10205
DATE: 9/1/21 9:39 PM
SOURCE: Email
NAME: Dean Phipps

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Dean Phipps
Boxford, MA

COMMENT #: 10206
DATE: 9/1/21 9:40 PM
SOURCE: Website
NAME: Susan Brashear

COMMENT:

I believe the gondola is the best answer to the canyon congestion. **(32.2.9D)** Salt Lake City seems to be the least progressive city with the fastest growth going on. Widening the canyon and increasing buses is putting a bandaid on the problem. **(32.7B and 32.7C)**. Let's be more progressive, European countries are much more advanced than SLC. We need to follow their mode of transportation up the canyon. I understand people worried about the cost of the gondola. No one will ride it if you charge \$20-\$30. Make the ski resorts who profit from skiers be responsible for offsetting the cost. **(32.2.4A)**

COMMENT #: 10207
DATE: 9/1/21 9:40 PM
SOURCE: Website
NAME: Nicole Rauterkus

COMMENT:

Hi there, I don't know if my voice matters but I hope it does.... I have grown up in Utah my whole life more specifically Sandy. I wake up every morning and look at the wasatch range with awe. I am a skier, hiker and climber all of which I do within LCC. I hope that you all choose a better option to helping the traffic situation than widening lanes or adding a gondola. **(32.2.9C and 32.2.9E)** These are not full solutions. We have public transit within Utah already and it's a failing money draining system. Much of the time traffic is caused by inexperienced drivers or vehicles who are not equipped to be in the snow. **(32.2.2M)** Or on the top end inefficient parking systems at ski resorts. The traffic will not be solved if the root of the problem isn't no amount of lane adding will fix the problem that is caused by other failing infrastructures. **(32.1.2B)**

Thank you for time,
Sincerely,

A kid who has grown up in Utah and doesn't want to see its natural beauty and accessibility reminisced because people think it'll help get people up to ski. **(32.4I)**

COMMENT #: 10208
DATE: 9/1/21 9:42 PM
SOURCE: Website
NAME: Kyle Giaquinta

COMMENT:

Please consider not moving forward with either the gondola or road widening option. **(32.2.9E and 3.2.9C)** This largely will benefit the ski resorts (gondola) while causing serious environmental impacts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** It goes without saying that widening the road will be heartbreaking for climbers and those who love the scenery of LCC. **(32.2.9C, 32.4A, 32.17B)** A toll system would cost the public far less and be a minimal impact on the surrounding area **(32.2.4A and 32.2.2Y)**.

Thank you -
Kyle Giaquinta

COMMENT #: 10209
DATE: 9/1/21 9:42 PM
SOURCE: Website
NAME: Kristy Gines

COMMENT:

The gondola appears to be the best option to handle the growing population and the enormous number of people who use the canyon. The numbers are only going to increase - as well as the cost for whatever solution is decided upon. **(32.2.9D)**

COMMENT #: 10210
DATE: 9/1/21 9:43 PM
SOURCE: Website
NAME: Anthony May

COMMENT:

As a Cottonwood Heights resident I have serious reservations about the solutions proposed. My concern stems from the fact that this solution only caters to one type of canyon user...the resort skier. Hikers, bikers, backcountry skiers, and climbers will all bear a financial burden for a solution that ignores their needs. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Without stops at trailheads there is little reason for anyone other than a resort patron to utilize the proposed solutions. **(32.2.6.3C and 32.2.6.5G)** Why are the ultimate beneficiaries (the LCC resorts) not bearing a portion of the financial burden? **(32.2.7A)**

As an avid canyon user I have adjusted my habits to avoid those 10% of days where travel conditions are unmanageable. **(32.1.4D)** Simply put, if you want to ski powder on a weekend the cost of admission will be high. The greatest snow on earth is a limited resource and it's foolish to think that shuttling more people up the canyons is the solution to our capacity issues. **(32.1.2B)** People who are willing to spend hours in traffic to ski powder will make the sacrifice, while others will find alternative hobbies. I know I have.

It seems as though both solutions will simply shift the bottleneck a mile down the road to LaCaille. Wasatch Blvd will still be a gridlock as powder crazed skiers fight to get "first gondola" instead of "first chair". **(32.2.6.5E)** Additionally, what is going to be done to encourage use of the gondola? Will people really be willing to sit in line for a gondola when instead they can sit in their cars? **(32.2.4A)** Has a capacity study been done to assess what gondola wait times will be during peak hours? **(32.2.6.5C)**

Additionally, why are we only addressing the issue in little cottonwood and ignoring the fact that a similar problem exists just a few miles north in big cottonwood canyon? Are we not interested in a solution that benefits all those that live and recreate in the canyons? **(32.1.1A and 32.20D)** I would suggest that before implementing such a permanent solution we fully explore more conservative approaches. As an avid recreationalist in the canyon I have sat in my fair share of "red snakes". My observation has been that in a majority of those cases the cause was an improperly equipped vehicle. It is clearly stated that winter tires, 4x4, and chains are required yet I frequently see unfit vehicles being permitted in the canyons during winter conditions. This not only creates a safety liability to all canyon users it contributes to our traffic woes. Please, please, please, enforce the rules! If you can afford a ski pass you can afford a set of snow tires. **(32.2.2M)** Consider tolls. Tolls that actually make people consider taking extra time to coordinate a ride share. You can argue that this toll will unnecessarily burden users, but so will using citizens tax dollars to fund a project they may never use! **(32.2.4A)**

I know I have proposed more questions than I have provided answers but I would encourage the leaders making these decisions to ask themselves the same questions. Once these projects begin the integrity of our canyons cannot be restored. The views, ambience, and nostalgia will be permanently changed. Ask yourself what the root cause of the problem is and it will be clear that neither of these options addresses it. **(32.1.2B and 32.2.2PP)**

COMMENT #: 10211
DATE: 9/1/21 9:43 PM
SOURCE: Website
NAME: Jarrett Fisher

COMMENT:

Please consider the fact that the LCC is a mess with traffic for only a couple of hours on a handful of powder days. **(32.1.4D)** Building the gondola is an unnecessary expense and unsightly infrastructure. **(32.2.9E and 32.17A)** A wider road with priority bus and carpool is a much better solution. **(32.2.9B)** The gondola will turn LCC into the biggest logistical nightmare for families that want to enjoy the mountain. Please don't build that gondola.

COMMENT #: 10212
DATE: 9/1/21 9:44 PM
SOURCE: Website
NAME: JD Ethington

COMMENT:

Grateful for the chance to have input on this process. The reliability of the gondola seems to be a great long term solution, however with it's current drop off/pick up points, I don't know if adequate consideration has been made for the best public interest. Year round access for the public- and not just seasonal resort goers seems to be getting overshadowed. **(32.1.2C)** How can the gondola better meet needs of trail users (hikers, climbers, mountain bikers, photographers, nature watchers, etc.) if it only goes to commercial resort bases? Put a stop at the town of Alta instead of in the resort, and put a stop lower in the canyon-perhaps closer to the White Pine/Baby Thunder lift area. Also, please consider cyclists- both road and mountain. Allow room for bikes on gondolas. **(32.2.6.5G, 32.2.6.5I, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Having stops in public places as opposed to resort property invites more than just resort customers. Cost to travel on the gondola will be prohibitive to its use and consideration needs to be made for non-resort paying customers who don't want to pay resort structured travel fees **(32.2.4A and 32.1.2D)**. Model other communities (Telluride for an example), and make it free to the public- therefore further reducing barriers to access, and further disincentivizing road traffic.

COMMENT #: 10213
DATE: 9/1/21 9:46 PM
SOURCE: Website
NAME: Jen Sather

COMMENT:

Please DO NOT BUILD A GONDOLA in Little Cottonwood Canyon. **(32.2.9E)** This is the most beautiful canyon in the Wasatch, maybe even in the entire Intermountain West. A gondola would severely diminish the beauty of this irreplaceable canyon. **(32.17A)** Please consider making better bus service, combined with a high fee for individual cars. That way, you might be able to get more people up the canyon without creating a huge negative impact on the natural setting. **(32.2.9A and 32.2.4A)**

COMMENT #: 10214
DATE: 9/1/21 9:46 PM
SOURCE: Website
NAME: Brendon MacKay

COMMENT:

I strongly oppose a gondola that would permanently change the experience of Little Cottonwood Canyon. **(32.2.9E and 32.4I)** The enhanced bus service is the better of the two options, but I would much rather see a simpler alternative like an automated toll combined with enhanced bus service. **(32.2.9A and 32.2.4A)** I am a resident of Millcreek, part time resident of the town of Alta, and frequent user of the canyon.

COMMENT #: 10215
DATE: 9/1/21 9:46 PM
SOURCE: Email
NAME: Thomas Stringham

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,
Thomas Stringham
Salt Lake City, UT

COMMENT #: 10216
DATE: 9/1/21 9:48 PM
SOURCE: Website
NAME: Peter Oei

COMMENT:

I'm all in for supporting! (32.29D)

COMMENT #: 10217
DATE: 9/1/21 9:48 PM
SOURCE: Email
NAME: Gess Sto

COMMENT:

Dear Utah Department of Transportation (UDOT),

I 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,
Gess Sto
Sandy, UT

COMMENT #: 10218
DATE: 9/1/21 9:48 PM
SOURCE: Email
NAME: Zac Vincent

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Zac Vincent
Bozeman, MT

COMMENT #: 10219
DATE: 9/1/21 9:49 PM
SOURCE: Website
NAME: Vicente Planelles

COMMENT:

I think expanding the road should not be an option because of the environmental impact. **(32.2.9C)** to me that is a non-starter. It would also allow more cars to come up, which is the OPPOSITE of what we want: less cars !! **(32.1.2B, 32.2.6.5B, and 32.2.4A)** the gondola is hugely impractical in my view, but also the direct beneficiaries would be the two resorts. **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** With the bus, there can be many more places where people can get on and off. **(32.1.2C and 32.2.6.3C)** That would be very attractive to everyone, not just the resort people. Increasing the number / frequency of buses would work and would not require major infrastructure and environmentally destructive work. **(32.2.9A and 32.2.6.5N)** Sincerely,
Salt Lake City Lover

COMMENT #: 10220
DATE: 9/1/21 9:49 PM
SOURCE: Website
NAME: CJ Haas

COMMENT:

Enhanced mobility with improved bus transportation is what we need! **(32.2.9A)** The “reliability” only serves the resorts, which will often be closed during the same storm cycles the canyon is closed for avalanche danger. **(32.2.6.5H, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Reliability during avalanche closures doesn’t matter here, and increasing mobility would allow resort and non-resort users faster and more efficient transportation up the canyon. Snowbird and Alta don’t need more customers, Canyon users need more access! **(32.20A and 32.20C)**

COMMENT #: 10221
DATE: 9/1/21 9:49 PM
SOURCE: Website
NAME: Alan Packard

COMMENT:

I have significant concerns with both of the preferred alternatives and believe it would be a big mistake to proceed with either of the preferred alternatives. **(32.2.9C and 32.2.9E)** The gondola option will be an extraordinarily expensive eyesore. **(32.17A)** The option with roadway widening will also have negative environmental consequences. **(32.4I, 32.12B, 32.13B, and 32.17B)** The enhanced bus without roadway widening achieves several project objectives (similar per person travel time, substantial reduction in vehicle backup distance, etc.) for much less cost and virtually no negative environmental consequences. **(32.2.9A)** The enhanced bus without roadway widening is a lower risk solution because it may substantially solve the problem when coupled with tolling and other sub-alternative improvements. **(32.2.4A)** We should recognize that part of the appeal of recreating (summer or winter) in the upper Little Cottonwood Canyon area is the opportunity to be away from crowds. **(32.1.2C)** If we spend a ton of money to transport bigger crowds into the upper Little Cottonwood Canyon area, those bigger crowds will significantly detract from the experience people are seeking in the first place. **(32.20C)** UDOT and UTA should develop incremental solutions that can have additional elements added later if needed. Both the preferred alternatives should be dropped. **(32.29R)**

COMMENT #: 10222
DATE: 9/1/21 9:49 PM
SOURCE: Email
NAME: James Paull

COMMENT:

Dear Utah Department of Transportation (UDOT),

I am both a skier and a hiker and it seems to me that unless the two ski resorts which would have a 4 month per year benefit from the proposed gondola would pay for the gondola as well as a premium for its presence in LCC, **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** UDOT should proceed with an improved and environmentally friendly transportation system as well as road improvements and avalanche remediation. **(32.2.2PP, 32.2.9A and 32.2.9K)**

Please do not approve the gondola. Preserve the visual integrity of LCC. **(32.17A)**

Sincerely,
James Paull
Salt Lake City, UT

COMMENT #: 10223
DATE: 9/1/21 9:50 PM
SOURCE: Website
NAME: M Redd Bradshaw

COMMENT:

NO on the gondola!!! **(32.2.9E)** 100 years ago private companies were able to run a train up and down Little Cottonwood canyon. UDOT knows how to run electric trains, you can build avalanche sheds through the paths, and it's clean! **(32.2.9F)** But if nothing else at least buy some electric buses and build a parking garage and a toll booth, and push people towards the buses that way. **(32.2.4A, 32.2.9A, and 32.2.2.1C)** We don't need a half billion dollar solution, try spending a tenth that on an incremental solution. **(32.29R)**

COMMENT #: 10224
DATE: 9/1/21 9:50 PM
SOURCE: Email
NAME: Emmy Lowe

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Emmy Lowe
Slc, UT

COMMENT #: 10225
DATE: 9/1/21 9:50 PM
SOURCE: Email
NAME: Meghan Cline

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Meghan Cline
Sandy, UT [REDACTED]

COMMENT #: 10226
DATE: 9/1/21 9:51 PM
SOURCE: Website
NAME: Emily Viehl

COMMENT:

First of all I would like to say thank you to UDOT for all of the work that has gone into this project, however, I do not support either of the two proposed alternatives being considered as solutions to the traffic problem in LCC. **(32.2.9C and 32.2.9E)** Less expensive and less destructive options exist. **(32.2.2PP)** I think it would be irresponsible and a disservice to tax payers if UDOT were to widen the road or build the gondola. UDOT test out an expanded bus service and tolling option before doing irreparable damage to LCC. **(32.2.9A and 32.2.4A)**

My understanding is that the gondola and roadway widening are being considered to create a safer travel experience and alleviate traffic in the canyon during peak ski times. I do not think that the gondola will alleviate traffic or make travel in the canyon safer. It will simply allow additional people to travel to the resorts without solving the problem. **(32.1.2D, 32.7B, and 32.7C)** The same number of cars will still be able to use the road and the same traffic problems will persist, the resorts will just be more crowded. **(32.2.4A, 32.1.2D, and 32.7C)**. With regards to the roadway widening, I would like to see bus service increased prior to widening the roadway. The issue is that there are too many cars in the canyon, widening the road and adding lanes will not solve the problem. Adding lanes has been tried on many freeways yet traffic still exists. **(32.2.9A, 32.2.9C, 32.2.6.3B, and 32.7C)**

I see tolling and limiting private vehicles in the canyon with increased bus service as the only viable option. **(32.2.4A and 32.2.9A)** Salt Lake City is becoming increasingly popular and if we were to add lanes to the canyon it may work for a short period of time but eventually the canyon will be overwhelmed with visitors once again. **(32.2.4A and 32.20E)** The bus and gondola will only benefit the resort skiing community, not the backcountry ski community, not hikers, or climbers. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The financial burden of transporting people to ski resorts should not fall on taxpayers. Snow levels in the canyon have also been decreasing year over year and winters like we know it may cease to exist, but we will be stuck with a gondola or a wider road forever. **(32.2.2E)**. I would also like to add that I do not think the price tag and destruction that these alternatives entail are worth it. I urge UDOT to consider the importance of the canyon to the local and broader community. **(32.29G)** So many people recreate in this canyon outside of peak ski season and based on the draft EIS it sounds like the gondola and bus service would only run during peak ski season, but the canyon would be permanently destroyed and climbing resources would be taken away forever. **(32.1.2C, 32.2.6.5C, 32.4A, and 32.4B)**

The climbing access and boulders in LCC are a large part of why me and so many others live in UT. Marring the aesthetic of the canyon with a gondola would dramatically alter the incredible experience that so many people have in this canyon. **(32.17A, 32.17B, and 32.4I)** Many of the best days of my life have been on climbing adventures in Little. I spent thanksgiving bouldering at the 5 mile boulders which UDOT threatens to destroy. **(32.4A and 32.4B)** I have found so much comfort and solace in Little. The magical, life changing days that I and so many others have had will cease to exist if there is a giant gondola running up the middle of the canyon. I do not think it is in the best long-term interests of SLC to destroy one of the reasons that many people move here and contribute to our economy. I love LCC canyon so incredibly much. It is a spiritual place for me and so many others. It is where I go to celebrate and where I got to find clarity and comfort. It pains me to think about the beauty of the canyon being permanently destroyed. Please try a less expensive and less destructive option first. So many people love this place. **(32.29R)**

In summary, it is unclear how the proposed alternatives will meaningfully improve travel in the canyon, the alternatives are extremely expensive and destructive, they threaten to destroy one of the most beautiful and beloved canyons in UT, and there is a capacity limit at ski resorts and in the canyon in general that these alternatives seem to ignore. **(32.20C)** Please please please consider a less destructive and less expensive option. **(32.29R and 32.29G)** Do not destroy LCC

COMMENT #: 10227
DATE: 9/1/21 9:52 PM
SOURCE: Website
NAME: Lauren Abernathy

COMMENT:

The gondola is not a solution to the problem of overcrowded ski resorts. **(32.2.9E)** Additionally, the destruction of the beauty of LCC and the access to classic rock climbs it provides is unacceptable. **(32.17A and 32.4B)** Find another solution. **(32.2.2PP)**

COMMENT #: 10228
DATE: 9/1/21 9:53 PM
SOURCE: Email
NAME: Matt Tacy

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Matt Tacy
Boston, MA

COMMENT #: 10229
DATE: 9/1/21 9:55 PM
SOURCE: Website
NAME: Ross Chambless

COMMENT:

Dear UDOT Personnel and Consultant Team,

Little Cottonwood Canyon has long been a treasured place for my family and I, as a place to ski in the winter, hike and picnic in the summer. The entire length of the canyon has opportunities to find solitude and peace away from the hustle and bustle in the valley below.

While I agree the the status quo of traffic congestion is unacceptable, I think both of the two options now being considered are problematic for several reasons. **(32.2.9C and 32.2.9E)**

Both the proposed gondola project and the enhanced bus service with a widened canyon road proposal would primarily serve the ski areas at the top of the canyon and not the needs of year-round recreation activities and demands throughout the canyon, such as hiking, back country skiing, rock climbing, etc. **(32.1.2B,32.1.2C, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Both projects will also have astronomical costs for permanent infrastructure that won't be easily modified if transportation needs or conditions change in the years or decades to come. **(32.2.6.3D and 32.2.6.5A)** Finally, both projects will inflict significant environmental impacts on the canyon, which could bring unintended consequences for our vital watershed. **(32.12A and 32.12B)**

I think it is much more prudent to take an incremental, phased approach to resolving canyon congestion which has not yet been tried. **(32.2.9R)** Establishing a program of tolls on private vehicles during different peak-usage times of the year along with enhanced bus services could provide us with data on how congestion can be better managed. This approach would also be significantly less costly, and could allow us to use existing infrastructure with much less impact on the ecosystem and landscape of the canyon. **(32.2.9A and 32.2.4A)**

Finally, I feel very strongly that any enhanced bus service put in place should use the cleanest, most efficient technology to keep emissions as low as possible.

Thank you for considering my comments,
Ross Chambless
Salt Lake City

COMMENT #: 10230
DATE: 9/1/21 9:55 PM
SOURCE: Website
NAME: Gary Peaslee

COMMENT:

The gondola effectively creates a new traffic corridor instead of trying to share the same road with cars. I prefer this as it could help when the road is closed due to an accident or other road closures. **(32.2.9E and 32.7A)**

COMMENT #: 10231
DATE: 9/1/21 9:56 PM
SOURCE: Website
NAME: Robin Cecil

COMMENT:

With the number of people moving to Utah, the gondola would be a great option. Just expanding the bus system is a short term fix. **(32.2.9D)**

COMMENT #: 10232
DATE: 9/1/21 9:56 PM
SOURCE: Email
NAME: Tayla Ingles

COMMENT:

Dear Utah Department of Transportation (UDOT),

As a citizen of Utah for the last 10 years, a women who studies economics and environmental science, and a human who loves the Utah wilderness I have many thoughts on this project. Please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

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

COMMENT #: 10233
DATE: 9/1/21 9:57 PM
SOURCE: Email
NAME: Knox Heslop

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Knox Heslop
Salt Lake City, UT

COMMENT #: 10234
DATE: 9/1/21 10:00 PM
SOURCE: Website
NAME: Lindsey Marchant

COMMENT:

I would much rather have a gondola for transportation up the mountain. **(32.2.9D)** Buses are incredibly unsafe to drive on really big powder days and a gondola could eradicate the traffic delays. **(32.2.6.3P)** It would be a great long term solution potentially with the capability to transport more people on the bad snow days. **(32.2.6.5H)**

COMMENT #: 10235
DATE: 9/1/21 10:01 PM
SOURCE: Website
NAME: John Guelmes

COMMENT:

PLEASE DONT PUT THE GONDOLA THERE!!! Nature is beautiful and should be left untouched to appreciate (32.2.9E, 32.17A, and 32.5I)

COMMENT #: 10236
DATE: 9/1/21 10:01 PM
SOURCE: Website
NAME: Madeline Navigato

COMMENT:

Please implement the gondola option. **(32.2.9D)**

COMMENT #: 10237
DATE: 9/1/21 10:01 PM
SOURCE: Email
NAME: Dan Subschase

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Dan Subschase
Provo, UT

COMMENT #: 10238
DATE: 9/1/21 10:02 PM
SOURCE: Website
NAME: Brendan Murphey

COMMENT:

Ps: the snow sheds on the road at major avalanche paths are a good idea. **(32.2.9K)**

COMMENT #: 10239
DATE: 9/1/21 10:05 PM
SOURCE: Website
NAME: Trenton Labrum

COMMENT:

As a Sandy resident, tolling would be my preferred option to start with to encourage carpooling and open the door for more mass transit options in the future with the funds collected from tolls. **(32.2.4A and 32.2.2Y)** A bus lane or train option would always be more preferred than a gondola system to get from the base of the canyon to the resorts. **(32.2.B, 32.2.9F, and 32.2.9C)** If the resorts want to utilize gondolas, the gondolas should connect visitors from parking to desirable points of interest within the resort or to connect to another nearby resort or nearby point of large interest (scenic view, hiking/ski trails, etc.). **(32.2.6.5G)** I am not interested in adding a gondola system to the upfront view of our beautiful mountain skyline. I'd love the idea of a cogwheel train or other less conspicuous alternatives. But our valley home has grown past the point of rewarding a single vehicle occupant with free rides up and down the canyon at their convenience. Convenience has a cost whenever demand is high - it's the natural flow of economics. Funds from tolls should be restricted to making the canyon more accessible and preserving the beauty of it, not adding an eyesore of a gondola system or similar canyon view distraction. **(32.2.4A)**

COMMENT #: 10240
DATE: 9/1/21 10:05 PM
SOURCE: Website
NAME: Anthony Robertson

COMMENT:

All *least* impactful options must be exhausted before any permanent damage to the watershed, hiking, and climbing access that is currently in place. **(32.2.2P and 32.2.9A)** No gondola! **(32.2.9E)** Tolls, limits on people and cars, incentives and penalties for carpooling or public transportation. BETTER public transportation! The people aren't going away; limit them. Do not permanently alter fragile beautiful landscape because of greedy humans and their sports. **(32.2.4A, 32.2.9A, 32.17A, 32.2.7A, and 32.4I)**

COMMENT #: 10241
DATE: 9/1/21 10:05 PM
SOURCE: Website
NAME: Ryley Pabst

COMMENT:

Installing a gondola/expanded roadway should be the LAST resort to reduce traffic in the canyon **(32.2.9E and 32.2.9C)** The major, permanent impacts both of these would have on the canyon are not worth just potentially improving traffic. **(32.1.2B)** Cheaper and less damaging options need to be explored first such as a lottery/limited access system which wouldn't require massive development, destroy climbing/natural areas and wouldn't cost virtually any money. Please do the right thing and consider the less invasive and cheaper options first. **(32.2.9R, 32.2.4A, 32.2.2K, 32.4A, and 32.4B)**

COMMENT #: 10242
DATE: 9/1/21 10:07 PM
SOURCE: Website
NAME: Knox Heslop

COMMENT:

The gondola is just not a good idea. **(32.2.9E)** Rather than investing a billion into a high-impact, long-term commitment, we should explore more subtle solutions to reducing winter traffic in the canyon. In terms of skier experience, the gondola will only make things worse. Many people will use the gondola, but many people will still drive, likely resulting in more people than ever at the resorts. The lift lines on high traffic days are already out of control. **(32.2.4A and 32.20C)** We need solutions that enhance people's experience at the resort, rather than just making the resorts more money. **(32.2.2K)** Lastly, and most importantly (to me), the gondola plan would destroy many boulders that are absolutely invaluable to the salt lake climbing community. **(32.4B)** The canyon isn't just a freeway to the ski resorts, during spring/summer/ and fall, thousands of people enjoy amazing climbing right in their backyard. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Seeing these boulders destroyed for a gondola that won't even help would be devastating.

COMMENT #: 10243
DATE: 9/1/21 10:08 PM
SOURCE: Website
NAME: Roger Borchardt

COMMENT:

Entitlement for a few and greed for even fewer people at a cost of millions of dollars is what the GONDOLA is really about. Let's look at who this multi - million dollar gondola really benefits and who and what suffer, who and what is impacted as a result of this luxurious expenditure **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. Particularly we should be looking at what other industries which people could mostly benefit from the 500 million to perhaps even 850 million dollars. Unfortunately, the expenditures at least historically, will generally cost more than initially predicted.

In a time when some of most basic human needs go underserved, the medical cost of the elderly are prohibitive, an unfortunate drought situation has occurred does the GENERAL Salt Lake Community really want or particularly need to have a Gondola or "better way" for the mostly rich to not be inconvenienced. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Despite less than 20% of the population of Salt Lake City using Little Cottonwood Canyon, it is quite incredulous we are even thinking of making the majority of the hardworking taxpayers flip the bill for a few weekends of a couple hours a day of perceived "congestion" **(32.1.4D)**

Think of it this way. Let's say we have 20 days total of "congestion" (clearly an over exaggeration) at 500 Million dollars, this equals about ~ 2.5 MILLION DOLLARS per congested day for each day over the next 10 years. Is it really worth it? 2.5 MILLION DOLLARS "a congested day" to make sure the more than average income person that can afford to ski gets to their destination "on time and will not be delayed". **(32.1.2B, 32.1.2D, 32.1.4D, 32.2.7A, 32.7B, and 32.7C)**

If we make a change it will desecrate Little Cottonwood Canyon FOREVER. It will be looked back in its rusting years as a bad and expensive decisions.

I am one of those weekend warriors, entitled fortunate and blessed skier, mountain biker and outdoorsman. I do not mind waiting one- two or three or even four hours to go skiing. If the roads is closed, I get to see the beautiful, mostly untarnished urban free landscape...Hurray! Don't destroy it by "modernizing" it or making it "attractive" to the one or two-time nonresidential user. Keep it pristine for the MAJORITY of people who need to pay for this with their hard-earned taxes. The same people who have voted for you to make fair decisions for their financial, emotional and spiritual well-being ...not the few.

COMMENT #: 10244
DATE: 9/1/21 10:08 PM
SOURCE: Website
NAME: Nate Graham

COMMENT:

It's my firm belief that considering a gondola fails to adequately take into account the environmental impact it would have. **(32.2.9E and 32.29G)** I also think these considerations have not been communicated effectively to the public

COMMENT #: 10245
DATE: 9/1/21 10:09 PM
SOURCE: Website
NAME: Austin Rupp

COMMENT:

I moved to SLC about 7 years ago and have fallen in love with the Wasatch mountains and Cottonwood Canyons. Traffic, crowding, and accessibility are all problems in the canyons, especially on busy ski days, and I fully support UDOT and our communities in trying to address these problems. However, I worry that the current proposals as set forth in the EIS will not effectively or adequately address these problems. **(32.1.2B, 32.1.2D, 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.

Thank you for considering our comments. It is my sincere hope that you will reconsider the current proposals and seek more innovative, inclusive, and less destructive alternatives.

Sincerely,
Austin Rupp

COMMENT #: 10246
DATE: 9/1/21 10:09 PM
SOURCE: Website
NAME: Blayne Huffman

COMMENT:

We cannot afford to lose more of our beautiful natural spaces and the creatures they support. This would cause irreparable damage to ecosystems and revenue from the huge tourist draw that is climbing. (32.29D, 32.17A, 32.17B, 32.13A, 32.13B, 32.4A, and 32.4B)

COMMENT #: 10247
DATE: 9/1/21 10:09 PM
SOURCE: Website
NAME: Trevor Jurges

COMMENT:

I am in favor of the Gondola. I am a long time LCC traveler in the winter and I can attest to the horrible traffic, especially on powder days. I think the gondola is not only smart, but safer. I have talked to many fellow skiers who do not feel safe riding the bus in the canyons. The gondola can operate at the same capacity on snowy and sunny days, allowing for safe canyon travel in dangerous conditions. And, it will be a great attraction to have the worlds longest gondola here in our state. **(32.2.9D)**

COMMENT #: 10248
DATE: 9/1/21 10:09 PM
SOURCE: Website
NAME: Alyce Meserve

COMMENT:

I have seen bad crashes in the Canyon. A Suburban two cars behind me slid on the road and drove up the side of the Rock, flipped and landed on the grill, then roof. It was horrific. There is no reason this should happen when people can take the gondola. **(32.2.9D)** Too many bad experiences on icy canyon roads. **(32.2.6.3P)** A few extra \$ for lift and locker is worth saving lives. Same ppl who moan about the gondola fought Trax and now they love it.

COMMENT #: 10249
DATE: 9/1/21 10:10 PM
SOURCE: Website
NAME: Rob Mo

COMMENT:

Gondola all the way! Less pollution and less congestion. (32.2.9D)

COMMENT #: 10250
DATE: 9/1/21 10:11 PM
SOURCE: Email
NAME: Brandon Edmondson

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Brandon Edmondson
South Jordan, UT

COMMENT #: 10251
DATE: 9/1/21 10:13 PM
SOURCE: Website
NAME: Indigo Catton

COMMENT:

Dear City and County Officials,

I support a wild and healthy ecosystem that provides our water, supports 1,200 species of plants and animals, and is depended upon for healthy outdoor recreation by millions of people both locals and visitors each year. We don't need elaborate gondolas or expansion of the roadways that damage the magnificent Wasatch Mountains. **(32.2.9E, 32.2.9C, and 32.4I)** Below are six actionable solutions that will meet or exceed UDOT's goals, all the while protecting what makes the Wasatch unique and inspiring.

UDOT's goal of 30% reduction in private vehicles could be accomplished without major construction but requires higher vehicle occupancy during peak hours, weekends and holidays. By requiring 4 or more people in cars that enter these canyons, you could remove 50% of the current vehicles in the canyon, 20% more than UDOT's \$500 million+ solution in search of a problem. **(32.2.4A and 32.2.2Y)**

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)**.

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 and 32.2.2B)**

Innovate and implement an occupancy-based toll to increase vehicular occupancy from current 1.7 people per vehicle to 4. **(32.2.4A)**

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

Year-round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.1.2D, 32.1.2C and 32.2.6.5G)**

While UDOT isn't being responsive to public comments and strategies that protect the Wasatch, we are hoping our local elected officials are. As our local representatives, I hope you will tell UDOT to protect the Wasatch, forgo the damaging development that only helps two resorts and engage with local conservation and community groups to advance robust solutions to the year-round transportation, recreation and conservation issues confronting our watershed canyons. **(32.1.2C and 32.2.9G)**.

COMMENT #: 10252
DATE: 9/1/21 10:15 PM
SOURCE: Website
NAME: Brett Heimburger

COMMENT:

I believe that the Gondola option would be the best one long-term. (32.2.9D)

COMMENT #: 10253
DATE: 9/1/21 10:15 PM
SOURCE: Website
NAME: Daren Campbell

COMMENT:

I support the gondola option as the best way to get the masses up Little Cottonwood Canyon. Thank you. (32.2.9D)

COMMENT #: 10254
DATE: 9/1/21 10:16 PM
SOURCE: Website
NAME: Kevin Hodgson

COMMENT:

The infrastructure plan here will eliminate many of the great climbing areas in this region. As a climber I have dealt with this before. A climbing area near my hometown was demolished and developed into housing. I never got the chance to climb at this area like the previous generation had. My recommendation is to keep the pristine climbing areas intact for many future generations to be able to experience. **(32.4A, 32.4B, 32.2.9A, 32.29G)**

Many thanks,
Kevin

COMMENT #: 10255
DATE: 9/1/21 10:18 PM
SOURCE: Website
NAME: Simone Parker

COMMENT:

I don't even know where to begin. I read your whole page and all the reasoning for the gondala, and I get it. There is a problem and we need a solution. But what I think you don't understand is that impact it has on the people. I have lived at the base of little cottonwood my whole life, and this place is extremely special to me. It has been my favorite place to adventure, not only in the winter but the summer too. It has been my escape. Being able to drive up the canyon after a bad day or a break up. There is nothing more meaningful to me. And it's so special because of the acces I have. Because I can drive up myself and experience the beautiful winding road first hand. The reason I love it so much is because it's not like other place with big tourists machinery running through the whole canyon. It is a genuine beauty that is more natural. You think that people will stop lining up to get in the canyon? They won't. Everyone if going to line up to get to the gondala parking lot, pushing lines farther down the canyon. **(32.2.4A and 32.2.6.5C)** HAS to be another option. **(32.2.2PP)** It completely breaks my heart that this is what it has come to. Little cottonwood does not deserve to be destroyed by some gondala. **(32.1.2B and 32.4I)** This gondala is also going to attract more tourists, which is the complete opposite of what we want **(32.20A and 32.20C)** Utah and little cottonwood is such a beautiful place, and people are never going to stop wanting to come here. But going through with this hurts the residents. It hurts your own people. This seriously breaks my heart. I am still young, but I hope to raise my children on little cottonwood terrain. But this gondala pushes me away. And it is repulsive to all residents. **(32.4I)** I really hope you understand how terrible this would truly be. Please take our opinions into serious consideration, because we are the ones who practically live in the canyon. It is our home and you are trying to ruin it. PLEASE do not build this gondala. **(32.2.9E)**

COMMENT #: 10256
DATE: 9/1/21 10:18 PM
SOURCE: Website
NAME: Andrea Ramos Campos

COMMENT:

I believe the options UDOT has come up with are unfortunately very destructive and less destructive options exist. **(32.2.9C and 32.2.9E)** More buses, more park and ride options, tolling, etc. **(32.2.9A, 32.2.6.2.1C, and 32.2.4A)** If you have not tried other options why go with the most costly and destructive one? **(32.29R)** A gondola and expanded roads would be a shame as well as an environmental injustice. **(32.4I and 32.5A)**

COMMENT #: 10257
DATE: 9/1/21 10:18 PM
SOURCE: Website
NAME: Tim Komlos

COMMENT:

I favor the enhanced bus with PPSL option. **(32.2.9B)** The problems with the gondola options are that multiple transfers needed to the gondola will increase the total time to get from my car to the resort well above the projected 45-minute transit time. **(32.2.6.5J)** The busses should be electric. **(32.2.6.3F)**

COMMENT #: 10258
DATE: 9/1/21 10:19 PM
SOURCE: Website
NAME: Alam Greenall

COMMENT:

I have been snowed in and saw a bus hit by an avalanche. The gondola looks like an excellent way for transport **(32.2.9D)**

COMMENT #: 10259
DATE: 9/1/21 10:19 PM
SOURCE: Email
NAME: Katelyn Baucom

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Katelyn Baucom
Old Hickory, TN

COMMENT #: 10260
DATE: 9/1/21 10:20 PM
SOURCE: Website
NAME: Michelle Neves

COMMENT:

I am very concerned about the future of LCC. I also don't feel the gondola and bus options are the only two options. We should have more of a phased response. **(32.29R)** The gondola only serves the ski resorts at tax payer expense. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** We need to revisit options as I think there are alternatives. I am strongly against the gondola option as it will ruin our scenic canyon. **(32.2.9E and 32.17A)** At great tax payer expense. Say no to the gondola and let's look at other options. **(32.2.2PP)**

COMMENT #: 10261
DATE: 9/1/21 10:21 PM
SOURCE: Website
NAME: Seth Seay

COMMENT:

Big Cottonwood was dropped from the original EIS under the guise that any solution for Little Cottonwood would be scalable to Big Cottonwood. **(32.1.1A)** While Little Cottonwood has some unique problems - namely avalanche paths and a portion of Wasatch Blvd - severe congestion and lengthy traffic delays of up to several hours during the winter (often due to poorly equipped vehicles) are not. Compared to the Enhanced Bus without road widening alternative, the four other alternatives listed on the Executive Summary Fact Sheet have substantially higher costs. **(32.2.7C)** The gondola and cog rail options would not begin to address the severe congestion in Big Cottonwood - either leaving visitors to Big Cottonwood abandoned or leaving local taxpayers with a severe cost burden of an additional project to address Big Cottonwood's congestion. **(32.1.1A)** The Enhanced Bus without road widening is by far the most efficient, reasonable, and scalable solution to the Cottonwood problems. **(32.2.9A)**

Road widening and the cog rail would bring the most significant disruption to canyon topography, raising concern for this watershed serving a major metropolitan population situated in an arid environment, that is experiencing landmark drought. **(32.12B and 32.12C)** SR 210 threads between to wilderness areas, and it offers some of the best (arguably the best) access to wilderness from any metropolitan center in the lower 48 states - an increasingly precious and threatened resource that should not be underestimated as the world's population growth continues to accelerate. These options would also unnecessarily eliminate several popular climbing areas. **(32.4A, 32.4B, and 32.4D)** Returning to the original and most pertinent concern, these options are not easily scalable to SR 190, and would be even more expensive in Big Cottonwood as the road is conservatively 150% the length of SR 210 (from the respective Park & Rides to the furthest ski resort in each canyon). While using the extra lane (Enhanced Bus with extra lane alternative) for bikes and pedestrians in summer sounds appealing for certain, easily converted, stretches of road in these two canyons, there are extensive portions of the canyons that would have to undergo significant excavation. Leading to the concerns just mentioned.

The primary concerns about the gondola alternatives have already been addressed above - substantially higher cost, without addressing Big Cottonwood **(32.2.2Q)** A further concern is the carrying capacity of these ski resorts. While advertising a unique ski experience in our country, potentially drawing an increased percentage of visitors and benefitting the local economy (I assume this is the argument being made to justify this option, and its substantially higher cost? Really though, the resorts should pay for it if they want transit for their customers, not hundreds of thousands of local residents who will not see a return on their involuntary investment.), it would serve a very small percentage of ski resort acreage available in this state. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Once people realize they're gaining a unique travel experience for a potentially severely diminished resort experience - lengthy lift lines - discerning potential customers will easily be able to make the cost-benefit analysis and avoid this area. **(32.20C)**

The Enhanced Bus Service without road widening is easily the most sensible and exciting choice. Providing for the longevity of the unique outdoor experience offered by this spectacular terrain, and addressing the concerns of the numerous user groups that benefit from these canyons. **(32.2.9A)**

COMMENT #: 10262
DATE: 9/1/21 10:21 PM
SOURCE: Website
NAME: Adrian Lazo

COMMENT:

As an avid LCC skier who moved to SLC 14 years ago specifically to ski in LCC I am very much in favor of the gondola. **(32.2.9D)** Telluride is an excellent case study of how a gondola can contribute to a mountain town's public transport. Bussing is inconvenient and increased vehicular traffic is significantly more detracting from the natural beauty of the canyon. **(32.1.2D, 32.2.4A, and 32.7C)** It already smells like burning brake pads and more cars can't be the answer.

COMMENT #: 10263
DATE: 9/1/21 10:21 PM
SOURCE: Website
NAME: Emily Nackos

COMMENT:

There are a lot of opinions on this but I think it is important to note that this project although brilliant for helping safe travel up the canyon does not guarantee less traffic in the canyon. If anything it is going to allow more people up and congestion at the mouth of the canyon and the top. **(32.1.2B, 32.1.2D, 32.7B, and 32.7C)** The project only benefits the ski resorts and doesn't actually seem to do much to solve the problem. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Honestly this seems more like a ski resort problem that could be solved with a parking structure. **(32.2.2F)**

COMMENT #: 10264
DATE: 9/1/21 10:22 PM
SOURCE: Email
NAME: Tim Komlos

COMMENT:

To Whom It May Concern:

I favor the enhanced bus with PPSL option. **(32.2.9B)** The problems with the gondola options are that multiple transfers needed to the gondola will increase the total time to get from my car to the resort well above the projected 45-minute transit time. **(32.2.6.5J)** The busses should be electric. **(32.2.6.3F)**.

--

Tim Komlos, President
Northern Electric Company

COMMENT #: 10265
DATE: 9/1/21 10:23 PM
SOURCE: Email
NAME: Anna 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,
Anna Jensen
Sandy, UT

COMMENT #: 10266
DATE: 9/1/21 10:25 PM
SOURCE: Website
NAME: Jonesy Jonesy

COMMENT:

Please do not install the gondola. **(32.2.9E)** Preserve the natural joys that are found in LCC! **(32.4I and 32.17A)** The climbing there has brought me so much happiness to my life along with my family **(32.4B)**

COMMENT #: 10267
DATE: 9/1/21 10:26 PM
SOURCE: Website
NAME: Victor Lora

COMMENT:

The Gondola will be the best option for all the safety reasons alone is worth the investment. The Gondola is or has less impact in the environment and scenically more appealing that not only tourists would want to rid it but local residents as well. **(32.2.9D and 32.17A)** If you choose the bus rout (pun intended) during the big snowstorms, mud slides or accident one will wish we would have gondola. **(32.2.6.3P)**

COMMENT #: 10268
DATE: 9/1/21 10:29 PM
SOURCE: Website
NAME: Kimber Fortin

COMMENT:

I understand the desire for winter traffic in Little Cottonwood Canyon to be mitigated, but installing a gondola, or widening the roads for bus lanes are definitely not the answers! **(32.2.9E and 32.2.9C)**

Either of these options would greatly reduce access to some of the canyons world-class climbs, and would completely destroy others. This is unacceptable! This canyon and it's climbing is an irreplaceable treasure that must be preserved **(32.4A and 32.4B)**.

With that being said there are alternative practical options that can keep all sides happy. Among these options are frequently scheduled shuttle busses (hopefully electric), and/or a canyon toll. I would happily purchase a canyon pass every year if it meant preserving our canyon **(32.2.9A, 32.2.6.3F, and 32.2.4A)**

I hope you will consider the negative impact your proposals will have on this canyon, locals and tourists. And I hope you will also consider alterative options that can benefit all parties.

Thank you.

COMMENT #: 10269
DATE: 9/1/21 10:30 PM
SOURCE: Website
NAME: Max Scrimgeour

COMMENT:

Gondola. It reduces overall cars on the road, lowers emissions and is a more reliable method to get people up the canyon in poor conditions. How many people voting for the bus have actually ridden the bus (but seriously)? **(32.2.9D)**

COMMENT #: 10270
DATE: 9/1/21 10:31 PM
SOURCE: Website
NAME: Max Smart

COMMENT:

DO NOT BUILD THE GONDOLA. THE CANYON IS NOT A COMMODITY ITS A PLACE OF ADVENTURE AND BEAUTY. THE GONDOLA WILL KILL IT. **(32.2.9E and 32.4I)**

COMMENT #: 10271
DATE: 9/1/21 10:31 PM
SOURCE: Website
NAME: Tom Chalmers

COMMENT:

I do not want a gondola in LCC. **(32.2.9E)**

COMMENT #: 10272
DATE: 9/1/21 10:31 PM
SOURCE: Website
NAME: Emmett Bankston

COMMENT:

Dogs should be allowed in the cottonwood canyons. Perhaps there could be a dog license with fees to support traffic relief. **(32.29D)**

COMMENT #: 10273
DATE: 9/1/21 10:33 PM
SOURCE: Email
NAME: Becky Abbey

COMMENT:

Dear Utah Department of Transportation,

Hello LCC DEIS,

First of all, Thanks for all of your hard work! I am a doctor at the University of Utah. I find more than anything my patients and myself need access to green space, peace, and wilderness during these trying times. Many of the patients I work with spend time in the great outdoors surrounding Salt Lake City, including little Cottonwood Canyon. Adding a gondola or huge new bus lanes would really decrease the solitude and beauty of the canyon, as well as have huge environmental impacts for wildlife and plants. We need to consider the long-term effects of billing such an expensive and irreversible infrastructure project in her beautiful and fragile canyon. **(32.2.9E, 32.2.9C, 32.17A, 32.17B, 32.13A, 32.13B, and 32.4I)**

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,
Becky Abbey
Salt Lake City, UT

COMMENT #: 10274
DATE: 9/1/21 10:34 PM
SOURCE: Email
NAME: Ryan Gillespie

COMMENT:

Dear Utah Department of Transportation,

A gondola is the worst possible option for our canyon. **(32.29E)** A gondola paid for by residents, to then pay for its usage, and likely pay for parking, all to still pay for the resorts, who are the only beneficiaries of this gondola, is ridiculous. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Little Cottonwood is NOT simply Alta and Snowbird. Alta and Snowbird are only a small portion of the amount of amazing wilderness in LCC. Spending ungodly amounts of OUR money to simply benefit these resorts is asinine. **(32.1.2B)** If we spent a fraction of the Gondola cost we could pay bus drivers a decent wage, hire more, and have more buses. **(32.2.9A and 32.2.7E)** There is absolutely no reason to even think about something like a gondola until this is done, and even then, if it's only for Alta and Snowbird, let them pay for it. **(32.29R)** The canyon is only getting busier, however even in 2021, it's really only unmanageable on the few powder weekends we get out of the year. The best mitigation of that is to let people sit at home because they don't want to sit in traffic, all for free. I am for enhanced bussing, snow/avy sheds where helpful, tolls unfortunately, and nothing else. I love LCC too much to let it get ruined by the greedy. **(32.2.9A, 32.2.9K, and 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)**
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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,
Ryan Gillespie
Sandy, UT

COMMENT #: 10275
DATE: 9/1/21 10:37 PM
SOURCE: Website
NAME: Veronica Baker

COMMENT:

Please don't move forward with proposals that destroy climbing. **(32.4A and 32.4B)** It does not make sense that the ski industry should get this taxpayer-funded assist while other user groups face massive consequences **(32.1.2D, 32.1.2B, 32.2.7A, 32.7B, and 32.7C)**.

COMMENT #: 10276
DATE: 9/1/21 10:40 PM
SOURCE: Website
NAME: Ivan Vargas

COMMENT:

UDOT's proposals Would negatively impact climbing access to an iconic, world class climbing area **(32.4A and 32.4B)** Furthermore, these proposals prioritize access to recreational activities (such as skiing) that have inherently greater financial/socioeconomic barriers than climbing, thus marginalizing underprivileged communities. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, 32.7C, and 32.5A)** Other alternatives exist and every measure should be taken to preserve access to these treasures and storied climbing areas. **(32.2.9A, 32.2.2PP, and 32.29G)**

COMMENT #: 10277
DATE: 9/1/21 10:40 PM
SOURCE: Email
NAME: Cassidy Stein

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

Ps...you could literally pay people or incentivize them to take the bus and still save ooodles of money compared to this opulent, destructive gondola project catering to the profits of private ski resorts. **(32.2.9E, 32.2.4A, 3.2.7A, and 32.2.7C)** We should not value one outdoor rec activity over others just because it brings in revenue. **(32.1.2B and 32.1.2D)** We must recognize the value in the ecosystems and geologic features/waterways and speak for the canyon since it cannot speak for itself. This sacred place is impacted enough already by humans disregarding the winter traffic. Nature deserves rights in order to protect its intrinsic value. **(32.29G, 32.12A, and 32.13A)**

Sincerely,
Cassidy Stein
Salt Lake City, UT

COMMENT #: 10278
DATE: 9/1/21 10:41 PM
SOURCE: Website
NAME: Jenna Battaglia

COMMENT:

Enhanced bus system **(32.2.9A)**

COMMENT #: 10279
DATE: 9/1/21 10:41 PM
SOURCE: Email
NAME: Nicole Quirante

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

COMMENT #: 10280
DATE: 9/1/21 10:42 PM
SOURCE: Website
NAME: Dylan Schuenemann

COMMENT:

As a climber, outdoor enthusiast, fellow skier and public advocate. I declare that the proposition to widen the road and demolish established climbs is absurd. **(32.2.9C and 32.4A)** The area is rich in history and hold some of the best granite climbing in the United States. It is not to be taken lightly or sacrificed. **(32.29G)**

COMMENT #: 10281
DATE: 9/1/21 10:42 PM
SOURCE: Email
NAME: June Taylor

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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 am an Alta skier; I already have my season pass for 2021-22 season. The snow and ski conditions have changed markedly just in the past 10 yrs, and will continue to deteriorate. IMO it is ridiculous to embark on a billion dollar gondola project to serve a limited number of people for a ski season that is getting shorter, when we have pressing needs for water conservation and storage infrastructure that benefits us all and future generations. **(32.2.2E, 32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

- 7). Of the alternatives, the enhanced bus service makes the most sense to me. **(32.2.9A)** UDOT has never properly invested in adequate bus service to BCC & LCC. Also, other traffic control measures seem to have received little attention. what about RFID requirements that would give police at the canyon mouth the ability to sense and stop vehicles without 4-wheel drive or suitable tires from going up and endangering themselves & others? **(32.2.2M)** Also, disincentives to discourage the 1 person/1 car traffic could go far to reduce vehicle congestion **(32.2.4A)**. The lack of proposals for more sophisticated traffic controls is an obvious and very large omission in these plans, which seem to be weighted towards giant and costly technological solutions that make little sense in view of the climate changes already occurring. **(32.2.2E and 32.2.4A)**

Sincerely,
June Taylor
Salt Lake City, UT

COMMENT #: 10282
DATE: 9/1/21 10:43 PM
SOURCE: Website
NAME: Olivia Colton

COMMENT:

The gondola solution is not an answer to our problem with traffic congestion in Little Cottonwood Canyon. It is merely a way for the resorts to increase revenue at the expense of the taxpayers, while ruining some of the most beautiful public land that Utah has to offer. **(32.2.9E, 32.4I, 32.17A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Increased bus service, along with increased parking at the base of the canyon and road tolling, is the solution that best meets the needs of all users of LCC. **(32.2.9A)** Please consider this option, as the gondola is irreversible and will likely not solve the issues at hand. **(32.7B and 32.7C)**
. Thank you.

COMMENT #: 10283
DATE: 9/1/21 10:45 PM
SOURCE: Website
NAME: Julia Case

COMMENT:

I am strongly in favor of the Enhanced Bus Service in Peak-Period Shoulder Lane alternative. **(32.2.9B)** Installing a gondola in Little Cottonwood Canyon will irreversibly alter the nature of accessibility in the canyon and will put millions of taxpayer dollars toward an enormous eyesore. **(32.2.9E, 32.4I, 32.17A, and 32.4B, 32.4G, and 32.2.9E)** The bus solution offers a greater benefit to year-round accessibility, as the ability to use the bus lanes as bike lanes in the summer greatly increases the safety of travel for cyclists and drivers alike. **(32.1.2C, 32.2.6.3C, and 32.9A)**

COMMENT #: 10284
DATE: 9/1/21 10:46 PM
SOURCE: Website
NAME: Nick Vasquez

COMMENT:

I am not in favor of spending public funds to build a gondola in little cottonwood canyon. **(32.2.9E)** I am in favor of snow sheds, traffic improvements, and other mass transit options that could benefit all canyon users. **(32.1.2B, 32.1.2D, 32.2.9K, and 32.2.9A)** I also hope that a toll can be avoided so the canyon can be accessible for all income brackets. **(32.2.4A and 32.5A)** I also understand the canyon is a limited resource that can only accommodate so many people and would be ok limiting the number of cars with a lottery on peak days. **(32.20B and 32.2.2K)** I am a snowbird pass holder, backcountry skier, and I live in Summit Park, UT. I hope to see real improvements in the canyon soon. It feels like there are a seemingly endless studies regarding the traffic in both canyons with conditions only getting worse. **(32.1.1 A and 32.1.4A)**

COMMENT #: 10285
DATE: 9/1/21 10:47 PM
SOURCE: Email
NAME: MJ Glines

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
MJ Glines
Salt Lake City, UT

COMMENT #: 10286
DATE: 9/1/21 10:48 PM
SOURCE: Email
NAME: Liz Battad

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Liz Battad
Salt Lake City, UT

COMMENT #: 10287
DATE: 9/1/21 10:49 PM
SOURCE: Website
NAME: Betsy Romney

COMMENT:

Expanding access to LCC via Gondola, buses, at the expense of local residence to the tune of \$600 million is absurd! **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** It is nonsense that less than 3 dozen days where individuals have an intense desire to recreate should require tax payers to fund an unnecessary project that a few businesses will make many many millions of dollars in a community that mostly does not want expanded ease of use into such an important piece of our subsistence- this canyon is our source of water. **(32.1.2B and 32.1.4D)** Why pollute it with more and more and more people abusing it? **(32.12A and 32.12B)** So the ski resorts can make millions? So the Gondola project managers can make millions? **(32.2.9E, 32.1.2B, and 32.2.7A)**

And the ambition to grow the recreational ease should be seen for what it is- non essential.
Thank you, Betsy

COMMENT #: 10288
DATE: 9/1/21 10:50 PM
SOURCE: Website
NAME: Mark Liddiard

COMMENT:

Widening the canyon road and building snow sheds would greatly damage the canyon. **(32.2.9C and 32.2.9J)** Widening Wasatch Boulevard would also cause problems. **(32.2.9L)** You should pursue lower cost, lower impact solutions to test the waters and learn what works and what doesn't before spending large amounts of money and permanently changing the canyon with something that might not help that much. Try tolls to encourage car pooling, better bus service, etc. **(32.2.9R, 32.2.4A, 32.2.9A, 32.1.2D, 32.7B, and 32.7C)**

COMMENT #: 10289
DATE: 9/1/21 10:51 PM
SOURCE: Website
NAME: Nolan Paini

COMMENT:

My preferred option would be we just create more parking at the base of either BCC or LCC and simply send more busses up LCC. **(32.2.9A and 32.2.6.2.1C)** Myself and many others would love to take public transportation up LCC, but there is currently no parking anywhere. We should create more parking and simply send more busses up the road before we spend resources on widening the road. **(32.2.9C)** Additionally, the busses should stop at trailheads for backcountry skiers, snowshoers, and hikers. **(32.2.6.3C)** That way taxpayer dollars will benefit all people that use the canyon and not just private ski resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Although my preferred solution is not an option, if I had to choose between the Enhanced Bus Service and Gondola, I choose the Enhanced Bus Service. It is less invasive to this beautiful canyon and wouldn't change it's beauty one bit. Having gondola towers littered up and down the canyon would make LCC lose it's luster. **(32.2.9E, 32.2.9B, 32.17A, and 32.17B)**

Please don't put a gondola in the canyon. It would be an eye sore and only serve private ski resorts and not hikers, snowshoers, and backcountry skiers. Why should my taxpayer dollars go toward something that only benefits private resorts? **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** If a gondola is approved, which hopefully never happens, the private ski resorts should have to pay.

COMMENT #: 10290
DATE: 9/1/21 10:52 PM
SOURCE: Website
NAME: William Reeves

COMMENT:

Gondola is by far the smarter long term option. Adding lanes and busses doesn't solve the traffic issue, doesn't create secondary access during / after storms. **(32.2.9D and 32.2.6.3P)**

COMMENT #: 10291
DATE: 9/1/21 10:53 PM
SOURCE: Website
NAME: Bob Paxton

COMMENT:

I'm not a fan of either option. Cost and damage to the mountain and highway and ecosystem would be enormous. **(32.2.7C, 32.13A, and 32.13B)** Facts and time show that the bus option does not work. Employees and kids ride the bus. It doesn't solve the problem. **(32.7B and 32.7C)** The gondola is the lesser of the 2 evils. Gondolas are much more 'alpine ' in nature and would likely be better received. **(32.2.9D)** I know salt lake county came out tonight in favor of the bus and widened road. A wider road would totally ruin the canyon, and when it snows, there will only be a single lane formed by the drivers **(32.2.9C and 32.2.6.3P)** That's how it is now, why would that change. It's too dangerous. Something would need to be done about thousands of riders - of gondola - for their bags and changing clothes. Let's build a nice big warehouse style building at each resort to accommodate baggage needs. **(32.2.3A)**. I feel many in charge at UDOT and S L County either don't ski or rarely ski, or they could answer tough questions. Ask those of us that by passes every year and have skied here for 40 or 50 years. We have insight that leaders don't want to hear.

COMMENT #: 10292
DATE: 9/1/21 10:55 PM
SOURCE: Email
NAME: Jett 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):

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Sincerely,
Jett Johnson
Sandy, UT

COMMENT #: 10293
DATE: 9/1/21 10:55 PM
SOURCE: Email
NAME: Stephen Koss

COMMENT:

Dear Utah Department of Transportation (UDOT),

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I grew up next to these mountains at this canyon and it is a very special place to everyone who knows it. Understand that these actions only fill the pockets of those who do not wish for a better future for the citizens of the Wasatch front and Utah. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Sincerely,
Stephen Koss
Albuquerque, NM

COMMENT #: 10294
DATE: 9/1/21 10:56 PM
SOURCE: Website
NAME: Cayden Young

COMMENT:

Please implement the gondola option and help preserve little Cottonwood Canyon. **(32.2.9D)**

COMMENT #: 10295
DATE: 9/1/21 10:56 PM
SOURCE: Website
NAME: Marta Myshrall

COMMENT:

The gondola is absolutely not the solution. (32.2.9E) It would be an eyesore that would get closed frequently due to wind. (32.17A and 32.2.6.5K) park and ride options, as well as options that maintain the canyon and support all the other ways people use the canyons besides only alpine resort skiing would be better options. (32.2.9A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)

COMMENT #: 10296
DATE: 9/1/21 10:56 PM
SOURCE: Email
NAME: Shea Spalding

COMMENT:

Dear Utah Department of Transportation (UDOT),

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Sincerely,
Shea Spalding
Albuquerque, NM

COMMENT #: 10297
DATE: 9/1/21 10:57 PM
SOURCE: Website
NAME: Billy and Abby Both Jergins

COMMENT:

My wife and I would like to voice support for the installation of a wonderful tram system going up Little Cottonwood Canyon. **(32.2.9D)** such a system would showcase the beauty of little Cottonwood Canyon. It would be a brilliant move for UDOT and Utah to have such a system. The future demands a tram to decrease over crowding of vehicles, (waisted parking lot space to accommodate extra vehicles) decreased traffic (and traffic accidents associated with increased traffic). **(32.7B and 32.7C)** The future demands decreased fuel consumption creating air pollution. **(32.10A)** Even as cars go electric, electric vehicles require electrical charging stations that take up extra space for charging stations as well. Issues that a tram in the canyon will damage the canyon is unfounded and only meant to be a source of fear to defeat a tram system. It only makes sense to build and operate a tram up Little Cottonwood Canyon as growth increases in Utah and visitors to Utah come here to sky..

Thank you Billy and Abby Jergins

COMMENT #: 10298
DATE: 9/1/21 10:57 PM
SOURCE: Website
NAME: Peter Watson

COMMENT:

I am against the gondola in Little Cottonwood Canyon. **(32.2.9E)** It doesn't seem fair to build a gigantic structure to service two businesses and a small segment of the population **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** It would be an eyesore and hinder other activities in the canyon. **(32.17A, 32.4B, and 32.4G)** LCC is such an amazing place. Please don't ruin it. **(32.4I)**

COMMENT #: 10299
DATE: 9/1/21 11:00 PM
SOURCE: Website
NAME: Ruth Daniel

COMMENT:

I believe that building a gondola or widening the road would be extremely irresponsible both environmentally and financially. **(32.2.9E and 32.2.9C)** a beautiful and precious canyon that should not be torn apart in this way. **(32.17A, 32.17B, and 32.29G)**

COMMENT #: 10300
DATE: 9/1/21 11:00 PM
SOURCE: Email
NAME: Hannah Sutherland

COMMENT:

Dear Utah Department of Transportation (UDOT),

I 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,
Hannah Sutherland
SLC, UT

COMMENT #: 10301
DATE: 9/1/21 11:02 PM
SOURCE: Email
NAME: Kenny Katnik

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,
Kenny Katnik
Salt Lake City, UT

COMMENT #: 10302
DATE: 9/1/21 11:03 PM
SOURCE: Email
NAME: Nicole Sutherland

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

COMMENT #: 10303
DATE: 9/1/21 11:04 PM
SOURCE: Website
NAME: Joanne Yeung

COMMENT:

Convince me how the gondola helps anyone but those going to ski resorts? How does it solve a traffic issue when it omits so many others like hikers, climbers, etc from the transportation system? What was the problem you were trying to solve again? **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Why impact sights or roads when there's already a proven traffic solution - take Park City for example. They use empty lots for people to park away from the resort and there are multiple complimentary buses to shuttle people up. Suggestion: do this for LCC and close off the road to drivers going to the ski resorts once those parking lots fill. **(32.2.9A, 32.2.4A, 32.2.2L, and 32.2.2K)** Why not try that as a preliminary solution before throwing millions at solutions that cost more, will ruin the landscape, or only serve a narrow part of the population of visitors? **(32.29R)**

COMMENT #: 10304
DATE: 9/1/21 11:04 PM
SOURCE: Email
NAME: Jenny Fu

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Jenny Fu
Salt Lake City, UT

COMMENT #: 10305
DATE: 9/1/21 11:06 PM
SOURCE: Website
NAME: Loni Spencer

COMMENT:

I am opposed to this plan. Keep little cottonwood little. It's perfect the way it is. Please don't spend tax payers money on this project. **(32.2.7A and 32.29D)**

COMMENT #: 10306
DATE: 9/1/21 11:07 PM
SOURCE: Website
NAME: M Long

COMMENT:

No to gondola. (32.2.9E)

COMMENT #: 10307
DATE: 9/1/21 11:07 PM
SOURCE: Website
NAME: Patti Hobfoll

COMMENT:

I strongly oppose BOTH options that have been tagged as the “best” options to alleviate congestion in Little Cottonwood Canyon during some winter days. **(32.2.9C and 32.2.9E)** I have to take a quick opportunity to get my frustration out here, before I get into brass tacks. The more I hear about this project (and I have been following closely, including attending hearings), the more it sounds to me like a ruse for a small amount of people to make a lot of money under the guise of bettering the community and problem solving. I am furious that you continue to waste taxpayers’ money for this ridiculous project. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

With that being said, here are my oppositions.

1. Widening the road in a non-starter. It would create unspeakable damage to the canyon and ecosystem. Blasting away so much mountainside could have far-reaching consequences that none of us may even be able to imagine, but rockslides, water contamination, and ecosystem destruction are nearly certain. Honestly, this option sounds like it was only put forward as a way to make the gondola option seem better. **(32.2.9C, 32.12B, 32.13B, and 32.17B)**
2. The gondola option does nothing to address concern about traffic along Wasatch Blvd from I-215. That will still happen, because it still relies heavily on the personal car. People will still have to drive to the gondola base. In fact, more car infrastructure will have to be built; more paving of roads and parking lots. **(32.2.6.2.2A and 3.2.6.5E)**
3. The gondola option has 2 terminus points- the top (ski resorts) and the bottom (parking lot). It does not address the many people who enjoy hiking, snowshoeing, picnicking, and camping in various points within the canyon. So, cars will still need to utilize the road. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**
4. The gondola takes over 30 minutes to ride from the bottom to the top. What happens if there is a medical emergency inside a cabin? Or an altercation? **(32.2.6.5H, 32.2.6F, and 32.2.6.5K)**
5. The gondola will really only be needed less than one month out of the year. The traffic is bad on a powder day in the winter. That’s it. You are suggesting that we build a gondola for half a BILLION dollars that is only needed one month out of 12. That is not a good ROI. **(32.1.4D)**
6. What if no one rides the gondola? **(32.2.4A)**
7. As a taxpayer, I am not interested in giving my money to fund this project, nor am I interested in paying for ongoing maintenance for the "gondola. \$500 million is only the STARTING number for cost.
8. How often will it be stopped for wind, technical problems, power outages? **(32.2.6.5K)**

Another concern I have is canyon capacity. I have heard from other constituents that no capacity study has been done for LCC. This is very concerning if no consideration has been made as to how many people should be in the canyon at one time. This is really capitalism at its finest, is it not? The mentality of more, more, more, progress at the expense of all else. Unfortunately, we are at the end of that road. With the climate crisis as it is now, either we stop and take stock, or Mother Nature will force us to. I would rather not witness a totally ecosystem collapse because greedy Utahns kept taking and taking from our natural resources. **(32.20A, 32.20B, and 32.20C)**

A capacity study MUST be done- the question is not only how to effectively get many more people up the canyon, but SHOULD we? How much is too much? **(32.20B)**

I do have some thoughts regarding solutions.

1. Increased bussing. It seems like a no-brainer, but has not yet been tried. Perhaps there could also be an increased incentive to ride the bus if ONLY busses were allowed up the canyon from 8-9am. **(32.2.9A, 32.2.4A, and 32.2.2B)**
2. Increased bussing still doesn't completely solve the traffic issue. We should also be focused on increasing public transit ridership long before the vicinity of the Cottonwoods. We should focus on bringing Trax over this way. At the very least, extend the University Trax line all the way up Foothill Blvd and put in a park and ride at the Bombay House/ Wal-Mart parking lot. I am much more open to spending \$500 million on Trax that I can actually utilize the rest of the year. **(32.2.2I)**
3. Tolling. I am sure that there is some effective way to utilize tolling to mitigate cars. **(32.2.4A)**
4. Near-total personal car ban. Like the gate into a parking garage, authorized vehicles will be able to scan a pass to open the gate. Residents, municipal and service vehicles, lodge guests, and employees will be able to drive up. The rest is public transit. Alta and Snowbird resorts could set up resort check-ins at the base. Room keys open the access gate. **(32.2.2B)**
5. Increased advertising and education by Alta and Snowbird surrounding the free UTA pass for season ski pass holders. I have been an LCC season pass holder for a number of years now, and only last season did I learn that I had a UTA pass with my season pass!!! This information needs to be more widely known! **(32.2.4A)**
6. Sadly, UDOT, I feel that the answer to the traffic in LCC will not be a UDOT solution, but rather a UTA solution. It might be time to let this go and pass the torch to an agency better suited to solve this issue. **(32.1.1D)**

COMMENT #: 10308
DATE: 9/1/21 11:09 PM
SOURCE: Website
NAME: Doug Simpson

COMMENT:

A gondola is a horrible idea aimed at further enriching Snowbird and Alta at the expense of tax payers. **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Bus service should be expanded and snow shed tunnels should be added. **(32.2.9A and 32.2.9K)**

COMMENT #: 10309
DATE: 9/1/21 11:09 PM
SOURCE: Website
NAME: Dylan Sieverts

COMMENT:

I am against the Gondola and/or road widening. **(32.2.9E and 32.2.9C)** This will ruin the historic LCC canyon and the culture that had been so great at Snowbird/Alta. **(32.4I)** Let the locals keep what they grew up loving. We don't want more people or big companies ruining the skiing and canyon we grew up loving. **(32.20A and 32.20C)**

COMMENT #: 10310
DATE: 9/1/21 11:10 PM
SOURCE: Website
NAME: Ivan Polson

COMMENT:

This is great thinking outside of the box. (32.29D)

COMMENT #: 10311
DATE: 9/1/21 11:11 PM
SOURCE: Website
NAME: Dave Thorn

COMMENT:

The bus alternative is better. The year around benefits of the shoulder lane with access along the entire route is clearly superior. I am strongly opposed to the construction of towers. **(32.2.9B, 32.9A, and 32.2.9E)**

COMMENT #: 10312
DATE: 9/1/21 11:12 PM
SOURCE: Website
NAME: Gene Fuller

COMMENT:

The Gondola option only benefits skiers and the ski resorts and ruins the beauty of the canyon for everyone else, all year long for forever! **(32.17A, 32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The enhanced bus service is a better option, but even that will tear up the canyon with the road widening. **(32.2.9C and 32.17B)**

A better option would be to have the enhanced bus service without widening the road. **(32.2.9A)** If you put in snow sheds in the most avalanche-prone areas, make the bus service free to those with a ski pass, and charge a large enough fee to drive to the ski areas, it should greatly reduce traffic. **(32.2.9K and 32.2.4A)** Then you won't need to widen the road and create a dedicated bus lane. This will preserve our beautiful canyon for everyone to enjoy--hikers, rock-climbers, snowshoers, campers, sight-seers, as well as the skiers.

COMMENT #: 10313
DATE: 9/1/21 11:17 PM
SOURCE: Website
NAME: Simone Spector

COMMENT:

Gondola. But let's be honest, the canyon and all of Utah needs way more public transportation. How I would love to take a train to SLC, then get a train to the mountains. The massive snow that the canyon receives makes driving and rail impracticable, so a gondola would be most reliable and environmentally friendly. **(32.2.9D)**

COMMENT #: 10314
DATE: 9/1/21 11:18 PM
SOURCE: Website
NAME: Aron Stein

COMMENT:

I have been a business owner in utah for most of my life. 45 years. For both commercial, tourism and environmental purposes Its simply crucial that we do all we can to not only support a decrease in traffic in the canyon but we can show the world a fantastic approach through the gondola. The gondola would also be a tourism draw. It seems like the only compelling reason is a few climbers want to protect some small amount of climbing spots. As both a climber and winter and summer sports enthusiast I think this is a minmal amount of the population and is very narrow sighted. Frankly due to the fires and pollution and in general I climb indoors anyway most of the time. Regardless the pros of a gondola far out weigh the cons. **(32.2.9D and 32.4B)**

COMMENT #: 10315
DATE: 9/1/21 11:18 PM
SOURCE: Website
NAME: Madeleine Festin

COMMENT:

While the need for some sort of traffic mitigation is obvious, I really do not understand these solutions at all. They all encourage bringing more people up the canyon, only adding to the already over-populated resorts. **(32.20A and 32.20C)** Similarly, the neighboring Big Cottonwood Canyon has equally sized, if not bigger, traffic problems and there is nothing being done to mitigate those. **(32.1.1A)** The proposed solutions only benefit resort users while actually decreasing canyon availability for other groups (ie. climbers and hikers) by negatively impacting the landscape and its features. **(32.4I, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** On top of that, this proposed "environmentally friendlier" option will inevitably have significant and possibly catastrophic effects on the present ecosystem. Such construction simply must disrupt the stream, noise pollution is also necessary, as well as the negative visual impact. **(32.12A, 32.13A, 32.11D, and 32.17A)** This is not the solution. I am interested in why no one has discussed a permit system. There could be resort permits, backcountry permits, all-use permits, season permits, or day permits. This would allow the number of people going up the canyon to be controlled, tires could be checked at the time of permit purchase. It would encourage carpooling, generate income that could be put back into the canyons. Deals could be worked out with resorts to include permits with passes. Either way, the solution is not bringing more people up the canyon, that can only cause more problems. **(32.2.2K and 32.2.4A)** The gondola is simply far too exclusive and widening the road will have a massive environmental impact. Please reconsider all of the currently proposed plans for the future health of the canyon so its natural state can be preserved for generations to come, instead of just generating the resorts a bit more profit. **(32.2.2PP)**

COMMENT #: 10316
DATE: 9/1/21 11:19 PM
SOURCE: Email
NAME: Kaitlyn Miller

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

COMMENT #: 10317
DATE: 9/1/21 11:21 PM
SOURCE: Website
NAME: Amna Khan

COMMENT:

i do not support the build of the gondola in LCC and not the expansion of the lanes in LCC. (32.2.9C and 32.2.9E)

COMMENT #: 10318
DATE: 9/1/21 11:24 PM
SOURCE: Website
NAME: Carter Madsen

COMMENT:

You know, I totally understand the gondola idea- I do. It would reduce a lot of road traffic- but the issue is, it would do so at a HUGE expense to Utah taxpayers like myself, and at a huge environmental impact- especially to the climbing community. LCC is home to world-renowned boulder climbing that would be destroyed by the gondola proposal- let's find a better way! I know we can!" (32.2.9E, 32.2.7A, 32.4B, 32.2.9A, and 32.2.2PP)

COMMENT #: 10319
DATE: 9/1/21 11:26 PM
SOURCE: Website
NAME: Jess Nichols

COMMENT:

I am against the gondola. **(32.2.9E)** I am against the huge impact that this would have on our beautiful LCC (and, in turn, affect BCC). **(32.17A and 32.20I)** My tax money should not go towards a gondola that would benefit private companies like Snowbird and Alta any more than it should go towards getting me to a private restaurant. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The canyons are already so full as well. This gondola continues to push the trend of over-capacity in the canyons. **(32.20A and 32.20C)** Principles of LNT are not being adhered to already and inviting more and more people will destroy the wild places and make this an overrun cosmopolitan and destroy the peace the canyon can provide. **(32.4I)** The canyon can only hold so much. **(32.20B)** The human soul needs wild places and this gondola is perfectly representative of destroying it. I do, however, believe in larger parking garage near the gravel pit and running clean-burning busses up both LCC and BCC. I'm ok with a lane that will be for strictly busses and HOVs at peak hours. **(32.2.9B and 32.2.6.3B)** This allows people to enjoy the canyon, but doesn't destroy the canyon itself. The hope is to allow more people to enjoy the canyon and grow a love for the outdoors and massive development in the canyon doesn't bring people closer to wild places, but rather destroys those same wild places. Please, please, please, NO to the gondola and YES to keeping LCC beautiful.

COMMENT #: 10320
DATE: 9/1/21 11:28 PM
SOURCE: Website
NAME: Sophie Buckland

COMMENT:

I believe putting in a Gondola in LLC is going to do so much damage to a canyon that is already getting worn down more and more every year. **(32.2.9E and 32.4I)**

I think season passes should be capped and that once resort parking lots are full to stop all transportation going up to the canyon. **(32.2.2L and 32.2.2K)**

COMMENT #: 10321
DATE: 9/1/21 11:29 PM
SOURCE: Email
NAME: Andrew Bird

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please do not introduce a gondola and invade more of the ecosystem **(32.2.9E and 32.13A)**

Sincerely,
Andrew Bird
Salt lake city, UT

COMMENT #: 10322
DATE: 9/1/21 11:31 PM
SOURCE: Website
NAME: Patrick Schulz

COMMENT:

I don't see that the proposed solutions would hugely impact traffic congestion in LCC, and the gondola towers would be a colossal eyesore. These solutions are poorly thought out, rushed, and frankly lazy. They pander to the ski resorts and fail to account for the myriad of other canyon users. This is the promotion of business, at the expense of everything that makes life in UT worth living. **(32.2.9C, 32.2.9E, 32.17A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 10323
DATE: 9/1/21 11:32 PM
SOURCE: Website
NAME: Emily Lindner

COMMENT:

After taking careful consideration of the proposed options for the minimizing traffic up LCC, I am highly discouraged by the impact that this will cause. Though I am for reducing the complications of heavy traffic and creating a system that is safe, these options will drastically shift access to multiple recreation uses such as climbing, hiking, biking, backcountry ski access, and site seeing; it will also create a larger gap and present greater challenges for marginalized groups to access the canyon. **(32.4A, 32.4B, 32.4I, 32.4G, 32.4P, and 32.5A)** I cannot support the decision of the new proposal because even though it may seem like a permanent solution to mitigating traffic in the winter; it will negatively impact and continue to burden those who already have limited resources to access these activities. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Let's think about the consequences this will have not only on the environment, but also on perpetuated social injustices on marginalized groups. **(32.5A)** These solutions are considering only a fraction of the year (the winter months) and businesses that operate to make a profit from snowsport activities which primarily serve the wealthy. **(32.1.2C and 32.2.6.5F)** Nature doesn't ask for a profit from users, so why would we want to limit that opportunity for individuals and families and communities to experience what is free - nature? **(32.5A)** I am advocating for alternate solutions before any permanent infrastructure changes are made that will affect and impact future generations. **(32.2.9A)**

COMMENT #: 10324
DATE: 9/1/21 11:33 PM
SOURCE: Website
NAME: Adam Minka

COMMENT:

Save Little Cottonwood (32.29G)

COMMENT #: 10325
DATE: 9/1/21 11:36 PM
SOURCE: Website
NAME: Sydney Robertson

COMMENT:

Widening the road will increase damage to wild life and plant life far beyond where the pavement is laid. It is a ploy to make money, with only a few benefiting. (**32.2.9C, 32.13B, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C**)

COMMENT #: 10326
DATE: 9/1/21 11:37 PM
SOURCE: Website
NAME: David Harmer

COMMENT:

I believe the gondola is a better option! **(32.2.9D)**

COMMENT #: 10327
DATE: 9/1/21 11:37 PM
SOURCE: Website
NAME: Michael Johnson

COMMENT:

The gondola is the best long term solution in my opinion. Thanks **(32.2.9D)**

COMMENT #: 10328
DATE: 9/1/21 11:39 PM
SOURCE: Email
NAME: Sophia Nester

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Sophia Nester
Salt lake city, UT

COMMENT #: 10329
DATE: 9/1/21 11:44 PM
SOURCE: Email
NAME: Rachel Williamson

COMMENT:

Dear Utah Department of Transportation (UDOT),

I 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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- 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 Williamson
South Jordan, UT

COMMENT #: 10330
DATE: 9/1/21 11:48 PM
SOURCE: Website
NAME: Whitaker Morgan

COMMENT:

Taxpayer money should not be used to benefit privately held companies. The gondola is a significant expense that will only benefit two resorts, to begin with, and will not solve traffic issues for backcountry ski access, climbers, runners, mountain & road bikers, and will lead to increased congestion and abuse of the environment at the top of the canyon. **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Not to mention the impact on the environment and world class bouldering that gondola towers would have. **(32.13A and 32.4B)** Make private corporations fund their own expansion. Providing the gondola increases their enterprise value and lines the pockets of their owners. **(32.2.7A)** Is the next step to connect big cottonwood resorts and ultimately PCMR to provide the “coolest” inter resort experience? **(32.1.5B)** Gondola would not be able to run during avalanche and poor weather just the same as the road would be closed. **(32.2.6.5H and 32.2.6.5K)**

COMMENT #: 10331
DATE: 9/1/21 11:49 PM
SOURCE: Website
NAME: Phil Burns

COMMENT:

The gondola would be an intrusive, permanent eyesore that would serve only the ski resorts. Why should taxpayers finance a project that largely benefits the ski resorts and would ruin the ambience of the canyon for hikers, backcountry skiers, climbers and other users? **(32.2.9E, 32.17A, 32.4I, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Start with an improved, flexible bus system (with a reversible lane - up the first half of the day, down the second half?). **(32.2.2D)** Build the snow sheds. **(32.2.9K)** The ski resorts could provide incentives for people to ride the buses. Some buses could be express, going nonstop to the resorts, while others could make stops along the way. Let's not ruin the canyon with a gondola or widening the road! **(32.2.4A, 32.2.6.3N, and 32.2.6.3C)**

COMMENT #: 10332
DATE: 9/1/21 11:50 PM
SOURCE: Website
NAME: Isabel Hiestand

COMMENT:

Investing in a gondola is the incorrect solution for the traffic situation in little cottonwood canyon. **(32.2.9E)** Instead, UDOT should invest in a more energy efficient mode of transportation while also expanding the current resources and location of the transportation system like electric busses. **(32.2.6.3F)** Tolls are also a good option. **(32.2.4A)** A gondola isn't the sustainable solution, and I think UDOT should look into other options before diving headfirst into the project that seems to be a cash grab and attraction for businesses in the canyon. And I, personally, like many of my fellow residents of the mouth of little cottonwood canyon are furious with the plans of the gondola works. **(32.2.9R, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 10333
DATE: 9/1/21 11:52 PM
SOURCE: Email
NAME: Madison Quilter

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

The gondola will Affect each person who lives in the cottonwood heights and sandy areas. I have lived here 24 years and I know how terrible a powder day traffic can be. It backs up from the mouth of the canyon all the way down to highland drive. It's impossible to drive anywhere in our neighborhoods already during ski season, and adding the La Callie parking and gondola will increase and worsen this traffic. **(32.7B and 32.2.6.5E)**

Please, this isn't a highly trafficked tourist destination like the Swiss alps. This will affect the actual people and the long term residents who live here for the worse!! Please listen to the citizens and know that this will be horrible for our city, neighborhoods and canyons. **(32.4L and 32.4M)**

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

COMMENT #: 10334
DATE: 9/1/21 11:54 PM
SOURCE: Website
NAME: Matt LaBella

COMMENT:

Thank you for your effort and work on this hard problem. I am very much in favor of the gondola option, rather than widening the road and taking a bus. **(32.2.9D and 32.2.9C)** I would much rather take a slightly longer and much more scenic ride above the traffic and a potentially bad road conditions. **(32.2.6.3P)** Your data driven research is really impressive, as a scientist myself the logic really appeals to me. The one thing that wasn't discussed is The subjective experience of riding a gondola. It's beautiful! Suspended in the air with a view of Little Cottonwood Canyon is a fantastic way to spend some time. The Same cannot be said for a bus. I would prefer a gondola even if it took more than twice as long. Thanks!

COMMENT #: 10335
DATE: 9/1/21 11:55 PM
SOURCE: Website
NAME: Nicholas Rothenbush

COMMENT:

Please do not implement the gondola system. **(32.2.9E)** Please don't expand the road. **(32.2.9C)** The wasatch can only handle so many people recreating at once. **(32.20B)** I've worked at snowbird for almost a decade, and I've watched the corporation steadily increase the number of passes sold. At some point we'll have to accept that the environment we recreate in is more important than the profit we make off of it. I'm in favor of state regulation as it relates to limiting the number of people allowed in the canyon. **(32.2.2L, 32.20B, and 32.2.2K)**

COMMENT #: 10336
DATE: 9/1/21 11:57 PM
SOURCE: Website
NAME: Addy Gesteland

COMMENT:

I think the gondola is an inefficient way to solve the problem in little cottonwood canyon. It will destroy the environment within the canyon, perpetuate the greed and money making of corporate industries and honestly not change the pollution levels or amount of cars who drive up the canyon. **(32.2.4A, 32.4I, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** More parking space at the bottom of the canyon, increased amount of busses and a high toll for driving up the canyon makes much more sense in my opinion. **(32.2.9A, 32.2.6.2.1C, and 32.2.4A)** The gondola does not benefit anybody but the people making more and more money off of Urah residents without actually taking responsibility for their carbon footprint. **(32.10A)**

COMMENT #: 10337
DATE: 9/1/21 11:59 PM
SOURCE: Website
NAME: Colin Cassidy

COMMENT:

This is not a difficult issue. Add parking at the base of the canyon and run more busses. **(32.2.9A)** Don't let single drivers in the canyon. Add a toll. **(32.2.4A)** This can be fixed so simply and building a gondola is ridiculous. **(32.2.9E)** Don't spend millions of dollars and destroy the natural beauty of the canyon to serve two massive corporate ski resorts. It's welfare for the rich. **(32.17A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 10338
DATE: 9/2/21 12:00 AM
SOURCE: Website
NAME: Tyler Webster

COMMENT:

Please keep everything the same. **(32.2.9G)**

COMMENT #: 10339
DATE: 9/2/21 12:00 AM
SOURCE: Email
NAME: Jackson Caldwell

COMMENT:

Dear Utah Department of Transportation (UDOT),

The fancy gondala sounds fun but do a robust bussing schedule instead

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Jackson Caldwell
Salt Lake City, UT

COMMENT #: 10340
DATE: 9/2/21 12:02 AM
SOURCE: Website
NAME: Candace Davila

COMMENT:

Leave Little Cottonwood alone. It's bad enough when it's a powder day but I go there often just to look at God's creation and admire His handiwork. **(32.2.9G)**

COMMENT #: 10341
DATE: 9/2/21 12:04 AM
SOURCE: Website
NAME: Scott Varley

COMMENT:

A gondola will make LCC more accessible for generations, whereas all other options trade the long-term enjoyment of LCC for short-term bandages. Let's leave a legacy that preserves the places we all love most by making the gondola a reality! **(32.2.9D)**

COMMENT #: 10342
DATE: 9/2/21 12:05 AM
SOURCE: Website
NAME: Justin Albertsen

COMMENT:

I'm a Sandy City resident and year round user of Little Cottonwood Canyon. I'm 100% putting my support behind the proposed Gondola system. **(32.2.9D)**

COMMENT #: 10343
DATE: 9/2/21 12:08 AM
SOURCE: Website
NAME: Joseph Lyman

COMMENT:

I believe that we should consider the social implications of the preferred alternatives. As a society, we should encourage each other to make the most of what we already have. I support the Shoulder Lane because it emphasizes what we already have, buses. **(32.2.9B)** What's more, these same buses provide transit throughout the entire Salt Lake valley. The Shoulder Lane solution would bring attention to the bus system as an existing system with much room for optimization. The gondola is an ugly solution because it suggests that we do not have enough and need to be looking for new 'things' to solve our societal problems. **(32.2.9E and 32.17A)** I support the optimization of existing infrastructure because it encourages us to look for ways of improving what we already have. If everybody could do that, tomorrow would be a better day.

COMMENT #: 10344
DATE: 9/2/21 12:10 AM
SOURCE: Email
NAME: Michelle Ludema

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

COMMENT #: 10345
DATE: 9/2/21 12:17 AM
SOURCE: Website
NAME: John Cohee

COMMENT:

I do not support the construction of the gondola or widening of the road. **(32.2.9E and 32.2.9C)** These projects will destroy the natural beauty of the canyon and a variety of recreational opportunities. **(32.17A, 32.17B, 32.4A, 32.4B, and 32.4I)** An enhanced bus service could be implemented without the need for construction in the canyon. **(32.2.9A)** Simply put, resort-goers having to sit in traffic is not a valid reason to make drastic changes to the canyon. **(32.1.2B)**

COMMENT #: 10346
DATE: 9/2/21 12:19 AM
SOURCE: Website
NAME: Matthew Thomas

COMMENT:

Please opt for Enhanced bus transit without road widening first, before making major changes to the canyon. **(32.2.9A and 32.29R)** The outdoor public space of the entire canyon should be preserved as it is, if possible. **(32.4I)**

COMMENT #: 10347
DATE: 9/2/21 12:21 AM
SOURCE: Email
NAME: David Silvia

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
David Silvia
Salt Lake City, UT

COMMENT #: 10348
DATE: 9/2/21 12:26 AM
SOURCE: Website
NAME: Mimi Jones

COMMENT:

We have been season pass holders at Snowbird for 20 years. We love the idea of a gondola. We want to help preserve the beautiful mountains by not widening the roads and having more cars & pollution in little cottonwood canyon. The gondola would showcase the beauty of little cottonwood. I support it 100% **(32.2.9D, 32.2.9C, 32.7C, and 32.10A)**

COMMENT #: 10349
DATE: 9/2/21 12:26 AM
SOURCE: Email
NAME: Cam Holt

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Cam Holt
park city, UT

COMMENT #: 10350
DATE: 9/2/21 12:29 AM
SOURCE: Website
NAME: David Andrenyak

COMMENT:

September 2, 2021

Utah Department of Transportation
Little Cottonwood Canyon Draft Transportation Alternatives Environmental Impact Statement, June 2021

This letter is in response for comments on the proposed alternatives that pertain to Draft Environmental Impact Statement (DEIS) for Little Cottonwood Canyon (LCC) Road and Wasatch Boulevard. I am Dave Andrenyak I am a resident of Salt Lake City, Utah for over 30 years. I have been an active hiker, nordic skier, snowshoer, and volunteer in the Central Wasatch Mountains. I revere the beauty of the Central Wasatch and hope that its natural character can be maintained. I respect that LCC and Big Cottonwood Canyon (BCC) are important sources for drinking water used in the Salt Lake Valley. The water quality of LCC and BCC needs to be preserved. **(32.12A and 32.12B)** I recognize the increased number of recreation visitors to the Central Wasatch and the need to reduce traffic congestion at corridors such as the Little Cottonwood Canyon (LCC) Road.

The alternatives presented in the June 2021 DEIS all involve mass transit. I also support mass transit as one of the means to improve traffic flow in LCC (as well as BCC, Millcreek Canyon and throughout the Salt Lake valley). However, I do not support any of the alternatives in the DEIS. The gondola and cog railroad alternatives require extensive construction. Even though the DEIS describes extensive construction mitigation actions, I am still concerned that extensive construction can introduce pollutants into the critical LCC watershed and also cause soil erosion. **(32.2.9E, 32.2.9M, 32.12A, 32.12C, 32.13A, and 32.13F)** The support towers and gondola cables will negatively impact the natural beauty of LCC (LCC DEIS Chapter 17). **(32.17A)** The gondola and cog railway operation will pass near rock climbing areas and the Tanners Flat campground. **(32.4I)** It is disappointing all three alternatives appear to show bus or gondola stops only at Snowbird and Alta. Any LCC transit improvement project should include stops at popular trailheads such as White Pine/Red Pine, and Lisa Falls as well as the rock climbing areas in lower LCC. **(32.2.6.3C, 32.2.6.5G, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The strong popularity of hiking, rock climbing, snowshoeing and backcountry skiing "support the need for transit stops at LCC trailheads and recreation areas.

The enhanced bus alternatives presented in the June 2021 DEIS are inadequate because the only LCC stops are at Snowbird and Alta. **(32.2.6.3C and 32.2.6.5G)** I am also concerned with the extensive construction that will needed for the enhanced bus with roadway widening for peak-period shoulder lane alternative. It is disappointing that the enhanced bus alternatives are only for winter travel. Yes, I understand that the main concern of the 2021 DEIS is to improve mobility and reliability to the LCC ski resorts during peak hours in the winter snow season (LCC DEIS 2.6.2). However, focusing on winter travel improvements to Alta and Snowbird does not address he overall vehicle traffic problems in LCC. **(32.1.2B and 32.1.2C)**

Improvements to the parking areas at Gate Buttruss, Bridge, Lisa Falls, and White Pine trailheads are helpful. It is good that restrooms are planned for the trailheads. **(32.2.9O)** It would be best if those trailheads have bus stops. **(32.1.2D and 32.2.6.3C)** It is good that the DEIS include plans for mobility hubs and tolling for vehicle travel in LCC. Any actions to limit private vehicle use in LCC and support of carpooling would be helpful.

I feel the best transportation plan for LCC (as well as BCC and Millcreek) is to limit private vehicle use and use the existing roadway for extensive bus service. This would be similar to the shuttle bus systems in Zion National Park and the south rim of Grand Canyon National Park. **(32.2.2B)** For LCC, there should be stops at the popular trailheads and year round service. **(32.1.2C and 32.2.6.3C)** Obviously LCC residents and critical workers should be permitted to travel with their vehicles up LCC. I know that this plan would require the construction of mobility hubs with very large parking facilities in the Salt Lake valley and bus stops at the trailheads. It would be even better if there was improved mass transit in the Salt Lake valley so that the LCC mobility hubs would not need large parking areas. **(32.2.2I)** For example, I walk from my home in the Sugarhouse area. Take a bus or buses to the LCC mobility hub. Then ride an LCC bus to ski, hike, or climb in LCC.

Thanks to you and your partners for your work on the DEIS. Thank you for considering these comments.

Respectfully

David M. Andrenyak
Salt Lake City, Utah

COMMENT #: 10351
DATE: 9/2/21 12:35 AM
SOURCE: Website
NAME: Denis Balic

COMMENT:

1) You're considering tolling? Tolling should be mandatory! Use a bit more stick and a little less carrots. This is a "Tragedy of the Commons" type situation. Why do we always have to appease the Libertarians? I'd actually take it further and make it bus only during ski season unless you work or live up there, then you get a special badge that allows you to drive up. **(32.2.4A and 32.2.2B)**

2) The visual impact of the Gondola is a HUGE factor. It'll ruin the canyon. Don't be too short sighted on the buses. In 1 to 2 decades they'll drive themselves and will be all electric. That will significantly reduce the O&M costs. Also, I'd expect electric buses right away or in the near future, given our air quality situation and the fact that they are much more quiet. Not to mention the global warming aspect. **(32.2.9E, 32.17A, 32.2.9A, 32.2.6.3F, and 32.10A)**

COMMENT #: 10352
DATE: 9/2/21 12:36 AM
SOURCE: Website
NAME: James Saarela

COMMENT:

I'm not sure that I have anything new to add, I just want to add my voice in support of others who have written more eloquently on their disapproval of both the road widening and gondola options. **(32.2.9C and 32.2.9E)**

Speaking as a rock climber and skier (both at the resorts and out of bounds), both options (though especially the gondola) appear to disproportionately benefit Snowbird and Alta, while ignoring and harming other user groups. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Both options threaten over 100 climbing routes, disturbing or destroying invaluable and irreplaceable recreational resources (which goes against the spirit of the projects anyway--isn't the goal here to get people through the canyon in a smoother fashion so they can access recreation opportunities easier?). **(32.1.2B, 32.1.2D, 32.4A, and 32.4D)** A large number of these routes see year-round traffic (people do continue to climb in the winter months), so it is critical to consider the input of climbers, as well as hikers and backcountry skiers, when both of these options (especially the gondola) appear to only care about the resort users.

Neither of these two options are the way forward. We can do better to satisfy more user groups than just the resort patrons. **(32.2.2PP)**

I'm sure you've seen these a few times by now, but some copy/pasted points from the Salt Lake Climber's 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, 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)**

Basically this webpage if you haven't seen it yet: <https://www.saltlakeclimbers.org/lcc-udot-eis?fbclid=IwAR0S0MosowbGqwaBGU8BiuJ1LdTbGL7ra48ep0jHP8Y7izu3Mw8K8LuChHk>

Thanks for your consideration.

COMMENT #: 10353
DATE: 9/2/21 12:38 AM
SOURCE: Website
NAME: Hannes Huch

COMMENT:

Save the world. For us and for our children! **(32.29G)**

COMMENT #: 10354
DATE: 9/2/21 12:46 AM
SOURCE: Website
NAME: Dana Memmott

COMMENT:

The improved busing is obviously the much best way to improve the effietiant moving people up and down the canyon. **(32.2.9A)** 1) so much cheaper,we can do this without any new infrastructure,just force everyone to get on buses in valley,no cars up canyon on peak resort days **(32.2.2B)** 2) any \$put it on more buses that are co2 imesion free,road sheds in avalanche areas **(32.2.9A, 32.2.6.3F, and 32.2.9K)** 3) this is fastest way to get most people up and down,45 mph in multiple locals in valley already there **(32.2.2I)** 4) it's free for ski season holders **(32.2.4A)** 5) no huge parking structure at canyon on most prime real estate in utah 6) avoids many problems tram going over expensive private property and what people may do while riding tram7) pandemic proves need control people behavior,not possible on gondola 8)#1reason,no huge long,long line to get on 1 gondola,wasted time for a overpriced,transport that is only used effeciently part of year.this a few obvious reasons for improved bus service.thank you. **(32.2.9E, 32.2.2I, and 32.2.6.5C)**

COMMENT #: 10355
DATE: 9/2/21 12:47 AM
SOURCE: Email
NAME: Abigail Wilson

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

COMMENT #: 10356
DATE: 9/2/21 12:51 AM
SOURCE: Website
NAME: Lorne Hofstetter

COMMENT:

I don't believe the gondola or major road widening plans should be undertaken until additional efforts are made to pursue simpler options that utilize the current major infrastructure already available. I would like to see a variety of incentives to encourage bus riding and carpooling. **(32.2.9E, 32.2.9C, 32.2.9R, and 32.2.4A)**

Ideas include:

- 1.) On road closure days following a big storm with lots of fresh snow, first open road to the buses only (say from 8:00-8:10am). That way bus riders are first to resort and closer to first chair/tram. That would significantly incentivize bus riding on the biggest days when the road conditions/congestion are the worst. **(32.2.2B)**
- 2.) Reasonable toll (\$5/vehicle). Use FastPass system or similar so that toll collection doesn't hinder traffic flow. For cars without FastPass send bill for toll in mail to license plate holder. Use revenue from toll to subsidize bus fare which will further encourage bus riding. Toll hopefully will also encourage more carpooling. **(32.2.4A)**
- 3.) Allocate additional funds to increase number of buses on route during the winter. **(32.2.6.3N)**
- 4.) Add express bus routes that go direct from transportation hubs to Snowbird and/or Alta. **(32.2.6.3N)**
- 5.) Add resort incentives to ride buses. I.e. 25% off food purchase with proof of bus ride that day: (Discount could be partially funded by resort and partially offset by revenue from vehicle tolls.) **(32.2.2K)**
- 6.) Require AWD / snow tires during months of Dec - Feb regardless of current snow conditions. This would make traction law clearer to those driving up the canyon and potentially easier to enforce if needed. **(32.2.2M)**

Thank you for considering these ideas and suggestions.

Sincerely,
Lorne Hofstetter

COMMENT #: 10357
DATE: 9/2/21 12:58 AM
SOURCE: Website
NAME: Brita Vedejs

COMMENT:

I would like to see enhanced bus service without road widening coupled with tolls or roadway restrictions for private vehicles on LCC. **(32.2.9A, 32.2.4A, and 32.2.2B)** My concern is that based upon the last 2 seasons, the traffic is less of an issue than resort capacity. It seems unnecessary to support this amount of increased capacity in the canyon when the resorts themselves can't accommodate it. **(32.20C)** Further, road widening seems just as visually destructive as a gondola. **(32.17B)** I would prefer to see the resorts implement a parking scenario where tickets are capped daily. Less skiers will result in less cars, reducing traffic. **(32.2.2K)**

COMMENT #: 10358
DATE: 9/2/21 12:59 AM
SOURCE: Website
NAME: Jonathan Herrera

COMMENT:

Please no gondola in LCC!! **(32.2.9E)** It's such a sad thought to think that this is a potential outcome. We need to focus on what's best for the unique beauty of the canyon and not what's best for the resorts in it. **(32.29G)** Please kill the plan for a gondola.

COMMENT #: 10359
DATE: 9/2/21 1:09 AM
SOURCE: Website
NAME: Tim Zimmerman

COMMENT:

Gondola is a better solution. Quieter, less affected by severe weather or snow slide. More enjoyable for passengers. **(32.2.9D)**

COMMENT #: 10360
DATE: 9/2/21 1:25 AM
SOURCE: Email
NAME: Taj Newsome

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Taj Newsome
Riverton, UT

COMMENT #: 10361
DATE: 9/2/21 1:28 AM
SOURCE: Website
NAME: Chris Blaes

COMMENT:

Little Cottonwood is nearly a sacred place to me. The gondola would be an disfiguring scar that the canyon cannot heal. **(32.2.9E, 32.17A, and 32.4I)** Enhanced bus makes much more sense. **(32.2.9A)** Snow sheds would protect the cars which will continue using the canyon in either option. **(32.2.9K)** A gondola is fixed and the investment will be substantially vacant all summer, whereas bus service flex with demand. **(32.2.6.3D and 32.2.6.5A)** Buses can deliver people to many locations in the canyon, while gondola only serves the wealthy. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The EIS does not discuss electric buses and assumes noisy, air polluting diesel. **(32.2.6.3F)** The electric buses Park City uses for their fleet are quiet and powerful. I've driven an electric car up the canyon. It was the best vehicle I've ever driven in LCC. It's silent (except for tire noise) and the battery charges increases all the way down the canyon instead of just wasting that energy as heat in brake pads. Using tax dollars to assist only the wealthy skiers is misguided. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Electric bus service is the equitable, environmentally sound solution.

COMMENT #: 10362
DATE: 9/2/21 1:30 AM
SOURCE: Website
NAME: Brian Higgins

COMMENT:

To support two private businesses rather than thousands of nature loving Utahns and the creatures that reside in this area itself would be so on par with Utah's status quo that it makes less sense to protest your decision than it does to congratulate you on the money you'll earn. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The best snow on earth indeed, for the privileged few.

COMMENT #: 10363
DATE: 9/2/21 1:51 AM
SOURCE: Email
NAME: Egan Wint

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Egan Wint
Salt Lake City, UT

COMMENT #: 10364
DATE: 9/2/21 2:17 AM
SOURCE: Email
NAME: Noah Holden

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,
Noah Holden
Duluth, MN

COMMENT #: 10365
DATE: 9/2/21 2:29 AM
SOURCE: Website
NAME: Sherry Wilkinson

COMMENT:

Both of the proposed alternatives are extremely expensive and Invasive. **(32.2.9C and 32.2.9E)** Work to improve the bus service, charge tolls, demand carpools, and limit the number of visitors in the canyon at one time. **(32.2.9A, 32.2.4A, 32.2.2L, and 32.2.2K)**

COMMENT #: 10366
DATE: 9/2/21 2:30 AM
SOURCE: Website
NAME: Stewart Pine

COMMENT:

I am obliged to voice my opinion that Utah should not pursue a gondola solution to any/all current and future traffic concerns in Little Cottonwood Canyon. If there is any doubt of the public's opinion please go check out the condition of gondolaworks signs at the mouth of LC **(32.2.9E)**

Road widening is the more realistic solution to any travel issues in this canyon during peak travel. **(32.2.9B)** By gondolaworks own admission the cost of a gondola is comparable to road widening. Snowbird™ has the most to gain financially. **(32.2.7A)** The canyon, its natural environment, the beauty, and us, YOUR tax-paying public, have the most to lose. I never used these resort (s) so [REDACTED] them making me pay for all costs incurred and FORCING me to use them exclusively. **(32.2.4A, 32.5A, 32.2.6.5D, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I pay [REDACTED] yearly vehicle and gas tax to drive on the kings [REDACTED] paved roads already! I hope La Caille area is ready for a [REDACTED] stadium sized parking lot. If people want to ski and risk life and limb driving through 64 'hazardous avalanche areas' on the road [REDACTED] let em it has it not worked so far? Will avalanche control and plowing somehow STOP because a gondola is now the only way up the canyon?! **(32.2.6.5D and 32.2.6.5Z)**

How do users depart if their destination if it is NOT at the Snowbird™ or Alta™ resorts; where the gondola only stops? **(32.1.2D and 32.2.4A)** Do the gondola accommodate ALL my gear and how about the free shuttles to trailheads? **(32.4G)** What options are provided for MY departure once I am done recreating? Pollution and population is here to stay. Winter emission and inversion isn't reduced because these record throngs park 9.5 miles east and then ride this feel-good gondola up to Snowbird™. **(32.10A)** There is more capacity provided via buses and road widening. Snowbird™ et al need to provide realistic alternatives for those who aren't wrapped up in THEIR pocketbooks! **(32.2.2PP, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

I am year-round user of the canyon and I guarantee that obscure stops will NOT provided for a single passengers riding to Snowbird, Ñç. This will make canyon less accessible for hundreds of people who DO NOT exclusively travel to these ski resorts

The road is and will be cleared year round and its insane to imply and enforce a gondola as the the only way up the canyon during the worst of Utah's weather **(32.2.6.5D)**

[REDACTED] gondolaworks™. [REDACTED] Snowbird™ [REDACTED] Alta™ And [REDACTED] UDOT if you stand to gain financially from this asinine and shortsighted [REDACTED]. Anyone supporting this does so with little consideration for future well being of Utah's cottonwood canyons. If YOU support this in [REDACTED] in ANY way I can guran-[REDACTED]-tee that YOU do NOT recreate there!!

COMMENT #: 10367
DATE: 9/2/21 2:47 AM
SOURCE: Email
NAME: Benjamin Nye

COMMENT:

Dear Utah Department of Transportation (UDOT),

As a longtime Utah resident, I would hate to see the canyon transformed in the way that is proposed. We need common sense solutions, like enhancing UTA lines throughout the city to help people get to the resort. This could largely utilize existing infrastructure, and reduce car traffic up the canyon. A toll could also be used. Anything else besides widening the road or the gondola, please. They cannot be allowed to move forward **(32.2.9C, 32.2.9E, 32.2.9A, and 32.2.4A)**

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Benjamin Nye
Salt Lake City, UT

COMMENT #: 10368
DATE: 9/2/21 3:24 AM
SOURCE: Website
NAME: Phillip Katzman

COMMENT:

I support the Gondola option to ease congestion in LCC. **(32.2.9D)**

COMMENT #: 10369
DATE: 9/2/21 3:34 AM
SOURCE: Email
NAME: Jordon Strang

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Jordon Strang
Salt Lake City, UT

COMMENT #: 10370
DATE: 9/2/21 4:10 AM
SOURCE: Email
NAME: Meghan Duffy

COMMENT:

Dear Utah Department of Transportation (UDOT),

I 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,
Meghan Duffy
Chelmsford, MA

COMMENT #: 10371
DATE: 9/2/21 4:21 AM
SOURCE: Website
NAME: Lindsey Mattison

COMMENT:

I support expanded GREEN bus service without additional road expansion or paving up LCC/Hwy 210.
(32.2.9A and 32.2.6.3F)

COMMENT #: 10372
DATE: 9/2/21 4:53 AM
SOURCE: Website
NAME: Casey Williams

COMMENT:

Whenever I hear something like this happening, as in when one group of people want to take away land from another group of people to do something different with the land, all I can think about is what is the main reason behind wanting to take the land. **(32.1.2B)** The answer is always simple, they want to utilize the land themselves for something different then what the original people like it for. Greed also comes to mind but that's another discussion. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** A group of Americans have deemed this land beautiful and awesome for bouldering/hiking. **(32.4A and 32.4B)** Why does that need to change for other people's amusement who never cared for that land to begin with. Let the rocks and land just exist please. **(32.4I)** Let it stay this haven for outdoors people who fell in love with the land the way that it is. As Americans you should listen to other Americans. The last reason you should let this land be is because you can never change it back. Once you defile these lands that so many loved the damage will be done and nothing anyone could do in the future would change it back. It's like losing a golden treasure to the oceans from mankind's own stupidity and selfishness. **(32.1.2B and 32.4I)**

COMMENT #: 10373
DATE: 9/2/21 5:08 AM
SOURCE: Website
NAME: Josette Bockelie

COMMENT:

I support the gondola proposal. As someone who grew up at the mouth of LCC and now lives and skis in France, I've been shocked by the congestion in recent years when visiting my parents to ski. What used to be a 20 minute trip to Snowbird can now take hours . In France, most ski areas have a gondola or funicular to access the base lodge from the town at the foothills of the mountain. This makes for easy, simple access for tourists that no longer need to rent a car for ski vacation (further reducing pollution across the SL valley) and means that getting up the hill is fluidified. Increasing the buses may help with traffic in the canyons in the short term but will not help with reducing pollution and protecting our winters in the long term. **(32.2.9D)**

COMMENT #: 10374
DATE: 9/2/21 5:16 AM
SOURCE: Website
NAME: Michael Terry

COMMENT:

Very much in support of this - a great idea! (32.29D)

COMMENT #: 10375
DATE: 9/2/21 5:23 AM
SOURCE: Website
NAME: Roger Hamilton

COMMENT:

As a resident of Sandy, near [REDACTED] I am directly impacted by the proposal. I am opposed to the Gondola. **(32.2.9E)** Start with better managed busing and snow sheds, then phase in additional traffic lanes. **(32.2.9A, 32.2.9K, and 32.2.9R)** NO gondola boondogle.

COMMENT #: 10376
DATE: 9/2/21 5:31 AM
SOURCE: Website
NAME: William Harkins

COMMENT:

The only liable solution is ban all public uphill traffic and force people to take the bus, unless you're staying at one of the hotels or an employee. Only way to end traffic issues is to stop it from happening. This can even be implemented this season without any road expansion, just more buses. **(32.2.2B)**

COMMENT #: 10377
DATE: 9/2/21 5:34 AM
SOURCE: Website
NAME: Randall Jerman

COMMENT:

I support the expanded bus route proposal **(32.2.9A)**

COMMENT #: 10378
DATE: 9/2/21 5:38 AM
SOURCE: Website
NAME: Sara Clark

COMMENT:

No gondola. Give bus a chance. Increase parking for bus options/park and ride (32.2.9E, 32.2.9A, 32.2.9R, and 32.2.6.2.1C)

COMMENT #: 10379
DATE: 9/2/21 5:41 AM
SOURCE: Website
NAME: Curtis Linton

COMMENT:

This is a struggle. What disturbs me the most is that Little Cottonwood is turning into an elite rich-only destination-and both options exacerbate this. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I grew up relatively poor in Sandy. I worked as a bus boy to earn \$25/week so that I could hitchhike to Alta and ski. With today's lift ticket prices and now expensive gondola and tolling options proposed, Little Cottonwood canyon is ONLY for the wealthy. **(32.5A)** My proposal is to reject both options, toll individual cars heavy, greatly invest in buses on the CURRENT road, and limit the canyon to only so many visitors per day. **(32.2.9A, 32.2.4A, 32.2.2L, and 32.2.2K)**

Yes, build the La Caille parking and bus station and make it easy for people to park, get their gear, and board the bus. Allow one car for every one bus, and charge them a sky high rate. **(32.2.6.3N)**

Electric buses are the most flexible, least destructive, and most equitable option. **(32.2.6.3F)**

The Canyon doesn't need the world to show up. And the canyon should be accessible to all, not just the wealthy. **(32.5A)**

COMMENT #: 10380
DATE: 9/2/21 5:46 AM
SOURCE: Website
NAME: Joseph Enniss

COMMENT:

NO GONDOLA. Protect the natural beauty of lcc. (32.2.9E and 32.29G)

COMMENT #: 10381
DATE: 9/2/21 5:47 AM
SOURCE: Email
NAME: Katie Pymm

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, I have worked as an employee year round in this canyon for years. I grew up on the Wasatch front & have first hand seen the progression of traffic etc. please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

Do NOT build a gondola it will not solve traffic issue. There are too many variables- weather being the most aggressive. I drive up this canyon everyday **(32.2.9E, 32.1.2B, 32.7B, 32.7C, and 32.2.6.5K)**

Shuttle system ;

10-3:00 PM only shuttle & cargo transport allowed in canyon **(32.2.2B)**

Mandatory Employee shuttles **(32.2.2B)**

Airport to shuttle option:

Private car to shuttle option

Scenic shuttle /bus

It should operate similar to Zion National park system **(32.2.2B)**

Build out parking by bottom of canyon- utilize bell's canyon parking, Walgreens, shuttle stops, churches. Have one deliver straight to Alta - straight to snowbird to avoid as many stops **(32.2.2I)**

There will have to be buses & shuttles anyway if gondola is created to go from drop off to the miles of options the guest is trying to get to. This year our traffic cut down with parking spot reservations & first come first serve turn around parking /carpool only. First step to a great option of shuttle system **(32.2.2K and 32.2.4A)**

1). Is the goal to reduce private vehicles in the canyons? **(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 Pymm
Sandy Utah
Sandy, UT

COMMENT #: 10382
DATE: 9/2/21 5:47 AM
SOURCE: Email
NAME: Timothy Jones

COMMENT:

Dear Utah Department of Transportation,

I am writing with hopes that UDOT will reconsider the options in LCC. The problem trying to be fixed is the winter-time traffic. **(32.1.2B)** Yet neither the gondola nor road widening do anything to specifically incentivize people to use the public transportation. **(32.2.4A)** I know personally that if I want to go ski and I'm running late or low on time, I'm just going to drive instead of deal with the extra steps of using the gondola or bus. **(32.2.4A)** Why not first start with simple ideas using what we already have (a road): make it prohibitively expensive with tolls to use the road with a public car. Increase bus capacity (ideally with electric busses) and add a parking garage/bus terminal at La Caille. **(32.2.4A, 32.2.9A, and 32.2.6.2.1C)** And of course add snow sheds so the canyon can remain open. **(32.2.9K)** And then if some of these less extreme options don't help over the course of a couple of years, then we look at options such as the gondola. **(32.29R)** There is so much more to this canyon than Alta and Snowbird. Please don't make us collectively pay our tax dollars to increase their status as a tourist destination, while in the process reducing the canyon to one giant ski resort. Little Cottonwood is sacred, I ask that we consider that before making extreme decisions. **(32.4I)**

And furthermore, some additional ideas:

- 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,
Timothy Jones
Salt Lake City, UT

COMMENT #: 10383
DATE: 9/2/21 6:02 AM
SOURCE: Website
NAME: Jake Nicholson

COMMENT:

A gondola will destroy the aesthetic beauty of LCC forever. **(32.2.9E and 32.17A)**
How many more people can you cram into this small, narrow, fragile canyon? It is already overused, so why not just limit the number of people/cars on a daily basis? **(32.20A, 32.20B, 32.20C, 32.2.2L, and 32.2.2K)** How many days of the year is there really a problem? **(32.1.4D)** Not enough to hastily put in a gondola. Avalanche sheds and a limited number of Peale is the answer here in my opinion. **(32.2.9K, 32.2.2L, and 32.2.2K)**

COMMENT #: 10384
DATE: 9/2/21 6:05 AM
SOURCE: Email
NAME: Keith Castro

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Keith Castro
Alexandria, VA

COMMENT #: 10385
DATE: 9/2/21 6:07 AM
SOURCE: Website
NAME: Nicholas Foster

COMMENT:

Please please please do not continue to disrupt the beautiful wasatch landscape with further human impact and infrastructure. **(32.2.9G)**

COMMENT #: 10386
DATE: 9/2/21 6:12 AM
SOURCE: Website
NAME: Cathie Fox

COMMENT:

I prefer a bus solution with avalanche sheds over the road in critical areas. **(32.2.9A and 32.2.9K)**

COMMENT #: 10387
DATE: 9/2/21 6:17 AM
SOURCE: Website
NAME: Evan Healey

COMMENT:

I am against the building of a gondola in LCC. **(32.2.9E)** There are better alternatives to this issue than having taxpayers pay for a gondola that will only be beneficial to Alta/Snowbird. **(32.2.2PP, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** This will be the end of LCC as we know it and will go down in history as one of the biggest blunders of our time in the Salt Lake Valley **(32.4I)**

COMMENT #: 10388
DATE: 9/2/21 6:18 AM
SOURCE: Email
NAME: Alicia Pierson

COMMENT:

Dear Utah Department of Transportation (UDOT),

Hello,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Alicia Pierson
Layton, UT

COMMENT #: 10389
DATE: 9/2/21 6:19 AM
SOURCE: Website
NAME: Niclas Moench

COMMENT:

Absoulutly The Gondola is the perfect, and less impactful way to improve the traffic flow which has only increased greatly over the years.It also has a greater sustainability for long term both industrial and environmental.

I vote yes to move forward with these plan ideas. **(32.2.9D)**.

Nick

COMMENT #: 10390
DATE: 9/2/21 6:19 AM
SOURCE: Email
NAME: Marinda Coleman

COMMENT:

Dear Utah Department of Transportation,

This is not what the majority of the people that love and use these canyon regularly. We live here because of the beauty and natural way to be in this canyon .NO GONDOLA!!! **(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,
Marinda Coleman
Salt Lake City, UT

COMMENT #: 10391
DATE: 9/2/21 6:26 AM
SOURCE: Email
NAME: Andrew Orde

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Andrew Orde
Hollis, NH

COMMENT #: 10392
DATE: 9/2/21 6:29 AM
SOURCE: Website
NAME: Joe Hickey

COMMENT:

The parking lot complex is privately owned. **(32.29D)** That is wrong this should all be UDOT owned and operated all proceeds fund the cost and tolls pay the rest. **(32.2.4A and 32.2.6I)** The EIS does not mention the impact to the hugh crowds that will now pollute the water shed **(32.20A and 32.20C)**

COMMENT #: 10393
DATE: 9/2/21 6:29 AM
SOURCE: Website
NAME: David Schmenk

COMMENT:

Please help preserve what little raw nature we have left and do not build this gondola. (32.29G and 32.2.9E)

COMMENT #: 10394
DATE: 9/2/21 6:34 AM
SOURCE: Email
NAME: George chapman

COMMENT:

Solution to LCC traffic backup within a year is snowsheds **(32.2.9K)**

If ski resorts or any developer or construction company, or the Central Wasatch Commission, or the Mountain Accord want gondolas or rail up the Wasatch Canyons, they should pay for it. **(32.2.7A)** The taxpayers of Utah should not be asked to pay for it with a claimed 50% match from the supposed bottomless federal barrel of money. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Gondolas are still impacted by avalanche control and may need hours to ensure safety after each avalanche control action. **(32.2.6.5H and 32.2.6.5K)**.

The idea of tolling and discouraging private vehicles from entering a recreation area that has been available for free for over a hundred years is disrespectful. **(32.2.4A and 32.5A)** Forcing citizens into mass transit when we may not be out of this pandemic for years, and transit agencies expect that transit ridership will not recover for years is disrespectful and naive. **(32.2.6C)** Governments have tried to force transit ridership without success when vehicles are available to almost everyone. UDOT has already found in previous studies that tolling is a very unpopular way of collecting revenue.

The largest traffic backups occur when avalanche control closes the LCC road. Snowsheds, at less than \$100 million, that can be quickly built, is the fastest and most cost effective method to reducing traffic backups. **(32.7A)** Despite some claims that they are unsightly, there are many examples of snow sheds that blend in naturally with the Canyon slopes and can be architecturally beautiful. **(32.17C)**

When trying to ride a UTA bus up the LCC takes hours to board, buses are not, and have not been appealing. We have been trying to get the Legislature to fund weekend bus service up the Canyons to prove that ridership can be increased. The Legislature has not agreed so going from a \$15 million a year proposal (for a 52 week service by bus) to a \$500+ million proposal is almost criminally negligent. Before adding an extra lane, let's see if a weekend bus service is used. **(32.2.9C and 32.2.9A)** I should also point out that the Canyons amplify noise by buses and the bus service should be implemented with electric/quiet buses. **(32.11A and 3.2.6.3F)** The residents and hikers already complain about vehicle noise from diesels and other loud vehicles.

The road does not need to be widened but I would suggest paving the shoulder and adding a curb to allow bicyclists to stay out of vehicle traffic and reduce vehicle slideoffs. **(32.29R and 32.2.6.3P)** There should also be bus pullouts at the pickup/drop off points to eliminate backing up traffic and increasing Canyons' pollution. **(32.2.6.3C)**. Government should not solve problems with the most expensive solution. The problem of traffic backup going up the Canyons can best be solved with snowsheds at less than \$100 million and electric buses on the weekends for a couple of million. **(32.2.6.3F, 32.2.9A and 32.2.7C)** The cost and speed of implementation should make snowsheds the obvious, fiscally responsible solution. Anything else will take up to a decade to implement (not just federal government but lawsuits will delay the building of a gondola and adding another lane) while snowsheds can reduce 90% of backups within a year. **(32.2.9A, 32.7B, and 32.7C)**

George Chapman [REDACTED], SLC, UT

COMMENT #: 10395
DATE: 9/2/21 6:45 AM
SOURCE: Website
NAME: Marvin Poulson

COMMENT:

Little Cottonwood Canyon Transportation DEIS Comment

I believe the facts and the physical limitations of The Canyon and the sensitivity of the natural environment that serves as a critically important, high quality watershed for hundreds of thousands of people requires limiting cars and people, not pandering to ever more business for Snowbird and Alta. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

The premise of enabling more vehicles and the resulting large increase of people to enter the canyon is intuitively incompatible with the physical limits of The Canyon. **(32.1.2B and 32.1.2D)** This is true both for that natural environment and the finite year-round parking limits. It is also wrong for UDOT to be hell bent on usurping so much of Utah's public tax funds to pander to 2 large business as the expense of more universally needed transportation improvement. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

I believe the Salt Lake City and Salt Lake County positions on this project are much more inline with the need and take a more methodical process in implementing any changes.

I believe a toll process as in already in place for Millcreek Canyon and for the Alpine Loop should be implemented. **(32.2.4A)** To address financial discrimination, anyone using public busses should be allowed free transportation from the mouth of the canyon. That would be far less costly than the scheme of either UDOT proposal. **(32.2.4A)**

I realize UDOT is hell bend on building the biggest, most elaborate and expensive transportation schemes, but must not be allowed to trash Little Cottonwood Canyon with more had ware.

I demand UDOT follow Salt Lake City and Salt Lake County lead and take a more thoughtful, methodical and considerate approach with Toll and public buses and not go pell-mell into allowing ever more vehicles or people unrestricted access to our treasured canyon. **(32.2.9A, 32.2.4A, 32.1.2B, and 32.1.2D)**

COMMENT #: 10396
DATE: 9/2/21 6:46 AM
SOURCE: Email
NAME: Maddie Harston

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

COMMENT #: 10397
DATE: 9/2/21 6:47 AM
SOURCE: Website
NAME: Erik Albert

COMMENT:

No gondola, no wider lanes. Toll the road and increase busses (32.2.9E, 32.2.9C, 32.2.9A, and 32.2.4A)

COMMENT #: 10398
DATE: 9/2/21 6:53 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)**
- 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
Alpine, UT

COMMENT #: 10399
DATE: 9/2/21 6:55 AM
SOURCE: Website
NAME: Natalie Winward

COMMENT:

Neither the gondola nor expanding the road is the answer, both have detrimental environmental impacts on our beloved canyon. **(32.2.9E, 32.2.9C, and 32.4I)** Expanding public transit and bussing systems in the answer. **(32.2.9A)** Make people pay a fee to drive up the canyon, to encourage people to take the bus. **(32.2.4A)** Minimize the number of cars on the road via improved public transit. This can also be applied to Wasatch Blvd. Do not expand the road to 3+ lanes, just improve public transit! **(32.2.6.2.2A and 32.2.2AA)** It has minimal environmental impacts, and also decreases the amount of emissions in our city which already has air quality issues.

COMMENT #: 10400
DATE: 9/2/21 6:56 AM
SOURCE: Email
NAME: Ben Spaunhorst

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,
Ben Spaunhorst
South Salt Lake, UT

COMMENT #: 10401
DATE: 9/2/21 7:01 AM
SOURCE: Website
NAME: Duncan MacLean

COMMENT:

The gondola is by far the better choice. It is more expensive up front, but the operating cost and safety are much better. Go Gondola!!! **(32.2.9D)**

COMMENT #: 10402
DATE: 9/2/21 7:01 AM
SOURCE: Website
NAME: Trisha Terry

COMMENT:

I am a life-long resident of the area and use the canyon frequently. I am greatly opposed to a gondola. **(32.2.9E)** If I am taking my family of 6 skiing, which is already so expensive, there is no way I could afford to put us all on the gondola. **(32.2.4A)** My husband is a frequent back country skier- it would not help him because it does not stop at the right places. **(32.2.6.5G and 32.4G)** It would greatly impact the view of the canyon having massive towers all up it and still cause traffic at the base where the parking structure would be. **(32.17A and 32.2.6.5E)** I really think an easy solution would be to close the canyon to cars in the high traffic hours during ski season and only run buses from different locations. **(32.2.2B and 32.2.2I)** No need to widen anything if it is bus traffic only (besides special permit for home owners). If the buses only zone is from 7-11 am then most skiers will be forced to use the bus and the traffic will be controlled. The snow sheds are great. **(32.2.9K)** Thank you for considering my comment and please do not build the gondola up our pristine canyon! **(32.4I)**

COMMENT #: 10403
DATE: 9/2/21 7:05 AM
SOURCE: Website
NAME: Julianne Smoot

COMMENT:

I've been skiing at Alta for 37 of my 40 years! My vote is for the gondola. **(32.2.9D)**

COMMENT #: 10404
DATE: 9/2/21 7:08 AM
SOURCE: Website
NAME: Bob Main

COMMENT:

Gondola is absolutely the best solution. Should put one in Big Cottonwood Canyon also. (32.2.9D and 32.1.1A)

COMMENT #: 10405
DATE: 9/2/21 7:11 AM
SOURCE: Website
NAME: David Pistor

COMMENT:

This is the right time to get a project of this magnitude approved, because it will not have the same potential acceptance in the future when economic stress causes pause. **(32.29D)**

COMMENT #: 10406
DATE: 9/2/21 7:13 AM
SOURCE: Website
NAME: Cory Linton

COMMENT:

DO THE GONDOLA. In a pandemic, buses could get shut down. Gondola's are much safer for reducing social contact in a pandemic. Also, the gondolas could in and of themselves be a destination for people to enjoy a beautiful ride up the canyon. A bus is just a bus, blah and boring. **(32.2.9D)**

COMMENT #: 10407
DATE: 9/2/21 7:13 AM
SOURCE: Website
NAME: Reid Rhodes

COMMENT:

Udot has failed to take into account the carrying capacity of the canyon, other user groups, climate change, view shed impacts, and watershed impacts. **(32.20B, 32.2.2E, 32.17A, 32.17B, 32.12A, 32.12B, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

1. Until a study is done to look into how many people can fit into the canyon, we should not be looking into any transportation alternatives. **(32.20B and 32.2.9G)**
2. Other user groups include hikers, climbers, and backcountry skiers. The proposed alternatives take away climbing access and do nothing to help hikers and backcountry skiers get up and down the canyon. **(32.4A, 32.4B, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**
3. Climate change: no where in the EIS does Udot factor in the decreased snow levels in the coming 50 years. We may find ourselves with a gondola and very few skiers. **(32.2.2E)**
5. Finally water shed impacts. We don't even allow dogs in the canyon why would we allow a giant new highway or gondola in there to ruin our water shed. Udot should look to expand busing without expanding the roadway or adding a gondola. This project reeks of corruption and money transfer to the rich folks that own Alta and Snowbird. **(32.12A, 32.12B, 32.2.9A, and 32.2.7A)**

COMMENT #: 10408
DATE: 9/2/21 7:14 AM
SOURCE: Website
NAME: Thomas Lloyd

COMMENT:

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

COMMENT #: 10409
DATE: 9/2/21 7:17 AM
SOURCE: Website
NAME: Jared Cassiano

COMMENT:

I'm in favor of enhancing existing infrastructure to make it more efficient. Therefore, I support the enhanced bus with NO road widening. **(32.2.9A)**

COMMENT #: 10410
DATE: 9/2/21 7:19 AM
SOURCE: Website
NAME: Linda Bullough

COMMENT:

Two projects north of half a billion dollars that you hang around the neck of taxpayers are considered superior to implementing a system that would require those who use and frequent the canyon to pay for the privilege of doing so? **(32.2.9C and 32.2.9E)** Toll road and/or reservation system that limits the number of people and vehicles in the canyon with varied pricing such that higher user times are charged more if they want access to the canyon at peak times. **(32.2.2Y and 32.2.2K)**

COMMENT #: 10411
DATE: 9/2/21 7:19 AM
SOURCE: Website
NAME: Nicole Reitz

COMMENT:

The gondola alternative does not fulfill the project purpose. **(32.1.2B)** Biker and road-runner safety is not improved at all with the gondola. **(32.9B)** Additionally the EIS does not go into detail about how the gondola will be impacted by natural events such as rockfall or what the safety inspections will look like post-avalanche. With the buses you can remove those from the roads to ensure they are not damaged, but severe weather and extreme events could compromise gondola safety as it sits in harm's way. The weather in the winter is particularly unpredictable and having people in the gondola when the weather makes a turn for the worse could be dangerous. Although extreme weather events are an everyday occurrence they need to be considered when you build a \$600M eyesore through our most beautiful canyon. **(32.2.6.5K)** Hikers and climbers currently can park on the road as close to their trail access as possible but both preferred alternatives will force them to park 1/4 or more miles from the trailheads, which once again seems like the project goal is not being met. **(32.4P, 32.2.6.2.4A, and 32.2.9Y)** I think it is only logical to start with a phased approach that does not involve building in our canyon by improving the bus service and creating mobility hubs throughout the valley. **(32.2.9A and 32.29R)**

COMMENT #: 10412
DATE: 9/2/21 7:19 AM
SOURCE: Email
NAME: Laura Gray

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

COMMENT #: 10413
DATE: 9/2/21 7:21 AM
SOURCE: Website
NAME: Clint Hanni

COMMENT:

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

COMMENT #: 10414
DATE: 9/2/21 7:22 AM
SOURCE: Website
NAME: Benjamin Clark

COMMENT:

No gondola! No wider road! **(32.2.9E and 32.2.9C)** Surge tolling for busy times and increase number of buses during those times. **(32.2.4A and 3.2.9A)** There is zero reason to increase the number of people who can get up there on busy days. **(32.1.2B and 32.1.2D)** We need to focus on changing how they get up there.

COMMENT #: 10415
DATE: 9/2/21 7:23 AM
SOURCE: Website
NAME: Jacob Cytrynbaum

COMMENT:

Both options are going to really take away from my experience in LCC. **(32.2.9C, 32.2.9E, and 32.4I)**
My friends will be less likely to visit after many classic rock climbs close to town are destroyed. **(32.4A and 32.4B)** How about tolling and snow tire enforcement? **(32.2.4A, 32.2.2Y, and 32.2.2M)**

COMMENT #: 10416
DATE: 9/2/21 7:23 AM
SOURCE: Website
NAME: Austin Coe

COMMENT:

I believe that the bus system is a much better option as opposed to the Gondola. The Gondola is permanent and can not be easily taken down or replaced. If the Gondola is chosen Little cottonwood canyon could change drastically for the worse. The Gondola is not the right direction to move forward with. **(32.2.9A, 32.2.9E, and 32.4I)**

COMMENT #: 10417
DATE: 9/2/21 7:24 AM
SOURCE: Email
NAME: Taylor Litwin

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

COMMENT #: 10418
DATE: 9/2/21 7:26 AM
SOURCE: Email
NAME: Santiago Vega

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,
Santiago Vega
Salt Lake City, UT

COMMENT #: 10419
DATE: 9/2/21 7:28 AM
SOURCE: Website
NAME: Craig Barber

COMMENT:

Although I am not a big of the Gondola, I believe it is the better option of the two being discussed.
(32.2.9D)

Why hasn't a train system been proposed? (32.2.9F)
A route through the Quarry trail would be the perfect starting point. (32.2.2CCC)

COMMENT #: 10420
DATE: 9/2/21 7:29 AM
SOURCE: Website
NAME: Nancy Feagin

COMMENT:

I think the Gondola plan is not a good alternative. **(32.2.9E)** The two main reasons I am opposed to this plan are:
it doesn't allow for users to enjoy the middle part of the canyon. **(32.2.6.5D and 32.4G)** I am a backcountry skier and climber and I would like better access to different areas throughout the canyon. **(32.2.6.5G)** The other main reason I am opposed to it is the huge environmental impact of the towers. **(32.17A and 32.13A)**

COMMENT #: 10421
DATE: 9/2/21 7:29 AM
SOURCE: Website
NAME: Colin Gregersen

COMMENT:

After review of the draft EIS, I would like to provide the following comments:

1. Little Cottonwood Canyon (LCC) has finite space. Increasing the number of visitors should only be considered after a legitimate Carrying Capacity analysis has been performed. Providing infrastructure to dramatically increase the number of users should not be done until the impacts of those users on LCC have been considered. User experience and environmental impacts must be evaluated with respect to the number of visitors. **(32.20A, 32.20B, and 32.20C)**
2. User experience should be considered. Eliminating the existing traffic (and safety!) issues of the LCC road and congestion may or may not improve user experience. Doubling, or tripling, the number of people at the ski areas merely shifts congestion from the road to lift lines. **(32.20C)**
3. Traffic, user experience, and lift lines at the mobility hubs needs further evaluation. Again, the proposed solutions appear to shift congestion from the LCC road to bottlenecks at the mobility hubs (where will cars line up to get parking at the mobility hubs? City streets? Freeway offramps?) **(32.2.6.2.1D, 32.2.6.5C, and 32.2.6.5E)**
4. LCC traffic/congestion is a year-round problem. For example, the White Pine trailhead in the summer is completely overwhelmed. There are two uphill lanes, one downhill lane, and typically cars parked along the shoulder for > mile in each direction. Hikers and bikers are in the traffic lanes while vehicles are driving past them. This is a SERIOUS safety issue. Summer safety and transit solutions must be considered. (I have seen the new parking lot plan for White Pine. I believe it is insufficient. Mass transit to this trailhead in the summers is needed). **(32.1.2C, 32.2.6.3C, and 32.2.6.2.4A)**
5. The gondola solution does not address summer safety or congestion. **(32.1.2C and 32.2.6.2.4A)**
6. The gondola solution does not address winter congestion at dispersed recreation trailheads. **(32.2.6.5G, 32.1.2D, and 32.7C)**
7. The impact of the gondola solution on the natural beauty of the canyon is unacceptable. **(32.17A)**
8. The EIS should consider tolling and minimum occupancy requirements in vehicles at peak visitation days (year round). **(32.2.4A and 32.1.2C)**
9. The EIS should consider that the mass transit solutions will have limited effectiveness on roadway congestion and safety without taking appropriate actions to discourage private vehicles in the canyon. **(32.2.4A)**
10. I support enhanced bus service and snow sheds. Snow sheds would reduce safety concerns with congestion on the road. **(32.2.9A and 32.2.9K)**
11. I support road widening for a bus-specific lane. **(32.2.9B)**

COMMENT #: 10422
DATE: 9/2/21 7:30 AM
SOURCE: Email
NAME: Hunter Klingensmith

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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 choose this ineffective and private benefit gondola option. **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Sincerely,
Hunter Klingensmith
Park City, UT

COMMENT #: 10423
DATE: 9/2/21 7:33 AM
SOURCE: Website
NAME: Heather Awsumb

COMMENT:

I am opposed to both options and would like to see this whole process go back to the drawing board. **(32.2.9C and 32.2.9E)** I am opposed because I have not seen UDOT explore more common sense, less expensive alternatives like tolling at the base, building avalanche tunnels to protect the road, rewarding carpooling and improved buses. **(32.2.4A, 32.2.9K, and 32.2.9A)**

Furthermore, neither of the propose solutions take into consideration the effects that climate change will have on the Utah climate and the fact that skier demand, climate or traffic capacity could all change in the near future. **(32.2.2E and 32.10A)**

That said, if UDOT insists on moving forward with these two options I believe that the enhanced bus lane is the lesser of two evils. At the very least, the bus lane will allow the system to adjust to future changes in climate, traffic patterns, etc. without leaving Utahns with a giant, expensive boondoggle like the gondola. **(32.2.6.3D and 32.2.6.5A)**

COMMENT #: 10424
DATE: 9/2/21 7:34 AM
SOURCE: Website
NAME: Valerie Koonce

COMMENT:

Gondola! (32.2.9D)

COMMENT #: 10425
DATE: 9/2/21 7:36 AM
SOURCE: Email
NAME: Maximilian Warner

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. LCC is for everyone. Solutions should not cater to the private businesses located within it, but to the population that cherishes the whole canyon, not just the ski resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Sincerely,
Maximilian Warner

Sincerely,
Maximilian Warner
Riverton, UT

COMMENT #: 10426
DATE: 9/2/21 7:37 AM
SOURCE: Email
NAME: Lenora Olson

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Lenora Olson
Salt Lake City, UT

COMMENT #: 10427
DATE: 9/2/21 7:38 AM
SOURCE: Website
NAME: Joel Sheppard

COMMENT:

I couldn't find what the ongoing cost to operate per year would be. I'd like to know what the annual operating cost difference is between the gondola and bus. Gondola seems more reliable than the bus in the winter, for that reason it should be considered unless the annual operating costs will far exceed the bus. **(32.2.7C and 32.2.9D)**

COMMENT #: 10428
DATE: 9/2/21 7:39 AM
SOURCE: Website
NAME: Dan Stampfl

COMMENT:

To UDOT,

Thank you for the opportunity to comment regarding the S.R. 210/Little Cottonwood Canyon (LCC) project. We understand the importance of this decision, knowing that we will all have to live with the consequences.

We moved to our house in the [REDACTED] in 1998. We have had dogs almost the entire time so we walk through the neighborhood almost every day. The only north/south thoroughfares from our neighborhood is either Wasatch Blvd or Danish Road (Danish has its own problems, but that's not UDOT's issue).

As we walk on the westside of Wasatch there is no sidewalk from Daneborg Drive (8495 South) to almost 8185 South (we would be happy to walk with a UDOT representative to demonstrate what this is like). If we wish to walk in the Golden Hills foothills neighborhood to the east we have to scamper across Wasatch. We are in our early 50s, and we doubt we will be able to scamper any better as we get older and if the road is changed to 4 or 5 lanes of traffic. Also, when we walk along the westside of Wasatch we at least are walking against traffic so can see if a vehicle is drifting off the road. The poor road bikers don't have that luxury as cars are speeding by at 50 mph. If it is insisted that the speed limit remain at 50 mph (35 mph for that short stretch of road between the canyons would be preferable for safety for all) then there should be a physical barrier or separation between the car and bike lanes. **(32.2.6.2.2A)**

The bottom line-if \$500 million is to be spent on this project, there should be pedestrian/bike paths on both sides of Wasatch even at the expense of vehicle lanes, as well as a few safe crosswalks. Anything less is relegating Cottonwood Heights residents to second class citizens compared to ski traffic. We live here full time, ski traffic is seasonal and sporadic. **(32.2.6.2.2A)**

Despite living so close to Big and Little Cottonwood Canyons we don't go up those canyons very often as we feel awful not taking the dog along for a hike. However, recently we went up Little Cottonwood on a Sunday evening to hike at the White Pine Trailhead to Gloria Falls (our first time ever to the falls) There of course was traffic streaming down from hikers at Alta and Oktoberfest at Snowbird, but also on the way up there were vehicles parked at various places that are probably from people rock climbing. The falls were beautiful, but also coming back down the evening light was bathing the canyon. It truly was a breathtaking experience. Every time we go up the canyons we comment how absolutely beautiful they are.

The bottom line-we should do everything we can to not increase the physical footprint of modern life in the LCC because we all know it will diminish the reason we all go there, to experience the exquisite natural world. **(32.17A, 32.17B, and 32.4I)** We should try enhanced bus service without expanding the roadway in LCC first, even considering no private vehicle traffic on certain days which we acknowledge would take a lot of courage. **(32.2.9A and 32.2.2B)** The gondola is a non-starter as it would only service the ski resorts. **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

To summarize, a project to change Wasatch Boulevard between Big and Little Cottonwood Canyons should accommodate all forms of traffic through all seasons, not just for ski traffic in an ever-shortening

winter season and Little Cottonwood should be left in its natural state as much as possible for our benefit and for generations to come. **(32.2.6.2.2A)**

Thank you for your time,

Dan Stampfl and Sharon Schriewer

COMMENT #: 10429
DATE: 9/2/21 7:42 AM
SOURCE: Website
NAME: Alisa Curic

COMMENT:

The gondola solution is not an answer to our problem with traffic congestion in Little Cottonwood Canyon. It is merely a way for the resorts to increase revenue at the expense of the taxpayers, while ruining some of the most beautiful public land that Utah has to offer. **(32.2.9E, 32.4I, 32.17A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Increased bus service, along with increased parking at the base of the canyon and road tolling, is the solution that best meets the needs of all users of LCC. **(32.2.9A)** Please consider this option, as the gondola is irreversible and will likely not solve the issues at hand while also ruining the beauty that Utah holds within its mountains. **(32.7B and 32.7C)** Thank you.

COMMENT #: 10430
DATE: 9/2/21 7:43 AM
SOURCE: Website
NAME: Ryan Smith

COMMENT:

The gondola and widening of lanes is a short sighted fix that will have negative effects on the nature of the canyon. Please do not move forward with these proposals. **(32.2.9E, 32.2.9C, and 32.4I)**

COMMENT #: 10431
DATE: 9/2/21 7:43 AM
SOURCE: Website
NAME: Marcus Gutierrez

COMMENT:

The gondola would be worse than doing nothing. (32.2.9E)

COMMENT #: 10432
DATE: 9/2/21 7:44 AM
SOURCE: Website
NAME: Peter Bennett

COMMENT:

Utah is an ever growing state that needs to build a sustainable infrastructure to support its growth. Think about the name, Little Cottonwood Canyon, at first glance, it already tells you something about itself. Though the mountains boast large peaks, the road, and room for growth, are not available. As a Cottonwood Heights resident, I drive past the mayhem, and see the red snake from my home. Any time it snows, we need to take action, knowing our commute to the mountain, or even down to the city will be longer due to the congestion outside Big and Little Cottonwood. As a skier, who frequents Alta, it has been wild to watch the growth in snowsports activities over the years. However, a gondola is not the solution to fix this overpopulation problem. **(32.2.9E)**

The Wasatch are OUR mountains, the Forest service has made it that way. But during the winter months, these mountains need to be limited. **(32.20B)** A reservation to get into the canyon for your personal vehicle, and an expanded bus lane to encourage a lower impact on the environment, as well as congestion in the canyon. **(32.2.2K, 32.2.9B, and 32.2.4A)** Is this going to upset folks? Yes! Is it going to upset Alta, Snowbird, Brighton and Solitude? Of course it is, these are free enterprises that have every right to make as much money as they can all winter.

By making a reservation system, we can ensure families that fly in from out of town to experience Utah are able to enjoy their visit. **(32.2.2K)** We can ensure lesser congestion in the suburbs of these canyons, and keep a gondola, that only benefits Snowbird and Alta, out of Little Cottonwood.

Thank you for your consideration, please help keep Utah growing Utah in a sustainable fashion.

COMMENT #: 10433
DATE: 9/2/21 7:45 AM
SOURCE: Website
NAME: Stuart Gleason

COMMENT:

Please place an emphasis on a non-gondola, minimal road widening option. **(32.2.9E and 32.2.9A)** Many users take advantage of the full length of this canyon. creating a bus system that has parking, is consistent and at a frequency to minimize waiting, lines to facilitate "odd stops", and a place to deal with gear at the top. **(32.2.9A, 32.1.2D, 32.2.6.3N, 32.1.2C, and 32.2.6.3C)** Busses would allow the real ridership to be understood in a scalable manner. Key locations with avalanche protection/roofs would be necessary. **(32.2.9K)** PLEASE WORK TO IDENTIFY THE LEAST IMPACTFUL METHOD. **(32.2.9G)** NO ONE WE KNOW BELIEVES THE GONDOLA IS A SOLUTION FOR THE PEOPLE.

COMMENT #: 10434
DATE: 9/2/21 7:48 AM
SOURCE: Website
NAME: Pamela Beck

COMMENT:

I prefer the gondola alternative as it feels cleaner to me. **(32.2.9D)** The bus alternative requires a large amount of road work and still has avalanche mitigation issues. **(32.2.9C, 32.7A, and 32.2.6.3P)** I live in [REDACTED] and do not find the gondola citing a problem. I assume there will be transportation for people from the central hub in alta to albion. I would like to see funding for that in the plan. I like the European models of transportation . In the states we chose hightways over trains let us not make the same mistake here . Thank you and good luck.

COMMENT #: 10435
DATE: 9/2/21 7:51 AM
SOURCE: Email
NAME: Scott OBrien

COMMENT:

Dear Utah Department of Transportation,

I use little cottonwood canyons throughout the year. I backcountry ski 80% of the time but do ski at the resorts about 20% of the time. I mountain bike there in the summer months and will rock climb a handful of times as well as go hiking with my wife and young kids. I hope that you realize that the gondola is not the right thing to do to try and limit traffic. It won't work for most locals like me. I won't use it. **(32.2.9E and 32.2.4A)** Not to oppose it or anything, but it actually isn't the best mode of transportation. You won't allow bikes or even run in non winter months, and in the winter it will be an inconvenience **(32.2.6.5I and 32.2.6.5F)** in addition to all of the negative aspects it will have in the environment. **(32.4I, 32.12A, and 32.13A)** It doesn't serve the local community, it's a tourist attraction limited to out of state skiers. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I get it, everyone is mad about the traffic but you just have to deal with increasing crowds with everything in life right now. Add a toll, require reserved parking, increase the amount of buses going up the canyon before doing this. **(32.2.4A, 32.2.2K, 32.2.9A, and 32.29R)** If you are turning around people who don't have parking spots, and limiting the cars by having a toll, the buses will make it up the canyon quickly. It's not that hard to understand. Adding a toll booth is a billion less than the gondola and will increase revenue right away. Do what's right for the people who live in UT.

Sincerely,
Scott OBrien
Draper, UT

COMMENT #: 10436
DATE: 9/2/21 7:53 AM
SOURCE: Website
NAME: Abby Bloomer

COMMENT:

Little Cottonwood Canyon is a special place for resort skiers and snowboarders, backcountry users, climbers, boulder enthusiasts, hikers, and people who simply want to enjoy it's beauty. The diverse use of this canyon requires an inclusive fix to keep this canyon safe and the congestion moving.

The gondola does not offer support year round. **(32.2.9E and 32.1.2C)** It would leave a massive infrastructure in place of biking, hiking, and climbing zones that have been loved and recreated on long before you or I were here. Disrupting these public lands for the gain of private entities is not the way to go. **(32.4B, 32.4G, and 32.4I)**

A less invasive option should be tried before starting something that cannot be undone. An option such as a tiered tolling system with the option to purchase an annual pass and reserved parking at resorts. **(32.29R, 32.2.4A, 32.2.2Y, and 32.2.2K)**

Something has to be done with the continuing growth of Salt Lake City, but I don't believe a gondola is the solution **(32.2.2E)**.

COMMENT #: 10437
DATE: 9/2/21 7:53 AM
SOURCE: Website
NAME: Thomas Batey

COMMENT:

To whom it may concern. Please don't cause havoc in LCC by putting in a gondola or widening the road. (32.2.9E and 32.2.9C) Both of which will not solve the problem of overcrowding in the canyon. (32.1.2B, 32.20A, and 32.20C) Develop a better bus system and limit people from entering the canyon (32.2.9A, 32.2.4A, 32.2.2L, and 32.2.2K)

COMMENT #: 10438
DATE: 9/2/21 7:57 AM
SOURCE: Website
NAME: Joel Harris

COMMENT:

Neither proposal should be implemented. **(32.2.9C and 32.2.9E)** They are both costly and do not address the real problem, namely the carrying capacity of the slopes and trails in LCC. **(32.20B)** The number of visitors to the canyon needs to be limited. Simpler measures that protect the mountains and watershed should be tried first, before taxpayers have to foot the bill for a huge DOT project. **(32.29R and 32.2.2PP)**

COMMENT #: 10439
DATE: 9/2/21 7:58 AM
SOURCE: Website
NAME: Ralph Hogden

COMMENT:

I like the gondola option because I think it will boost the experience of the canyon and get more people outside. I remember the first time I came to the canyon well, and it drives me to come back year after year. I also think the gondola is more reliable, and it can get us to the mountains better on those powder days. **(32.2.9D)**

COMMENT #: 10440
DATE: 9/2/21 7:58 AM
SOURCE: Website
NAME: Jeff Pauline

COMMENT:

Do not pursue a Gondola. It will only serve the needs of Snowbird and Alta. **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** If you need to find a solution avalanche sheds and bus service would be a project that would serve the most people. **(32.2.9K and 32.2.9A)**

COMMENT #: 10441
DATE: 9/2/21 7:59 AM
SOURCE: Website
NAME: Meagan Simmons

COMMENT:

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

COMMENT #: 10442
DATE: 9/2/21 7:59 AM
SOURCE: Website
NAME: Loren Root

COMMENT:

Please, please, please, please (please) do NOT scar this beautiful canyon with towers and a gondola. **(32.17A and 32.2.9E)** What is really gained? **(32.1.2B, 32.7B, and 32.7C)** If the two options are only enhanced bus or gondola, I am strongly in favor of the bus, and strongly oppose the gondola. **(32.2.9B and 32.2.9E)**

COMMENT #: 10443
DATE: 9/2/21 7:59 AM
SOURCE: Email
NAME: Carli Pardoe

COMMENT:

Dear Utah Department of Transportation (UDOT),

I 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 love right by the mouth of the canyon. We honestly only get 15-20 bday snow days a year. Other than that the canyon is absolutely fine.

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

COMMENT #: 10444
DATE: 9/2/21 8:00 AM
SOURCE: Website
NAME: Hillary Morgan

COMMENT:

Definitely in support of the gondola! Safer for drivers **(32.2.9D)**

COMMENT #: 10445
DATE: 9/2/21 8:01 AM
SOURCE: Website
NAME: Mitzi Peine

COMMENT:

Utah's natural beauty is unmatched by most other western states. This could be Utah's moment to choose to preserve and protect what they already have for future generations. In 200 years the gondola won't still be in its shiny new condition, but the natural beaut of little cottonwood canyon will persist. Children will remember what their great great grandparents chose to protect for beauty rather than profits. **(32.4I, 32.17A, and 32.2.9E)**

COMMENT #: 10446
DATE: 9/2/21 8:01 AM
SOURCE: Email
NAME: Cliff Orton

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Cliff Orton
Cottonwood Heights, UT

COMMENT #: 10447
DATE: 9/2/21 8:02 AM
SOURCE: Website
NAME: Jason Larry

COMMENT:

I am in favor of the gondola because I think it's less impactful overall. I've traveled around the Alps in Europe, and their gondolas really work. They have it figured out, so we should replicate that. **(32.2.9D)**

COMMENT #: 10448
DATE: 9/2/21 8:03 AM
SOURCE: Website
NAME: Liz Carmen

COMMENT:

Little Cottonwood Canyon is a precious resource. We are so lucky to have it so close to us here in Salt Lake City. The reason it's so precious to me and others is for it's wild, quiet solitude. Our goal should not be to figure out how to get MORE and MORE people into the canyon. **(32.1.2B and 32.20B)** It should be how to balance access while maintaining it's beautiful natural state. **(32.29G)** These are mutually exclusive goals. Leave the canyon wild! Limit winter access, don't figure out how to maximize it! **(32.2.2L and 32.2.2K)** Eliminate IKON/EPIC pass access to Snowbird/Alta. **(32.2.2K)** Let's not kill this canyon the same way we have killed our most-loved national parks. Let's value solitude for the sake of its own inherent solitude, and re-start the evaluation analysis from that point of view. **(32.4I)**

COMMENT #: 10449
DATE: 9/2/21 8:03 AM
SOURCE: Email
NAME: Madeline Halperin

COMMENT:

Dear Utah Department of Transportation,

Hi I have been a student, an employee and avid mountain dweller for 10 years now in SLC. We all can agree there is an issue in the 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)**
- 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,
Madeline Halperin
Salt Lake City, UT

COMMENT #: 10450
DATE: 9/2/21 8:04 AM
SOURCE: Website
NAME: Michael Veihl

COMMENT:

The gondola would be an eye sore and doesn't service the full canyon. (32.2.9E, 32.17A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C) Expanded buses is the best bet but we need a lot more parking at the base. (32.2.9A and 32.2.6.2.1C)

COMMENT #: 10451
DATE: 9/2/21 8:05 AM
SOURCE: Email
NAME: Zack Fandl

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,
Zack Fandl
Salt Lake City, UT

COMMENT #: 10452
DATE: 9/2/21 8:07 AM
SOURCE: Website
NAME: Elan Sturtz

COMMENT:

I strongly believe that this plan is an incredibly bad idea, and should absolutely not be put into action. It is unnecessarily destructive and will change the canyon we know and love forever. **(32.29D and 32.4I)** There are many other less destructive option, and this is most definitely not the way to do it. **(32.2.2PP)** Who ever is reading this, the whole outdoor community is literally begging, please do not go through with this. **(32.29G)**

Thanks,
Elan

COMMENT #: 10453
DATE: 9/2/21 8:07 AM
SOURCE: Website
NAME: Josh Quai

COMMENT:

Adding a bus lane is not only more expensive long term, it's apart of the problem with pollution. Tram is better. **(32.2.9C, 32.10A, and 32.2.9D)**

COMMENT #: 10454
DATE: 9/2/21 8:08 AM
SOURCE: Website
NAME: Asher Brown

COMMENT:

I do not endorse or consent to building a large and intrusive gondola on the public lands that I partially own. **(32.2.9E)**

COMMENT #: 10455
DATE: 9/2/21 8:09 AM
SOURCE: Website
NAME: Ellie Jensen

COMMENT:

I think rather than a gondola there should be required bus times from 7am-10am to encourage people to take the bus up the canyon and at that time cars would not be allowed. **(32.2.9E and 32.2.2B)** I believe this would cut down on traffic while maintaining the integrity of the canyon.

COMMENT #: 10456
DATE: 9/2/21 8:09 AM
SOURCE: Email
NAME: Sandra Materi

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Sandra Materi
Casper, WY

COMMENT #: 10457
DATE: 9/2/21 8:10 AM
SOURCE: Website
NAME: Abigail Thomas

COMMENT:

Please no gondola. **(32.2.9E)** That will be a huge expense and cause major permanent change to the canyon to the benefit of ski resorts only. **(32.4I, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** There are other user groups this will not help, only harm. I suggest first build a parking lot at the base and increase bus service (year round!) and then later if needed Woden the road for more bus space. **(32.2.9B)**

COMMENT #: 10458
DATE: 9/2/21 8:10 AM
SOURCE: Email
NAME: Megan McClain

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

COMMENT #: 10459
DATE: 9/2/21 8:13 AM
SOURCE: Email
NAME: Emily Olesen

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

COMMENT #: 10460
DATE: 9/2/21 8:14 AM
SOURCE: Website
NAME: Terry Homel

COMMENT:

No gondola **(32.2.9E)** It's too expensive and won't address the transportation needs of anything but the ski resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I prefer the enhanced bus service using electric/fuel efficient busses using the current roadways and not widening the existing road. Please protect this beautiful resource! **(32.2.9A, 32.2.6.3F, and 32.2.9C)**

COMMENT #: 10461
DATE: 9/2/21 8:14 AM
SOURCE: Website
NAME: Ileana Anderson

COMMENT:

Please use common sense and do not widen the road! **(32.2.9C)** This would cause a major environmental impact to the canyon and would be extremely costly. **(32.4I)** Please consider a less invasive option first. An improved bus system is one example. Charge cars a fee to drive up the canyon. **(32.2.2PP, 32.2.9A, and 32.2.4A)** It does not make sense to ask tax payers to fund a massive construction project that mostly benefits private ski resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The resorts should run their own shuttle busses in addition to more transit busses. This would give the option for those skiing the resort to go directly to the resort they plan to ski/ride and the transit bus could be used by others who want to enjoy the rest of the canyon. **(32.2.2K and 32.2.6.3N)**
Thanks

COMMENT #: 10462
DATE: 9/2/21 8:15 AM
SOURCE: Email
NAME: Jessyka Jewell

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Jessyka Jewell
West valley city, UT

COMMENT #: 10463
DATE: 9/2/21 8:16 AM
SOURCE: Website
NAME: Katy Brayman

COMMENT:

Do not destroy the beautiful landscape that is Little Cottonwood! The boulders are such an important part of the tourism and recreation and it would be a shame to take that away from the people. **(32.4I, 32.4A, and 32.4B)**

COMMENT #: 10464
DATE: 9/2/21 8:16 AM
SOURCE: Website
NAME: Katy Brayman

COMMENT:

The transportation system in LCC does not need improvement. Put that money somewhere it is needed. **(32.1.2B and 32.2.9G)**

COMMENT #: 10465
DATE: 9/2/21 8:18 AM
SOURCE: Email
NAME: Anna Oldroyd

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Anna Oldroyd
Holladay, UT, UT

COMMENT #: 10466
DATE: 9/2/21 8:19 AM
SOURCE: Website
NAME: Elise Hinman

COMMENT:

I urge UDOT to consider other alternatives besides the gondola and road widening options. **(32.2.9E and 32.2.9C)** Both of these options cause more destruction and harm to the environment in the canyon bottom, including the removal of granite boulders that are invaluable to the climbing community. **(32.4I, 32.4A, and 32.4B)** I moved to Salt Lake City for the bouldering in Little Cottonwood and some of my favorite boulders will be removed by BOTH leading options. I strongly encourage (nay, plead!) UDOT to try tolling and increased bus service before considering these more invasive measures. **(32.2.9A, 32.2.4A, and 32.2.9R)** Does it really make sense to install an entire gondola for an ever-shortening ski season that will continue to be battered by the effects of climate change for at least the next 30 years? **(32.1.2B and 32.2.2E)** This seems like utter ignorance and hubris. Please strongly consider other users of the canyon resources and the unpredictable but likely catastrophic effects of climate change. Thank you for listening and learning. **(32.2.2E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 10467
DATE: 9/2/21 8:19 AM
SOURCE: Email
NAME: Jeremy 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,
Jeremy Anderson
Midvale, UT

COMMENT #: 10468
DATE: 9/2/21 8:20 AM
SOURCE: Website
NAME: Mishael Garz

COMMENT:

The gondola project is a threat to climbers, backcountry skiers, and anyone interested in the view of our beautiful canyons **(32.2.9E, 32.4B, 32.4G, 32.4I, and 32.17A)** This project puts the burden of payment to the local taxpayers rather than the ski industry that takes in the significant profit. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 10469
DATE: 9/2/21 8:21 AM
SOURCE: Website
NAME: Scott Donnachie

COMMENT:

This is ridiculous. Like many of my fellow members of the climbing community have said, there are more affordable options that do not involve the destruction of little cottonwood. **(32.2.2PP and 32.4I)** Haven't we learned our lesson with tampering with the wilderness enough? Have we not noticed the terrible smoke that we've been dealing with more and more often? Can't we just enjoy nature without the ugliness of human infrastructure destroying the beauty of little? **(32.17A and 32.17B)** Ridiculous. You do not have my support.

COMMENT #: 10470
DATE: 9/2/21 8:22 AM
SOURCE: Website
NAME: Tanner Huffman

COMMENT:

Enhanced Bus Service all the way. It's clear that this route plus the development of snow sheds would have a significant positive affect on the traffic issues. **(32.2.9A, 32.2.9K, and 32.7C)**

COMMENT #: 10471
DATE: 9/2/21 8:23 AM
SOURCE: Email
NAME: Maureen Gardner

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Maureen Gardner
Salt Lake City, UT

COMMENT #: 10472
DATE: 9/2/21 8:24 AM
SOURCE: Website
NAME: Alex Vastardis

COMMENT:

Please do not ruin Little Cottonwood Canyon by putting in the gondola, or by increasing lanes. **(32.2.9E and 32.2.9C)** You should try implementing several new park and rides across the valley and also put a toll booth that will help LIMIT THE AMOUNT OF CARS IN THE CANYON. **(32.2.2I and 32.2.4A)** It is unacceptable to ask tax payers to pay for the gondola that will be serving 2 private businesses. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 10473
DATE: 9/2/21 8:24 AM
SOURCE: Website
NAME: Will Owens

COMMENT:

Please don't build a gondola in Little Cottonwood. **(32.2.9E)** There are a number of solutions - enhanced busing, tolls, carpool incentives, avalanche tunnels, that we should utilize before permanently scarring this landscape. **(32.2.9A, 32.2.4A, 32.2.9K, and 32.29R)** A gondola will mar the atmosphere and the unique aspect of SLC where you can be in the city in one moment and into the wilderness quickly thereafter. **(32.4I and 32.17A)** A gondola will make LCC, one of the most beautiful canyons in this country feel like an amusement park. Its a mistake. thanks for reading, and for all the time you have put into developing a solution.

COMMENT #: 10474
DATE: 9/2/21 8:24 AM
SOURCE: Website
NAME: Sarah Beesley

COMMENT:

I am highly against the gondola option. **(32.2.9E)** It seems much too expensive for the benefit to the community. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Both expensive in cost and expensive in terms of environmental impact to that amazing canyon. **(32.4I)** This could never be undone. The enhanced bus option is much preferred. I would support a fee to drive up the canyon and more restrictions on private cars on busy days too. If we try the enhanced bus for a while and it doesn't work, then another option could be considered. Please don't ruin our canyon with a gondola without trying all other viable options first. **(32.2.9A, 3.2.4A, 32.29R, and 32.4I)**

COMMENT #: 10475
DATE: 9/2/21 8:25 AM
SOURCE: Website
NAME: Kelsey Kemper

COMMENT:

I think the Gondola seems like the best solution **(32.2.9D)**. It's far more reliable than any bus option could be and puts the least long term strain on the environment. It's quite, can run on electricity and will be less likely to be effected by avalanches and heavy snow. **(32.2.6.5H and 32.2.6.5K)** Any plan that involves tolls will make the canyon even more of a "for the rich" playground. **(32.2.4A and 32.5A)** Any solution that's going to be paid for with tax payer money should make sure that money isn't used as a weapon to deter people from visiting the canyon. **(32.2.7A and 32.5A)**

COMMENT #: 10476
DATE: 9/2/21 8:26 AM
SOURCE: Website
NAME: Jerilyn Holt

COMMENT:

Do not like tram or expanded roads. There are other options. (32.2.9E, 32.2.9C, and 32.2.2PP)

COMMENT #: 10477
DATE: 9/2/21 8:27 AM
SOURCE: Website
NAME: Will Plaehn

COMMENT:

After reviewing the plans, the bus service with dedicated lane looks like the best long-term, scalable solution. A widened road for bikers is a huge side benefit of this plan. **(32.2.9B)**

Other non-scalable solutions like the gondola or train carry a lot of project and budget risk - and can't adapt to changes like adding stations or stops like the busses can. **(32.2.9E, 32.2.9M, 32.2.6.5A, and 32.2.6.3C)**

COMMENT #: 10478
DATE: 9/2/21 8:27 AM
SOURCE: Website
NAME: Joan Plaehn

COMMENT:

A limit on the number of people allowed up the canyon is important to keep the canyon & ski resorts from becoming too crowded, which would harm the environment & cause dangerously crowded ski slopes. **(32.2.2L, 32.2.2K, 32.20A, 32.20B, and 32.20C)**

COMMENT #: 10479
DATE: 9/2/21 8:28 AM
SOURCE: Website
NAME: Brett Merlin

COMMENT:

The proposed gondola and road work improvements will dramatically reduce climbing resources in Little Cottonwood Canyon. **(32.4A and 32.4B)** I love climbing there personally and hope to take my kids one day. Listen to what the climbers have to say. Little Cottonwood is a cornerstone of American climbing history and it must be protected. **(32.4I and 32.29G)**

COMMENT #: 10480
DATE: 9/2/21 8:28 AM
SOURCE: Email
NAME: Alaina Lindley

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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- 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,
Alaina Lindley
Salt Lake City, UT

COMMENT #: 10481
DATE: 9/2/21 8:28 AM
SOURCE: Email
NAME: Nicholas Trupiano

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Nicholas Trupiano
Severance, CO

COMMENT #: 10482
DATE: 9/2/21 8:30 AM
SOURCE: Website
NAME: Lyndsey Hotmer

COMMENT:

Please STOP the gondola. I am a new homeowner to the [REDACTED] community right by where the gondola will be built. What this will do to this little community breaks my heart. **(32.2.9E, 32.4E, and 32.4M)**

COMMENT #: 10483
DATE: 9/2/21 8:30 AM
SOURCE: Website
NAME: Jan Kennington

COMMENT:

I agree with Jenny Wilson Instead of pursuing a massive construction project in the canyon, the county leaders would rather see a LESS COSTLY PHASED less-costly approach toward enhanced bus service. Their vision relies as much as possible on existing infrastructure and a network of transit hubs AWAY FROM THE COTTONWOOD CANYONS, along with TOLLING and other strategies to encourage carpooling and transit. **(32.2.2I and 32.2.4A)**

GO SLOWLY AND EVALUATE EACH SIMPLE LESS COSTLY INTERVENTION. **(32.29R)**
PLEASE NO EYE SORE MONSTERITY!!!" **(32.2.9E and 32.17A)**

COMMENT #: 10484
DATE: 9/2/21 8:30 AM
SOURCE: Email
NAME: Cheryl Krusko

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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 Krusko
SALT LAKE CITY, UT

COMMENT #: 10485
DATE: 9/2/21 8:31 AM
SOURCE: Website
NAME: Kat Rolfson

COMMENT:

I agree with Mayor Wilson... We need to go back to the drawing board on this issue. It is far too expensive and we should explore every other alternative first. **(32.2.2PP and 32.29R)**

COMMENT #: 10486
DATE: 9/2/21 8:32 AM
SOURCE: Website
NAME: George Grygar

COMMENT:

Please consider a third option that increases current bus use, utilizes tolling, and potentially utilizes one-way traffic w/ the current two lanes for peak hours (frequent buses only for one hour (am & pm) using the second, traffic free lane and closing two way traffic for that hour, while adding additional parking for bus users). It would be nice to fully exhaust current resources before we spend more and permanently alter the LCC landscape. **(32.2.9A, 32.2.4A, 32.2.2EE, and 32.29R)**

COMMENT #: 10487
DATE: 9/2/21 8:32 AM
SOURCE: Website
NAME: Lacey Pierce

COMMENT:

No Gondola, No Wider Road! Charge to drive up on big days and increase bussing. (32.2.9E, 32.2.9C, 32.2.9A, and 32.2.4A)

COMMENT #: 10488
DATE: 9/2/21 8:32 AM
SOURCE: Website
NAME: Caleb Menge

COMMENT:

i like the idea of even and odd license plates. If your last number is even or odd determines the day you can go up. Or A thru M/ N thur Z same concept. This is nice because it can go a step further to the last two license plate digits.Or require a new license plate altogether to go up the canyons. Maybe little and/or big cottonwood canyon plates? **(32.2.2K)**

COMMENT #: 10489
DATE: 9/2/21 8:32 AM
SOURCE: Email
NAME: Cathy Mullaly

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

Your proposed solutions do not address the conservation and protection of wilderness and it's flora and fauna. **(32.13A and 32.13B)** If Zions can adopt a solution to manage millions of visitors a year without altering the landscape, we should be looking at something similar that serves ALL the people that use the canyon. **(32.2.2B, 32.1.2C, and 32.1.2D)** Your transportation solution is heavily skewed to support only the ski resorts and doesn't take into effect the masses enjoying this beautiful canyon. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Sincerely,
Cathy Mullaly
Midvale, UT

COMMENT #: 10490
DATE: 9/2/21 8:34 AM
SOURCE: Website
NAME: Robert Beck

COMMENT:

As a long time Alta person who has watched traffic in LCC grow over the last 50 years there is a serious need to address traffic in the canyon and to continue to protect the fragile environment that exists in the canyon. The only cost effective solution that has been presented is the gondola system running up the canyon. **(32.2.9D)** Widening the road to accommodate more traffic or even just bus traffic would further scar hillsides that have never been adequately secured and would continue to degrade the air quality which can be marginal at times of the year. **(32.2.9C, 32.17B, and 32.10A)** A gondola would help avoid "red snake" situations that arise on weekends in winter and would reduce the parking overflow situations that also occur. **(32.7C)**

A critical piece of the gondola proposal needs to be a transportation system that ties to the gondola hub feeding it and avoiding new traffic problems on Wasatch Blvd. **(32.2.6.5E)**

We need to protect the natural elements of LCC while providing people with a cost effective, low impact way to access the canyon. Build the gondola.

COMMENT #: 10491
DATE: 9/2/21 8:34 AM
SOURCE: Website
NAME: Brian Stubbs

COMMENT:

Big and Little Cottonwood Canyon are world renown for their climbing. We have Olympic climbers training here in Salt Lake in part because of the amazing climbing opportunities in these canyons. Widening the road or the proposed gondola would definitely have a tremendous impact and remove several of these amazing climbs. **(32.2.9C, 32.2.9E, 32.4A, and 32.4B)** I urge you to find a better solution so that we can save these beautiful areas for our future generations. **(32.2.9A and 32.2.2PP)** Please don't do this so some the ski resorts can put more people on the mountain and more money in their pockets. **(32.1.2B and 32.2.7A)** Let's show the world how much this natural gift means to us and find a way to preserve the canyon and find a green solution to the traffic. I live at the mouth of the canyon and there are Saturdays in the winter when I have to wait in the traffic just to get to my house, and still I think that you have not found the solution and I'm willing to wait further for when you do. **(32.7B)**

Also considering the buses and gondolas are stopping anywhere else in the canyon, **WHY AREN'T THE SKI RESORTS PAYING FOR THIS? DON'T DO ANYTHING FOR FREE FOR THEM.** It's not like they can pack up and go somewhere else. **(32.1.2B, 32.1.2D, 32.2.6.3C, 32.2.6.5G, 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, 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)**

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).**

Read from SLCA's Justice, Equity, Diversity, and Inclusion (JEDI) Committee how UDOT's proposals perpetuate environmental marginalization and injustice in the Wasatch Front. **(32.5A)**

COMMENT #: 10492
DATE: 9/2/21 8:34 AM
SOURCE: Website
NAME: Daniel Carr

COMMENT:

As a skier (I have a season pass to one of the Cottonwood resorts), hiker, and taxpayer, I agree with Mayor Wilson. I think UDOT needs to go back to the drawing board and look at other alternatives, such as improving bus service, tolling, and carpooling. **(32.2.9A and 32.2.4A)** I understand that there is intense pressure on the canyon. But I do not believe that spending \$500M of taxpayer money primarily to benefit the ski resorts and the people who live in the canyon--people with a median income much higher than the state average--is a wise use of taxpayer resources. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** If a gondola or expensive bus system is desired and economically viable, the ski resorts should bear most of the cost. **(32.2.7A)** If the resorts are unwilling to pony up, I suggest the taxpayers not subsidize Alta and Snowbird, which are already thriving, wonderful resorts not in need of a handout.

COMMENT #: 10493
DATE: 9/2/21 8:35 AM
SOURCE: Website
NAME: Clark Brown

COMMENT:

I feel that neither proposed solution is worth their respective negative impacts. **(32.2.9C and 32.2.9E)** It would be better to have a congested canyon than to degrade the beauty of the canyon with a gondola or ruin climbing experience with a bus lane. **(32.17A and 32.4A)** However, if it must be one of those the gondola impacts the wildlife and climbing experience less and feel like the lesser of two evils. **(32.13A and 32.4B)** Such spending on either solution warrants much more deliberation and study. **(32.29G)**

COMMENT #: 10494
DATE: 9/2/21 8:36 AM
SOURCE: Website
NAME: Lane Valum

COMMENT:

Currently NOT in support of gondola plan. (32.2.9E)

COMMENT #: 10495
DATE: 9/2/21 8:36 AM
SOURCE: Website
NAME: Sam McDaniel

COMMENT:

Building a gondola in LCC will cause irreparable damage to LCC, will be an eye sore and I a giant tax payer funded subsidy to the ski resorts. I do not support it. (32.2.9E, 32.4I, 32.17A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)

COMMENT #: 10496
DATE: 9/2/21 8:37 AM
SOURCE: Email
NAME: Allison Snow

COMMENT:

Dear Utah Department of Transportation (UDOT),

Please don't build a gondola. It won't be used. It's so expensive and it's not necessary.

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Allison Snow
Lehi, UT

COMMENT #: 10497
DATE: 9/2/21 8:39 AM
SOURCE: Website
NAME: Sarah Doody

COMMENT:

I am writing to express my concern over the proposed solutions of a gondola and roadway widening in LCC. Not only is this an expensive, half a billion, endeavor, it's also largely permanent. **(32.2.9E and 32.2.9C)**

For context, I am a professional User Experience (UX) Designer and Researcher. In brief, I get paid to study human behavior and use that research to inform my design decisions for websites, apps, and digital experiences. I'm writing to you after speaking at a conference for my industry in Zurich, Switzerland where I was a keynote speaker. I also teach in this field and have over 15 years of experience working with many startups as they sought to understand their market and potential customers and then design, a hopefully, amazing solution that the market would respond to favorably.

My experience is relevant to the situation with transportation in LCC because the gondola and widening of the road presents a "solution first" approach. In my experience, "solution first" experiences largely fail. In fact, many startups fail because the founders became enamored with a solution without first deeply understanding the people they hoped would buy their product. Instead of a "solution first" approach, you need to take a "people first" approach - in other words, you need to deeply understand your "users" in this case, people who want to recreate in LCC. **(32.1.2B)**

An excellent example of how "solution first" companies fail is a company called Juicero, which was a juice machine that, similar to a Nespresso machine, could take little pre-cut packages of produce (similar to an IV bag) and "press" them into fresh juice, thus avoiding the mess and time of shopping for fruits and vegetables and shopping them all up. The company raised over \$118 million dollars from venture capitalists including Google Ventures and Kleiner Perkins. Ultimately, the company had to shut down because no one wanted the expensive juice machine.

Things started to fall apart for Juicero when reporters from Bloomberg realized that you didn't, in fact, need the fancy machine that cost \$700 (and then reduced to \$400 when sales were extremely low) to extract the juice from the aforementioned packages of cut fruits and vegetables. As it turned out, the reports were able to just squeeze the bag of fruits and vegetables BY HAND and get juice AS FAST AS the \$400 machine. Watch the video here to see reports literally squeezing the juice packets:

<https://www.bloomberg.com/news/features/2017-04-19/silicon-valley-s-400-juicer-may-be-feeling-the-squeez>

The moral of this story ... Juicero and its founders were not focused on the needs of REAL PEOPLE. They were more focused on raising money so they could create their sexy futuristic juice machine. Had they done some research and tested the machine, they likely would have found out that people perhaps didn't have a problem with cutting their own fruits and vegetables. And further, the trade off to have a sexy juice machine wasn't worth the cost of the machine PLUS the cost of the packets that the customer would have to buy.

The GONDOLA IS A SEXY JUICE MACHINE. It's an idea that hasn't been tested and though it's alluring and has that "wow" factor, it's not practical and even though the juice machine raised \$118 million, it ended shutting down because no one wanted it. **(32.2.9E and 32.2.4A)**

Most startups fail because they didn't do research and that's exactly what happened to Juicero. The company closed in 2017: <https://www.theverge.com/2017/9/1/16243356/juicero-shut-down-lay-off-refund>

In the world of startups, we have a concept of “Minimum Viable Product” ... this means that if you have an idea for a start up, you should (after research) seek to build the product that has just enough features to give people the desired outcome of the “dream product” (eg. Gondola) but instead, create or launch this Minimum Viable version faster and more cost effectively so you can TEST IT OUT.

So, what would the Minimum Viable Product be to help solve the problem of transportation in LCC? It's certainly not a Gondola or widening the road. **(32.2.9E and 32.2.9C)**

Instead, we have to work with the resources we already have at our disposable. One of the most obvious is busses. But we can't expect to just add more busses at the bottom of LCC and hope people ride them. We have to look at the whole customer journey. That journey also includes how the "person gets from their home to the main bus connection point to LCC and that's one issue that I haven't seen addressed yet with busses.

Why are we not looking at “express bus” style services from starting points beyond the Cottonwood Heights area combined with priority lanes or times for the busses to head up LCC? But, we have to take it a step further **(32.2.2I and 32.2.9B)**.

Imagine having express bus connections such as downtown, sugarhouse, or Millcreek. Being able to get on a bus at these destinations and going right to points in LCC will help alleviate the problem of parking at the base of LLC and traffic on the major roads leading to LCC. **(32.2.2I)**

This express bus style solution helps take the stress off of the general Cottonwood Heights area, and roads leading to it, and instead distributes this throughout the valley. A win for residents of CH and a win for people who want to visit LCC because they won't have to battle traffic to get to the busses at the base of LCC. **(32.2.2I)**

Even if you do a Gondola, you will still have this problem in the part of the “customer journey” between the moment someone leaves their house and the moment they park their car at the parking structure for the Gondola. If you increase capacity of people up LCC, traffic will still be an issue as people travel from their homes to this Gondola parking structure. Why are we not addressing this part of the customer journey? **(32.2.6.5E)**

Enough comments have already been made about the other obvious problem with the Gondola in that it does not serve people who want to recreate at points that are NOT Snowbird or Alta. However, I want to mention that just for the record. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

In closing, 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)**

After working with many founders who were “solution first” I understand how hard it can be to let an idea go, especially when you've put a lot of time, money, and energy into the solution. However, thinking long term, the gondola and road widening and expensive solutions that are largely permanent and don't allow for incremental changes to help drive behavior change (eg. car pooling, bus use, etc). **(32.2.6.3D and 32.2.6.5A)** They don't allow for any type of testing or iterating with input from the actual “users” of this solution. **(32.2.9R)**

I hope you find my analogies helpful and am happy to share more lessons and best practices from the world of startups should you be interested.

COMMENT #: 10498
DATE: 9/2/21 8:39 AM
SOURCE: Website
NAME: Julie Ganz

COMMENT:

Our family is in favor of the gondola project. (32.2.9D)

COMMENT #: 10499
DATE: 9/2/21 8:41 AM
SOURCE: Website
NAME: Rhett Collins

COMMENT:

Please do not go through with the road widening proposition, this landscape is more important, there are better options that exist, listen to the people that use it the most." (32.2.9C and 32.2.2PP)

COMMENT #: 10500
DATE: 9/2/21 8:42 AM
SOURCE: Website
NAME: Katrina Emery

COMMENT:

As a resident of Sandy I ask that we consider further research into a proper permanent fix. The issue at hand is experienced less than one total month of the year. **(32.1.2B and 32.1.4D)** All of the proposed alternatives would result in the same excessive traffic that carries over into all surrounding areas. **(32.2.6.2.1D, 32.2.6.5E, 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. The gondola and roadway widening are purely for the gain of two privately owned ski areas, not for the people of Utah. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** 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)**

COMMENT #: 10501
DATE: 9/2/21 8:42 AM
SOURCE: Website
NAME: Rebekah Golden

COMMENT:

I use the cottonwoods for skiing, climbing, and hiking year round. Both of the proposed options (road widening and gondola) only help me with one of the above sports in one season while costing my hard earned tax payer dollars. **(32.2.9E, 32.2.9C, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Please revisit the designated bus lane idea. Not only will the road widening or gondola cost millions of tax dollars, it will also destroy some of mine and the climbing communities favorite bouldering routes **(32.4A and 32.4B)** As climbing takes off (and it is taking off) you will see more tourism dollars for climbing coming to the cottonwoods to climb the very bouldering routes you propose to destroy. A designated bus route could help ferry traffic more nimbly, allowing you to add stops based on season to serve both the ski, climbing, and hiking communities while reducing impact of increased traffic on the canyon. **(32.2.9A, 32.1.2D, 32.1.2C, and 32.2.6.3C)** This allows for progress without damage. The gondola serves only one sport for one season. **(32.1.2D, 32.1.2D, 32.7B, and 32.7C)** Road widening destroys famous and beloved bouldering routes and potentially creates greater environmental impact by allowing more cars in the cottonwoods. **(32.4A, 32.1.2B, and 32.1.2D)** Additionally, little cottonwood doesn't have very much parking as is. Adding more would cost more taxpayer dollars and destroy more of the historic canyon. Please reconsider eliminating passing Lanes in favor of a designated bus lane and take the gondola and road expansion off the table. Thank you for your consideration.

COMMENT #: 10502
DATE: 9/2/21 8:42 AM
SOURCE: Website
NAME: Meredith Riley

COMMENT:

I am strongly opposed to the gondola option. **(32.2.9E)** I also think the bus option needs to be thought through more. **(32.2.9A)** Does the road need to be widened if a toll is added? **(32.2.2Y and 32.2.9A)** There needs to be more incentive to get people out of cars. Making the bus more convenient helps, but a personal car will always be the most convenient until it is too expensive. **(32.2.4A)**

COMMENT #: 10503
DATE: 9/2/21 8:42 AM
SOURCE: Website
NAME: Frederick McBrier

COMMENT:

I am opposed to the Gondola. (32.2.9E)

COMMENT #: 10504
DATE: 9/2/21 8:43 AM
SOURCE: Email
NAME: Ashley Rolfe

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see 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. So what is the goal of the gondola? In my opinion this has become a tax payer funded subsidy to Alta and snowbird - I don't want my taxes further funding their profits especially not to the detriment of the wasatch I love so much. (UDOT, LCC EIS, p. 2-16). **(32.2.2BB, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, 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)**

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)** Have you been to the white pine/red pine trailhead on a Saturday or Sunday. A seasonal gondola does not address issues here. It also does not improve access for back country Skiers who will still need to use the road/cars during high traffic winter storms. **(32.1.2C, 32.1.2D, and 32.4G)**

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. **(32.2.6.2.1C 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)** The gondola lot only allows for 1000 cars to park - that's really only removing 1000 cars from the road because people spend the whole day at the resort - this does not even make a dent in what you're attempting to accomplish. **(32.2.6.5J)**

I know there is a solution that actually solves the problem and doesn't not so negatively impact our beautiful canyon. **(32.2.9A and 32.2.2PP)** Please do NOT destroy our canyon for private/corporate profits.

Sincerely,
Ashley Rolfe
Salt Lake City, UT

COMMENT #: 10505
DATE: 9/2/21 8:45 AM
SOURCE: Website
NAME: Devin Quince

COMMENT:

I am a frequent visitor to this area and this would be a huge loss to the climbing community (32.4A and 32.4B)

COMMENT #: 10506
DATE: 9/2/21 8:46 AM
SOURCE: Website
NAME: Holly Carlson

COMMENT:

As a native Utahn growing up in Draper and near the base of Little Cottonwood Canyon, I've watched our beautiful valley get altered for growth including digging through benches and expanding roads. These expansions do help with traffic in the short term, however, the long term effects seem futile and permanently damage our natural landscape.

Little Cottonwood Canyon is a precious, spiritual place. We need to make all efforts in preserving this space. I am a skier and love skiing Little Cottonwood, however, I am opposed to widening the road as well as changing the airway with a gondola. **(32.4I, 32.2.9C, and 3.2.9E)**

Let's put this issue back on the drawing board and in the think tank. Collectively, I believe, we can come up with a traffic solution as well as save this precious landscape. Thank you for considering my thoughts. **(32.2.2PP)**

COMMENT #: 10507
DATE: 9/2/21 8:46 AM
SOURCE: Email
NAME: Grace 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,
Grace Brown
Salt Lake City, UT

COMMENT #: 10508
DATE: 9/2/21 8:49 AM
SOURCE: Email
NAME: Margaret Dobson

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Margaret Dobson
Salt Lake City, UT

COMMENT #: 10509
DATE: 9/2/21 8:50 AM
SOURCE: Website
NAME: Ben Donner

COMMENT:

Please don't destroy the LCC boulders! **(32.4A and 32.4B)**

COMMENT #: 10510
DATE: 9/2/21 8:50 AM
SOURCE: Email
NAME: Tyler Brawley

COMMENT:

Dear Utah Department of Transportation,

I think we need to slow down and take the easiest, least costly measures that are basically available right now that we are not utilizing. Then after a few years of the following measures reevaluate the needs of the canyons. **(32.29R)**

1. Snow tires required in BOTH LCC and BCC Nov 1st - Apr 30th. I know the legislature would need to approve this, but this would drastically change traffic issues on the 10-20 high traffic days during the winter by keeping cars out of the canyons with improper tires that cause the vast majority of slide offs and accidents. Ticketing after the fact doesn't solve anything. Too many people with AWD/4WD cars with summer tires that go up and cause the majority of issues. **(32.2.2M)**

2. Toll for LCC - It works in Millcreek. The fees would encourage carpooling and bus riding. The fees then could be used to fund a person at the both checking for snow tires. A self funding (to an extent) endeavor. **(32.2.2Y and 32.2.4A)**

3. Increased busses. Items 1 & 2 would put more people on the busses and more frequent and reliable busses would instill confidence in the public to use the system. (P.S. put studded tires on the busses, I know they make them, busses slide off too) **(32.2.9A)**

Sincerely,
Tyler Brawley
Murray, UT

COMMENT #: 10511
DATE: 9/2/21 8:51 AM
SOURCE: Website
NAME: Haley Williams

COMMENT:

NO to adding a gondola. **(32.2.9E)** LCC is an area of great natural beauty and world class climbing. As soon as you start destroying these one of a kind places for corporate money- it cannot be reversed. We must preserve it! No gondola! **(32.17A and 32.4B)**

COMMENT #: 10512
DATE: 9/2/21 8:51 AM
SOURCE: Email
NAME: Lindsay Fowers

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Lindsay Fowers
Salt Lake City, UT

COMMENT #: 10513
DATE: 9/2/21 8:52 AM
SOURCE: Website
NAME: Wes Jones

COMMENT:

Please hold sight of the bigger picture when it comes to the environment of LCC. Just because we have more people and thus more congestion/traffic does not warrant destroying and impacting such a legendary/sacred climbing area. Let the roads be as they are **(32.1.2B and 32.2.9G)**

COMMENT #: 10514
DATE: 9/2/21 8:52 AM
SOURCE: Website
NAME: Madeline Moyle

COMMENT:

I would like to see a bus expansion project over the gondola project. (32.2.9A or 32.2.9B and 32.2.9E)

COMMENT #: 10515
DATE: 9/2/21 8:52 AM
SOURCE: Website
NAME: Emerson Mann

COMMENT:

Hi,

I think it is not fair that this burden should be full shared by the general public. The ski resorts are essentially getting a gift, when they will be the main beneficiaries of this addition. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

I also do not agree with either plan. **(32.2.9C and 32.2.9E)** I think there should be more consideration for climbing areas, visual impact of the gondola, and recreational users outside of the two ski resorts. **(32.4A, 32.4B, 32.17A, 32.17B, 32.4I, and 32.29G)** I have read about mining tunnels built in from Heber. I want to see MORE options, or at least, understand what else has been considered **(32.2.2PP)**.

COMMENT #: 10516
DATE: 9/2/21 8:53 AM
SOURCE: Email
NAME: Alex Reber

COMMENT:

Dear Utah Department of Transportation (UDOT),

This is a travesty, the use of public funds to support private businesses. Hundreds of people go up this canyon a day with no interest in going to a resort. This plan does nothing to improve access or decrease road traffic. **(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,
Alex Reber
Midvale, UT

COMMENT #: 10517
DATE: 9/2/21 8:54 AM
SOURCE: Email
NAME: Catherine 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)**.

WHY DO WE ALWAYS TEND TO DESTROY THE THINGS WE LOVE IN FAVOR OF ACCOMMODATING ACTIVITY FOR A FEW. THE MOUNTAINS AND CANYON ARE TREASURES FOR EVERYONE WHICH ADDS UP TO MILLIONS MORE THAN THE SKIERS WHO FLOCK THERE WHEN THERE IS SNOW (A CONTINUING QUESTION). NO GONDOLA; NO FREEWAY!!!! **(32.2.9E, 32.2.9C, 32.2.6.3B, 32.29G, and 32.4I)**

Sincerely,
Catherine Smith
Layton, UT

COMMENT #: 10518
DATE: 9/2/21 8:55 AM
SOURCE: Website
NAME: Britany Paradis

COMMENT:

NO GONDOLA!!!!!! (32.2.9E)

COMMENT #: 10519
DATE: 9/2/21 8:55 AM
SOURCE: Website
NAME: Jim Byrne

COMMENT:

I strongly reject both both UDOT proposed solutions for LCC and support the more measured approach proposed by both Mayors Wilson and Mendenhall. **(32.2.9C and 32.2.9E)** Implement a phased in bus (electric?) plan along with toll booths and canyon tolls high enough to strongly discourage vehicular traffic. **(32.2.9A, 32.2.6.3F, and 32.2.4A)** Renewed study of possible avalanche sheds. **(32.2.9K)** Continue to look at canyon carrying capacity beyond just getting people in and out **(32.20B)**.

COMMENT #: 10520
DATE: 9/2/21 8:57 AM
SOURCE: Website
NAME: Kristen Lee

COMMENT:

Please do not damage what is so natural and enriching for something so harmful to the surrounding nature. What will be destroyed will never be replaced. This sacrifice is too much. Please say no to the gondola and yes to more bussing. **(32.4I, 32.29G, 32.2.9E, and 32.2.9A)**

COMMENT #: 10521
DATE: 9/2/21 8:57 AM
SOURCE: Email
NAME: Mark Callahan

COMMENT:

Dear Utah Department of Transportation,

BCC and LCC need solutions to address canyon traffic, safety and preservation. I applaud UDOT for bringing forward solutions to engage all communities that are impacted. Utah is known for its outdoor life and spaces, and has been successful at building its economy and correspondingly, its population. High percentages of the population want to access its mountains both in the winter and summer.

A gondola option fails to address many of the issues in LCC and completely ignores BCC and other canyons. **(32.2.9E and 32.1.1A)**

I ask that UDOT consider phased approaches to address the long term issues caused by Utah population growth.

1. Snow sheds over the most prone areas in LCC to allow access in all but extreme situations. BCC is not impacted to the same degree as LCC. **(32.2.9K and 32.1.1A)**
2. Bus passing lanes which allows merging at the end of these. In the event of traffic, this would allow busses to "jump the line" at several sections of the canyon and would allow for reduced construction costs. There only needs to be one lane that is reversible up/down as traffic is typically backed in one direction. This applies equally to BCC and LCC. There are many areas where modest change would be needed to accommodate an additional lane. **(32.2.2D and 32.1.1A)**
3. Tolling - it is used for HOV lanes within the city and is Mill Creek. It can be a reduced toll at off hours and higher for heavy capacity times. There should be a minimum toll that applies at all times to assist with funding for plowing, avalanche control, bathroom and toilet paper, garbage collection and parking. Many parks have usage fees and all users should help fund. This includes resort users, as well as backcountry skiers, climbers, hikers and drivers enjoying the views. This also applies to BCC and the use of Guardsmans Pass. **(32.2.4A and 32.1.1A)**
4. Expanded bus times and routes are needed. Parking at the gravel pit is a viable option and would make this space attractive. **(32.2.6.2.1C)** Additionally, express routes from TRAX stations on I-15 allow for better environmental options for all users up and down the SL Valley. Again, this is applicable to BCC and LCC. Year-round service could continue at a reduced frequency. **(32.2.2I, 32.1.2C, and 32.1.1A)**
5. Long term - consideration of a 2-mile "tunnel for public transportation could be evaluated to connect BCC and LCC. This would allow more efficient bussing options and transition between canyons, as well as access in the event of canyon closure to LCC. **(32.2.2Q)**

Bussing and tolling provide many benefits, flexibility and staging to a problem which will continue to evolve as SL and Utah grow and change. It is not just a LCC avalanche issue that needs to be addressed. Thank you for your consideration

Sincerely,
Mark Callahan
Brighton, UT

COMMENT #: 10522
DATE: 9/2/21 8:59 AM
SOURCE: Website
NAME: Mark Callahan

COMMENT:

"BCC and LCC need solutions to address canyon traffic, safety and preservation. I applaud UDOT for bringing forward solutions to engage all communities that are impacted. Utah is known for its outdoor life and spaces, and has been successful at building its economy and correspondingly, its population. High percentages of the population want to access its mountains both in the winter and summer.

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5. Long term - consideration of a 2-mile "tunnel for public transportation could be evaluated to connect BCC and LCC. This would allow more efficient bussing options and transition between canyons, as well as access in the event of canyon closure to LCC. **(32.2.2Q)**

Bussing and tolling provide many benefits, flexibility and staging to a problem which will continue to evolve as SL and Utah grow and change. It is not just a LCC avalanche issue that needs to be addressed. Thank you for your consideration"

COMMENT #: 10523
DATE: 9/2/21 9:00 AM
SOURCE: Email
NAME: Christopher Jones

COMMENT:

Dear Utah Department of Transportation (UDOT),

I am an 8th grade science teacher, as part of my curriculum I teach how we live on a planet with a changing climate and increased natural hazards due to spiked carbon emissions as well as destruction of habitats and reduced biodiversity. We are in charge of protecting the planet with our knowledge and innovations. Small preservations of what little wilderness we have left will play a large part in the long run of reversing the destruction of our ecosystems and climate change. The following points I agree with in making sure nature is preserved for both future generations and restoration of our fragile planet. **(32.2.2E, 32.13A, 32.13B, 32.17A, 32.17B, and 32.10A)**

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Christopher Jones
South Jordan, UT

COMMENT #: 10524
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 #: 10525
DATE: 9/1/21 11:34 AM
SOURCE: Email
NAME: Karen Meleca Fredrickson

COMMENT:

No Question mark.
Go gondola! **(32.2.9D)**

COMMENT #: 10526
DATE: 9/2/21 9:00 AM
SOURCE: Website
NAME: Madison Hill

COMMENT:

Don't do it. Preserve the natural beauty of the canyon! **(32.2.9G)** Too many trails and climbing routes will be displaced and destroyed. **(32.4A and 32.4B)** We've already taken up some of our precious landscape with townhomes and new developments, save some of the good stuff for the future! **(32.4I)**

COMMENT #: 10527
DATE: 9/2/21 9:01 AM
SOURCE: Website
NAME: Jade Carter

COMMENT:

I am writing to comment on the social and environmental implications of widening the road or installing a gondola in Little Cottonwood Canyon. While I understand the need to improve mobility in the canyon, the proposed construction will dramatically impact the serenity of the lower canyon in particular. **(32.4I)** As a hiker and climber in the area, this concerns me. I would ask you to really consider the Enhanced Bus without Roadway Widening proposal or other such lower-impact options as alternatives to the current development plans. **(32.2.9A)** Such construction as proposed cannot be easily undone. I ask that you carefully consider the incredible resource of this canyon before committing to socially and environmentally harmful development. We must hold out wild spaces dearly. **(32.2.9C and 32.2.9E)**

COMMENT #: 10528
DATE: 9/2/21 9:01 AM
SOURCE: Website
NAME: Tyler Browning

COMMENT:

I'm in support of a gondola. It will keep fewer cars on the road and limits accidents in the canyon.
(32.2.9D)

COMMENT #: 10529
DATE: 9/2/21 9:01 AM
SOURCE: Email
NAME: Grant Hockin

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

COMMENT #: 10530
DATE: 9/2/21 9:02 AM
SOURCE: Website
NAME: Katie Erickson

COMMENT:

I am against the gondola. **(32.2.9E)** We should try enhanced bus service and road tolls before such an expensive and destructive option is put into place. **(32.2.9R, 32.2.9A, and 32.2.4A)** It seems very sudden to jump straight to building a \$500 million gondola when there have been no attempts to put in road toll fees and restrict vehicles during peak hours. **(32.2.2Y)**

COMMENT #: 10531
DATE: 9/2/21 9:03 AM
SOURCE: Website
NAME: Kirk Nichols

COMMENT:

Kirk Nichols

Thank-you for this extended opportunity to comment.

These comments are a continuation to an earlier submission:

9. A reasonable alternative that has yet to receive a full study is an alternative to regulate the flow capacity of traffic in the canyon. This would be a human behavioral alternative rather than the two proposed engineering alternatives. This, Draft Alternatives of the LCC-DEIS, states that congestion becomes restrictive at 900 cars per hour. This makes for a reasonable cap or capacity. A NEPA-required reasonable alternative would start with this 900-car cap concept and develop an alternative based on traffic flow. This alternative might include an hourly on-line reservation system for private vehicles with everyone else desiring to go during that hour to take public busses **(32.2.2L, 32.2.2K, and 32.2.4A)**. This alternative requires a complete traffic analysis to evaluate whether enhanced busses is also needed or can reservations and timing be adequate with the current bus flow? Because this EIS has not been a multi-disciplinary study, a behavior alternative has not been proposed alongside the two engineering alternatives. This LCC-DEIS does mention Traffic Demand Management Strategies, however, taking these strategies to the level of an alternative has been neglected. **(32.2.2L and 32.2.2K)**

10. The Mobility Hub at the gravel pit near Big Cottonwood is one of the many examples of the inadequate study area and the NEPA mandated but so far inadequately studied effects from actions that are connected, cumulative, and similar. This LCC-DEIS proposes that a parking garage be constructed at Big Cottonwood Canyon that is designed only for Little Cottonwood Canyon. This is clearly irrational. Any action that affects Little Cottonwood affects Big Cottonwood. A second absurdity with the traffic hub at Big Cottonwood, visitors coming east from south of Little Cottonwood would be required to traverse Cottonwood Heights on Wasatch Boulevard twice, once going north in their private vehicle to the hub and again going south on a bus to return to Little Cottonwood Canyon. As stated earlier, a majority of visitors should arrive in Cottonwood Heights already on public transit. **(32.2.6.2.1C, 32.1.1A, and 32.2.0D)**

11. Trail Head parking mentioned but is not evaluated in this LCC-DEIS. Will the ineffective current strategies continue or has a team studied whether trailhead parking will be limited? **(32.2.6.2.4A)** Will the limits be left to chance of first-come first-served? Would reservations be more orderly? Congestion increases if the lot is full and the private vehicle now has to drive up and down the canyon looking for some other place to park and hike/ski/sled etc **(32.2.6.2.4A and 32.1.2D)**

COMMENT #: 10532
DATE: 9/2/21 9:04 AM
SOURCE: Website
NAME: Tammie Atkin

COMMENT:

I do not support the gondola option. I think it will ruin the beautiful canyon and it only serves skiers (I am a skier) I also don't think it will be supported by the general public in Utah. By the time the project is finished there may not be snow anyway. **(32.2.9E, 32.2.2E, 32.17A, 32.1.2B, 32.1.2D, 32.7B, and 32.7C)** I'm in support of limited traffic up the canyon. **(32.2.2L and 32.2.4A)** Best, Tammie Atkin

COMMENT #: 10533
DATE: 9/2/21 9:04 AM
SOURCE: Website
NAME: Eric Morgan

COMMENT:

I am in favor of the gondola. Much like the gondolas of Europe or telluride, this will reduce cars and provide a safe, fun way to travel up the canyon. More roads create more of the same traffic we already deal with. There is no stopping the popularity of this canyon. We must find eco friendly ways to make the impact as small as possible. A gondolas, while not perfect, is the best way to do that. **(32.2.9D)**

COMMENT #: 10534
DATE: 9/2/21 9:07 AM
SOURCE: Website
NAME: Grant Hockin

COMMENT:

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

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

COMMENT #: 10535
DATE: 9/2/21 9:10 AM
SOURCE: Website
NAME: Madeleine Docherty

COMMENT:

Please find a method that meets the transportation needs of the public, without impacting or destroying the environment. **(32.2.2PP)** The bouldering in LCC is very unique and special to the climbing community, and the Salt Lake community at large. Please preserve this precious environmental location and recreational resource. **(32.4A and 32.4B)** Thank you.

COMMENT #: 10536
DATE: 9/2/21 9:10 AM
SOURCE: Website
NAME: James Larkin

COMMENT:

I am very much in favor of the gondola. **(32.2.9D)**

COMMENT #: 10537
DATE: 9/2/21 9:10 AM
SOURCE: Website
NAME: Alex Sample

COMMENT:

The little cottonwood canyon boulders are very important to the salt lake climbing community. With easy access to these climbs it's a good way for newer climbers to access outdoor climbing and bring the community together. Road widening and the gondola plan would destroy these boulders for future generations of climbers. This would also set a very poor precedent in protecting climbing areas.
(32.2.9C, 32.2.9E, 32.4A and 32.4B)

COMMENT #: 10538
DATE: 9/2/21 9:10 AM
SOURCE: Website
NAME: David Quealy

COMMENT:

Hello,

I strongly oppose the gondola alternative. **(32.2.9E)** It does not address summer congestion, which is a problem that will only increase with time. **(32.1.2C)** As of 2021 there are many summer days where cars are parked along the road and overflowing trailhead parking. Having cars parked along the side of the road degrades the shoulder, increases erosion, is dangerous for people walking from their car to the trailhead, and is dangerous for individuals using the canyon road for jogging or bike riding. **(32.2.6.2.4A and 32.2.9O)** A gondola with a start and end point that entirely bypasses the middle points of the canyon will do nothing to address those serious concerns that will eventually have to be addressed. **(32.1.2B, 32.1.2C, and 32.2.6.5G)** So, a gondola will only delay what I believe will be inevitable improvements to the roadway itself. What would those improvements look like, probably a lot like to bus alternative. Thus, I prefer the bus option because it will address summer and winter concerns, increase safety along the canyon road, and will be more fiscally responsible since it is something that will likely have to be implemented in the future regardless of whether a gondola exists or not. **(32.2.9A, 32.1.2C, and 32.2.6.3C)** Let's start with the bus option and, if necessary in the future, consider the more expensive and less functional option of a gondola. **(32.2.9A and 32.2.9R)**

COMMENT #: 10539
DATE: 9/2/21 9:11 AM
SOURCE: Website
NAME: Darin Martin

COMMENT:

I strongly support the proposed gondola system. **(32.2.9D)** The safety, accessibility, and relatively minor environmental impact make it the far superior option.

COMMENT #: 10540
DATE: 9/2/21 9:11 AM
SOURCE: Website
NAME: Nancy Ortiz

COMMENT:

As a 25 year user of LCC and citizen of Utah, I have witnessed increasing growth both in the state and in LCC. Similar to a 1 bedroom apt or home, that is meant to house about 2 maybe 4 people max, LCC too has a finite capacity for people and cars. It's not feasible or safe to have 20 people living in a one bedroom dwelling, nor is it legal. My suggestion is to limit the number of people and cars in LCC at any given time. **(32.2.2L)** Once capacity has been reached, close the canyon until people and cars exit the canyon and then allow more cars and people to enter. **(32.2.2L and 32.2.2K)** Of utmost importance is preserving the integrity and beauty of the canyon for generations to come. **(32.4I)** Please DO NOT compromise this by building a gondola which will lead to overcrowding and degradation of the skiing experience in the canyon. **(32.20C)** As I understand, Utah State is working on a capacity assessment. **(32.20B)** Why not wait for the results of the assessment to help guide a solution to the traffic problem? Start with expanded bus service, encouraging and possibly rewarding car pooling before any permanent, costly construction mars the canyon. **(32.2.9A, 32.2.4A, and 32.29R)**

COMMENT #: 10541
DATE: 9/2/21 9:13 AM
SOURCE: Website
NAME: Jacob Eiting

COMMENT:

Hello, my name is Jacob, I am 26 years old and I live in Sugarhouse area of SLC. I have been skiing at Alta for 15 years and recreating in the cottonwood canyons for my entire life. The goals of the two proposed transportation alternatives are to "substantially improve roadway safety, reliability, and mobility on State Road 210 from fort union Blvd. through the town of Alta for all users on State Road 210." Furthermore, the purpose and need of the two proposed transportation alternatives is to provide increased mobility, safety, and reliability for 2050 all while "enhancing quality of life through transportation" as stated in UDOT's mission statement. This quality-of-life framework proposes better mobility, good health, connected communities, and a strong economy.

I strongly believe that the two transportation alternatives outlined by UDOT for LCC do not meet the above stated goal, purpose, or need and also do not align with UDOT's mission statement for "enhancing quality of life through transportation" **(32.2.9C and 32.2.9E)**.

First of all, the gondola. This option enhances transport for a select number of canyon users on a small number of days each year. **(32.1.4D)** It does not provide "improved road safety, reliability, or mobility...for all users on S.R. 210 from fort union Blvd. through the town of Alta." For example, how does a gondola that only stops at Snowbird & Alta provide improved road safety and reliability for summer season hikers and backpackers going to the white pine trail head? **(32.1.2B, 32.1.2C, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** It does not. Not only does the gondola option not meet the primary goal of this project it would destroy the beautiful view shed of LCC and disrupt and very negatively impact climbing and bouldering in lower LCC to the detriment of many climbers' well-being and mental health (not aligned with UDOT's mission statement). **(32.17A and 32.4B)** Additionally, the creation of a gondola and accompanying parking structure to meet 2050 goals is extremely short sighted. The gondola option is still relying on the automobile to bring users to the mouth of the canyon which means unwanted development, traffic, and construction in the cottonwood heights neighborhoods. **(32.2.6.5E and 32.20H)** We need to be smarter, think bigger, think more sustainably, and think about the future. An irreversible, expensive gondola is not the right option for the future of such a beautiful canyon which provides solace for so many users not only skiers. The gondola option is short sighted, expensive, skier-centric, and would be a terrible dishonor to one of the Wasatch's great canyons. **(32.1.2D and 32.4I)**

Now, secondly, the enhanced bus service with road widening. I believe this option is similarly short sighted and destructive to beautiful LCC. **(32.2.9C, 32.4I, and 32.17B)** The construction of additional lanes on S.R. 210 for use during peak season benefits a select few on a small number of days each winter season. This option does not benefit "all users on S.R. 210." **(32.1.2B, 32.1.2C, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Again, a bus that only services the ski resorts cannot benefit "all users on S.R. 210." **(32.2.6.3C)** The construction of mobility hubs simply shifts the traffic and parking issues from the canyon/ski resorts to more residential areas. **(32.2.6.2.1C)** The impact on the Cottonwood Height's neighborhoods is negative and not in line with UDOT's mission statement. Again, this option is too short sighted, too car-centric, and does not look forward enough. It also leads to the destruction of more native ecosystem in the canyon along the roadway, degrades the watershed, and would mean the destruction of 131 bouldering problems in lower LCC which would divide UDOT and the climbing community and destroy the well-being and mental health of many climbers (both of which are not in alignment with the mission statement of UDOT). **(32.17B, 32.12B, and 32.4B)** This option, similarly to the gondola option, is a drastic, unbelievably expensive project that would be doing a terrible dishonor to the natural landscape that we all love in LCC.

What I propose is this; try less expensive, smarter, more forward-thinking solutions first. There is absolutely no need to jump straight to such large, impactful, and expensive solutions. **(32.29R)** The future of snow in the Wasatch is difficult to model but by 2050 there could be very little snow falling in our changing climate. **(32.2.2E)** Building such impactful solutions with an unknown future ahead of us is irresponsible. Would I be wrong in thinking that either the gondola or enhanced bus lane projects would take multiple seasons to complete? **(32.2.7C)** What does UDOT have planned for the next 1-3 seasons? **(32.29R)** Why not try putting 5 or 10% (25-50 million) of the proposed 500 million budgets toward UTA, incentives for carpooling, tolling solutions, and comprehensive canyon capacity study first before jumping into hugely expensive and irreversible projects. **(32.2.9A, 32.2.4A, 32.2.2Y, and 32.20B)**

Please.

Thank you,
Jacob

COMMENT #: 10542
DATE: 9/2/21 9:13 AM
SOURCE: Website
NAME: Emily Hase

COMMENT:

Hello, I am writing to express that I would like to see bus service expanded in Little Cottonwood Canyon rather than a gondola system. Increased bus frequency and incentives to ride the bus like tolling is a straightforward, lower-impact solution to allow people to enjoy our canyons without filling it with unnecessary infrastructure that will take significantly more time and money to implement. **(32.2.9A, 32.2.4A, and 32.2.9E)**

COMMENT #: 10543
DATE: 9/2/21 9:13 AM
SOURCE: Email
NAME: Melissa Gill

COMMENT:

Dear Utah Department of Transportation,

There are a multitude of options that are far better than building a gondola in LCC. If a gondola were to be built in LCC, the experience for ALL users would never be the same. **(32.2.9E and 32.4I)** Alta and Snowbird make plenty of money - let's consider everyone else before spending \$600Mil to make the owners of Alta and Snowbird richer. Let's consider the millions of canyon users. **(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,
Melissa Gill
Cottonwood Heights, UT

COMMENT #: 10544
DATE: 9/2/21 9:14 AM
SOURCE: Website
NAME: David Newkirk

COMMENT:

A gondola that only benefitted the two ski areas would be ridiculous and almost criminal. **(32.1.2B, 32.1.2B, 32.2.7A, 32.2.9E, 32.7B, and 32.7C)** A billion dollar taxpayer funded boondoggle. Least problem too is parking.. 6000 cars a day need to be dealt with? **(32.2.6.2.1C)** The positive argument for it is 'look at Europe' they have trams lifts and gondolas everywhere. If snowbird and Alta would pay for it, sure! **(32.2.7A)**

COMMENT #: 10545
DATE: 9/2/21 9:15 AM
SOURCE: Website
NAME: Tony Serassio

COMMENT:

We need a gondola! The traffic congestion and parking trouble during the winter is terrible. Adding extra buses will not cure the problem, please put the gondola in place! **(32.2.9D and 32.7C)**

COMMENT #: 10546
DATE: 9/2/21 9:15 AM
SOURCE: Website
NAME: Andrea Orton

COMMENT:

I am against both options presented by UDOT for Little Cottonwood Canyon. **(32.2.9C and 32.2.9E)** There are other less invasive options that should be implemented before we spend tax payer dollars to cater to a select few to access Alta and Snowbird. **(32.2.2PP and 32.2.9R)** I am a skier and have had a season pass at Snowbird since 1971. I feel the Gondola will be very intrusive to the canyon and destroy the aesthetic beauty. **(32.17A)** The real issue is not only controlling traffic but controlling the number of persons accessing the canyon during peak times. The Gondola puts MORE people in the canyon. **(32.20C)** We need to invest in other options BEFORE consideration of a Gondola or the widening of the highway. Let's work on encouraging people to use the transit system and charge a toll for people that insist on driving their own vehicles up the canyon. **(32.2.4A)** A better solution would be investing in a transit system like that used in Zion National Park with buses stopping at various hiking/backcountry trails as well as ski resorts. **(32.2.2B, 32.1.2D, and 32.2.6.3C)** We need cost effective access for ALL not a select few. Ski resorts generate a lot of profit from skiers, they need to incur the majority of this expense, not just the consumer. We should also look at a surcharge to the out of state skier on their ticket or stay at Alta and Snowbird to help cover the cost of infrastructure. **(32.2.4A)** Definitely NO Parking Hubs as La Calle or near the base of the Canyon. That will most definitely ruin the quality of life for those of us that live close to the canyon mouth. **(32.4M)** We need traffic and crowd management and limitation NOT just mitigation. There are lots of businesses with vacant parking garages in Cottonwood Heights and Holladay. Why can we negotiate with these businesses to use these facilities on the weekends when they aren't in use. We really need to work TOGETHER and start thinking outside the box. **(32.2.2FF)** Thank you.

COMMENT #: 10547
DATE: 9/2/21 9:16 AM
SOURCE: Website
NAME: Kristopher Zyp

COMMENT:

I don't believe a gondola is in the overall, long-term best interest of the Little Cottonwood and our community. **(32.2.9E)** It is extremely expensive and invasive for the interest of select group of users during certain times, while degrading the canyon for indefinite future generations for other uses. **(32.1.2B, 32.1.2D, 32.2.7A, 32.4I, 32.7B, and 32.7C)** I believe we would be best served by large tolls during busy/peak times that can fund less invasive infrastructure (like avalanche sheds) and public transportation improvements, and this would leave a far greater legacy of preservation and honoring the natural beauty of the canyon for future generations (than large towers). **(32.2.9A, 32.2.4A, and 32.17A)**

COMMENT #: 10548
DATE: 9/2/21 9:17 AM
SOURCE: Website
NAME: Ray Niederhauser

COMMENT:

I think the key issue is to protect a critical watershed, not the ski industry. Reduce traffic with a per car toll. (32.12A, 32.12B, 32.2.4A, and 32.2.2Y) Both plans constitute a tax payer subsidy fo the ski industry. (32.2.7A)

COMMENT #: 10549
DATE: 9/2/21 9:19 AM
SOURCE: Website
NAME: Jeff Mikaelian

COMMENT:

Quick background, I worked at Snowbird from 1979 to 2002. Resort and backcountry skier, and avid summer user of all canyons.

I work in the outdoor industry and have had numerous discussions with other avid canyon users. Just to get it out of way, first and foremost, these alternatives are a half a BILLION dollar handout to Snowbird and Alta. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** A way to get more people to their Product on a few busy days of the year. If they need to make more money, charge more for their Product. As I heard people during the comment period say, the break even days on a season pass is very low. The Icon pass brings in many more at pennies on the dollar, compared to the day rate ticket.

Next fallacy. Reliability. Avalanche days are a small part of the season. And when the danger is so high that the road closes, the danger is too high to open for skiers, or at least all the terrain that is suitable for powder skiing. **(32.7A and 32.2.6.5H)** So why spend such an obscene amount of taxpayer dollars for this? **(32.1.2B)**. Environmental reasons. During the comment period I heard many say not happy with either choice , then say Gondola because it would take all the cars off the road. Clearly they didn't read carefully. ALL the alternatives designed to take just 30% of the cars off the road. Leaving 70% still driving up. And as UDOT knows full well, as you create more capacity, it will fill right back up. And as this is 7 years out, I would say that 30% will fill up on day 1. **(32.2.4A and 32.20E)**

Capacity. Many groups have called out for the resorts to say/ or figure out the resort capacity. No one will. Any skier will tell you on the weekend and powder days, it is at capacity now. Some slow weekdays and spring days they have more capacity, and there is no traffic issues then. **(32.20B and 32.20C)**.

What to do, same as the last 50 years this discussion has been going on. Nothing. It's the resorts problem, not the taxpayers. Also the American driver, they don't want to get out of their cars. UDOT has studied that for decades too. **(32.2.4A)**

Resorts have started to charge for parking, and Altas new reservation system, are the way to go for now. **(32.2.2K)** Getting skiers to carpool will help more, then the billion dollar boondoggles. Cost, I know many season ticket holders drive up alone for just an hour or two of skiing. Big impact. If skiing costs more and single occupant drivers have a high cost to park, that may reduce that.

Yes it's a problem on couple dozen days a year **(32.1.4D)** . LCC is being loved to death. Cramming more people up there is not a solution.

People just have to deal with it. **(32.2.9G)**

Or the real problem, Over population...that's another story

COMMENT #: 10550
DATE: 9/2/21 9:19 AM
SOURCE: Website
NAME: Sandra Phillips

COMMENT:

I so urge you to not choose the gondola option for LCC. **(32.2.9E)** The gondola will permanently change the beautiful landscape that is Little Cottonwood. **(32.17A)** It will only shuttle people to the top of the canyon- not a good year round option for hikers, climbers and others the want to use ALL of the canyon for recreation. **(32.1.2B, 32.1.2C, 32.1.2D, 32.2.6.5G, 32.2.7A, 32.7B, and 32.7C)** It doesn't change the neighborhood traffic because it still will require cars to come close to the canyon to reach some kind of parking close to the gondola. **(32.2.6.5E)** If that plan requires an off site parking like at the gravel pit, people will not use it! **(32.2.4A)** Enhanced bus service with better parking lots, priority for buses, a charge to enter the canyon if you take a private car, carpooling REQUIRED on weekends or busy powder days are all better solutions which wouldn't wreck the canyon. **(32.2.9A, 32.2.6.2.1C, and 32.2.4A)** The small inconvenience of not being able to get up the canyon on some big winter days is worth a different strategy- and more creative thinking to accommodate all users in LCC. **(32.1.2B)**

COMMENT #: 10551
DATE: 9/2/21 9:19 AM
SOURCE: Email
NAME: Amy Thurson

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Amy Thurson
Ogden, UT

COMMENT #: 10552
DATE: 9/2/21 9:19 AM
SOURCE: Email
NAME: Ian Cody MacDonald

COMMENT:

Dear Utah Department of Transportation,

The perceived benefit of potentially improving traffic patterns for 3-4 months a year is not worth the cost of ruining recreation for the rest of the population for the remaining 8 months. **(32.1.2B)** I recreate in LCC multiple times a week year round, and never is it at Alta or Snowbird.

Increased bussing and BUSSES ONLY UPHILL hours are a better solution for the problem than huge changes to the canyon the locals all love and recreate in. **(32.2.2B)**

Thank you

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,
Ian Cody MacDonald

COMMENT #: 10553
DATE: 9/2/21 9:20 AM
SOURCE: Website
NAME: Nanci Bockelie

COMMENT:

I write to register my opposition to the Gondola alternative. **(32.2.9E)** It is too costly, involves too much destruction within Little Cottonwood Canyon (the Canyon), and does not serve enough Canyon users. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** With only limited parking at the gondola base, the Gondola alternative will not remove enough cars from the Canyon to resolve safety issues, and will require too many transfers and wait time for it to be a workable alternative for most people. **(32.1.2D, 32.2.4A, 32.2.6.4B, and 32.2.6.5J)** The Enhanced Bus Lane alternative is better, but it does not serve many Canyon users, involves too much new road construction, and provides too little parking for in-Canyon users without giving them any alternative way to reach their destinations. **(32.2.9C, 32.1.2D, 32.7B, 32.19A, and 32.2.6.2.1C)** In short, neither of UDOT's preferred solutions will solve the transportation problems in the Canyon. **(32.7B and 32.7C)**

A better solution exists that will address all the traffic issues in the Canyon, save the taxpayers multiple millions of dollars and avoid the environmental issues inherent in both the proposed road widening for the Enhanced Bus Lane and the Gondola proposal. That solution? Combine enhanced bus service (more enhanced than proposed) with tolling and permitting systems to greatly restrict the number of private cars in the Canyon - a "Better Bus Alternative." **(32.2.9A, 32.2.4A, and 32.2.2K)**

To solve a problem, one must first define the problem. The EIS purports to define the transportation problem broadly to improve "reliability, mobility and safety for all users on S.R. 210," (emphasis added); the Enhanced Bus Lane and Gondola alternatives provide transportation only for people going to the ski areas. Neither of these solutions addresses the users of in-Canyon recreational areas such as White Pine, the Great White Icicle, Lisa Falls and Tanner's Flats, as well as Albion Basin in the summer. **(32.1.2B, 32.1.2C, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** In fact, they reduce parking at those areas, without adding any public transportation options for them.

In addition, neither the Gondola nor the Enhanced Bus Lanes includes any proposal to reduce the total number of cars in the Canyon. **(32.2.4A)** While traffic congestion on a handful of winter weekends grabs headlines and causes headaches far beyond the Canyon mouth, it is only a symptom of the main problem: too many cars in the Canyon all year long. **(32.1.2B and 32.1.2C)** By failing to address the burgeoning road use, both the proposed solutions guarantee that the costs and problems associated with the road will still exist even after we have spent millions of dollars of taxpayer money **(32.2.4A)**. Both proposed alternatives will also create new environmental impacts of the construction and maintenance needed to bring any of the proposals to fruition. In short, the slender benefits of the proposed alternatives, particularly the Gondola, do not justify the massive amounts of public spending, or environmental upheaval in a pristine and fragile environment that they will require. **(32.13A and 32.13B)**.

By adding a tolling system and permit plan, the Better Bus Alternative will ensure that people will get to the ski areas faster and more safely than the other alternatives. The Better Bus Alternative will also address these other ancillary problems: **(32.2.2JJJ, 32.2.9A and 32.2.4A)**

- Lack of sufficient parking at high volume recreation areas outside the ski areas in both summer and winter, resulting in many cars parking along Route 210; **(32.1.2C, 32.2.6.2.4A, and 32.1.2B)**
- The limited ability of plows to clear the road fast enough due to the traffic congestion during bad snowstorms;**(32.2.2II)**
- Congestion along feeder roads below the Canyon mouth as cars line up to enter the Canyon after winter closures for avalanche control. **(32.7B)**

The Better Bus Alternative will use a fleet of buses to provide year-round, frequent service with three dedicated Canyon routes: one route will go only to Alta, one will go only to Snowbird, and one will be an in-Canyon route, servicing the many recreational spots in the Canyon. Each route will run every 5-10 minutes during peak hours and every 20-30 minutes during non-peak times. Ski area routes and

summer routes will run late enough that people who choose to stay for evening activities will be assured that they can get down the mountain. **(32.2.2JJJ, 32.2.9A, 32.1.2C, 32.2.6.3C, and 32.2.6.5N)** In addition to the buses, the Better Bus Alternative includes an appropriately priced tolling system for less congested days. UDOT can easily and inexpensively install open road tolling at the Canyon mouth. Open road tolling will not impede the flow of traffic. Modern systems allow for pricing and activation changes as needed. Tolls should be high enough to encourage bus use, - perhaps four to five times the cost of the bus to encourage carpooling, - and can vary as weather and traffic change. **(32.2.4A and 32.5A)**

During and in advance of inclement weather, and on holidays or other times of peak congestion, cars will not be allowed in the Canyon at all, without a permit. **(32.2.2K)** The permit system will allow buses and vehicles with permits to access the Canyon at all times (other than during closures for avalanche control, events, emergency closures, etc.) without paying any toll. **(32.2.4A and 32.2.2B)** The permit system will limit permits to homeowners and guests, essential workers, emergency vehicles and delivery vehicles, with an additional limited number of permits given to each resort to dole out in any way they want. UDOT must not allow the permit system to be compromised by opening it to anyone willing to pay, as happened with the HOV lanes on I-15. **(32.2.2K)**

Unlike the suggested alternatives for the Canyon, the Better Bus Alternative combination of more buses and limited vehicle access will actually and substantially reduce traffic on route 210. It will allow and encourage all Canyon users to use the publicly funded transportation system they are paying for. Because the Canyon will not be clogged with cars, the bus trip up and down the Canyon will be faster than any of the other proposed alternatives, a plus with skiers anxious to get first powder tracks. Fewer cars also means that plows will be able to access the road quickly during storms. UDOT will not need to build extra bus lanes or additional parking areas in the Canyon, because few cars will be using the roadway. Nor will UDOT need to build the divisive and generally unwanted additional lanes on Wasatch Blvd., as cars will no longer need to line up on valley roads on powder days as they wait to access the Canyon. **(32.2.2JJJ, 32.2.9A, 32.2.4A, and 32.7C)**

Unlike a Gondola, which requires huge initial outlays of money and significant environmental disruption for a system that cannot easily be changed, the Better Bus Alternative makes use of existing infrastructure. The system can be scaled up rapidly and with minimum disruption and delay. It could be put in place as early as 2022, unlike the proposed alternatives. Any new construction will be limited to the valley, where construction is cheaper, easier and involves far less environmental risk **(32.2.2I)**. The Better Bus Alternative also allows maximum flexibility; existing buses can be replaced with all-electric buses, different size buses, buses with better traction alternatives, etc. as needs change or better technology comes along. **(32.2.2JJJ, 32.2.6.3F, 32.2.9A, 32.2.7C, and 32.2.6.3D)** The Better Bus Alternative can also easily be implemented in Big Cottonwood Canyon, which suffers somewhat less congestion due to avalanche danger than Little Cottonwood Canyon, but more congestion is summer due to more in-Canyon hiking, camping and picnicking opportunities. **(32.1.1C and 32.20D)**

With the Better Bus Alternative, instead of paying for more paving and destruction of the fragile Canyon ecosystem, UDOT can fund improvements at the major in-Canyon recreation areas in the Canyon, such as restroom facilities and bus shelters. Many of these could be built on portions of existing parking areas that will no longer be needed. **(32.1.2C, 32.2.6.3C, 32.1.2D, and 32.2.6.2.1A)**

All the alternatives require additional parking at the Canyon mouth or elsewhere in the valley. The Better Bus Alternative is no exception. Although parking garages will garner opposition from area homeowners, they are a necessary part of any plan that reduces Canyon traffic. **(32.2.6.2.1C)** Also, the disruption from new valley parking garages pales in comparison to the disruptions required for the Gondola or the Enhanced Bus Lane alternative. Design constraints on the parking structures (e.g., a step-back at each level and a decorative finish on the side facing any residential area) would lessen such opposition. Suggested locations for enhanced parking include the Gravel Pit on Wasatch Blvd. and the 94th South Highland Drive PnR (both already needed even for existing proposals), Trax stations on all three lines (i.e., Historic Sandy, Fashion Place West) and at University of Utah parking areas for use on weekends. **(32.2.2I, 32.2.6.2.1C and 32.2.2FF)**. Parking facilities should include restrooms and retail space for recreation related uses such as lockers, a coffee and breakfast bar, equipment rentals, car wash valet service, pizza. Rentals from these services would offset part of the cost of the additional parking facilities. Because each ski area will reduce its needed parking lot

acreage significantly, they will have space to build additional base facilities to serve the needs of bus riders: additional day and season lockers, restrooms, changing rooms, food service, and similar amenities. The environmental and monetary savings from not having to maintain the existing parking lots, and the income from services provided, will allow the ski areas to recoup the costs of any new construction. **(32.2.6.2.1C)**

Bus prices should remain as low as reasonable to encourage bus riding, through the income from tolls and permit fees and subsidies as necessary. **(32.2.4A)** The ski areas should continue to underwrite the bus system by providing free passes with a season pass. In addition, anyone should be able to buy weekly, monthly or annual passes at a discount over single ride "costs, to incentivize frequent Canyon users to use the buses. **(32.2.4A)**

I urge UDOT to adopt the Better Bus Alternative. It will cost less than either the Gondola or Enhanced Bus Lane alternatives. It also solves more of the Canyon transportation problems than those alternatives. Adopting the Better Bus Alternative will:

- Reduce congestion on feeder roads in the valley
- Reduce congestion in the Canyon
- Resolve the safety issues cause by blocked roads
- Provide public access for in-Canyon users as well as ski area users
- Eliminate the need for in-Canyon road-widening and additional parking
- Free up space at the ski areas for new amenities to serve bus riders
- Eliminate environmental damage in the Canyon completely
- Eliminate years of construction

Thank you for your consideration of the Better Bus Alternative. **(32.2.2JJJ and 32.2.9A)**

COMMENT #: 10554
DATE: 9/2/21 9:20 AM
SOURCE: Website
NAME: Sam Cramer

COMMENT:

Please do not move forward with the construction of a gondola or lane expansion in little cottonwood canyon. **(32.2.9E and 32.2.9C)**. You are missing an opportunity to double down on public transit and tolling the road in order to reduce traffic and earn revenue. **(32.2.4A)** Not only will you be destroying climbing areas and access to climbing areas (which the users of increase the revenue of collective SLC region), you would be doing so for something temporal - ski traffic. **(32.1.2B, 32.1.2D, 32.4A, and 32.4B)**. The reality is that ski traffic cannot be counted on since it is reliant on there being sufficient winter conditions, and while these conditions might be present for a little longer, climate change will alter them and the world class skiing up little cottonwood canyon will soon no longer be world class and final descents will happen on many of these runs **(32.2.2E)** Then you will have spent several years building a gondola or expanding a highway to get to a ski resort that no longer attracts the crowds it once did. Please invest in public transit instead. **(32.2.9A)** This would increase access to these fantastic ski areas, but also maintain access to the climbing destinations as well (you know the bouldering in little cottonwood canyon attracts tourists from over the world). Lastly, but most importantly, public transit would reduce the impact of ski traffic on the environment, perhaps meaning there will be more ski seasons in the future.

COMMENT #: 10555
DATE: 9/2/21 9:21 AM
SOURCE: Email
NAME: Samantha Rovetto

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Samantha Rovetto
Old hickory, TN

COMMENT #: 10556
DATE: 9/2/21 9:22 AM
SOURCE: Website
NAME: Anika Ah

COMMENT:

The Level of Impacts to Visual Resources is, to an extent, subjective. According to the “high” category “project elements would introduce elements and/or patterns that would be visually dominant and create strong contrast compared with other features in the landscape”. Construction of the gondola would introduce elements (gondola towers) that would be hugely visually dominant because they are entirely different from the minimally impacted character of the canyon currently. Because of this I believe the LOI and SOI lives for Lisa Falls TH, First Snow Shed, and Low Red Pine Trail are incorrectly evaluated. If someone is driving through or to a snowshed their visual experience will be drastically different than now. Lisa Falls TH and low Red Pine will be drastically different with the near gondola towers. On Red Pine Trail you can look towards the road and would be able to see towers, as well as with Lisa Falls TH...I believe the objective evaluation was done incorrectly at these locations with the gondola. If they were evaluated to have a higher level of impact they would all not conform to SIO guidelines. **(32.17H)**

COMMENT #: 10557
DATE: 9/2/21 9:22 AM
SOURCE: Website
NAME: Michael Haas

COMMENT:

I am a Salt Lake County resident, a skier who travels up LCC multiple time per week during the winter, and work as an engineer who does a lot of transportation work. If I had to chose an option, I would chose the enhanced bus option due to the flexibility and scalability it offers. **(32.2.9A)** The fact that it can service areas that the general public can enjoy throughout the canyon (if we let it) and not only paying customers of two large private businesses. **(32.1.2B, 32.1.2C, 32.1.2D, 32.2.7A, 32.7B, 32.7C, and 32.2.6.3C)** The idea that I can get on a single bus at the parking hub and ride it until I'm ready to get off an enjoy the canyon is attractive to me. It would be extremely fiscally irresponsible for the Utah taxpayers to subsidize a gondola that only stops at two private businesses. **(32.2.7A)** I also can't ignore the enormous conflict of interest and ethical problem of a former state legislator profiting from this (neidermeyer and LaCaille) at the expense of the taxpayers. **(32.2.2X)** The gondola only pushes the bottle neck to the loading station and the effort it will take to ride the gondola doesn't seem attractive (park>wait in gondola line>ride gondola> get on another gondola (to alta)> ski 45 minutes later (plus however long it took you to get to the parking lot)) and repeat at the end of the day. **(32.2.6.5E, 32.2.6.5C, and 32.2.6.5J)** That said, I am against both options. **(32.2.9C and 32.2.9E)** It is ridiculous that we have the expectation that we must be able to get up to an alpine environment in during extreme winter weather events. Sometimes it is OK if we just can't ski during extreme weather events. I think that UDOT should work on a solution one piece at a time. Why not start with the components that are in both options (parking structure and snow sheds) and then revisit if a widened bus lane or gondola makes sense? **(32.2.9R)** A parking hub and snow sheds will eliminate a huge chunk of the problem by giving people a place to park outside of the canyon and thereby encourage carpooling or public transportation and snow sheds will mitigate some of the avalanche hazards that lead to road closures which in turn lead to more traffic. **(32.2.9K)**

COMMENT #: 10558
DATE: 9/2/21 9:24 AM
SOURCE: Website
NAME: Matthew Jeter

COMMENT:

Neither of the options presented are acceptable. **(32.2.9C and 32.2.9E)** Go back and look at options such as cog and monorail with a blended approach to include some gondola but not solely one or the other. **(32.2.9F and 32.2.2I)**

COMMENT #: 10559
DATE: 9/2/21 9:24 AM
SOURCE: Website
NAME: Taggart Cole

COMMENT:

This would be the worst mistake, and taxes payers should not have to pay for the destruction of the canyon. **(32.2.7A and 32.4I)**

COMMENT #: 10560
DATE: 9/2/21 9:24 AM
SOURCE: Website
NAME: Nicole Matuszynskis

COMMENT:

This would have horrible negative environmental impacts and tax payers should not have to pay for this. (32.2.7A and 32.4I)

COMMENT #: 10561
DATE: 9/2/21 9:25 AM
SOURCE: Website
NAME: Jimmy Collinson

COMMENT:

I have submitted my pro gondola comments already, however it has recently come to my attention that if the gondola initiative passes the gravel pit near the base of BCC will only have 300 stalls. **(32.2.6.5J)** What? That site is the most logical remaining private land for a parking lot for the Cottonwood Canyons. There should be 6,000 stalls. Or at least land held to add more as needed I've also heard that there are no negotiations with the owners at this time. What? **(32.2.6.2.1C)**. Can't help but think you all have the cart before the horse. We need massive parking near the freeway for any solution to reduce vehicular traffic in the canyons to work. I am pro gondola with adequate parking, I am for no action without adequate parking. **(32.2.6.4B and 32.2.6.5J)**

COMMENT #: 10562
DATE: 9/2/21 9:25 AM
SOURCE: Website
NAME: Thomas Truss

COMMENT:

Gondola too much environmental impact! **(32.2.9E)** Efficient lane restrictions two up in morning two down in afternoon 4 by 4 only and forecasts with road restrictions in advance of all storms no matter how big. And snow tires required! 10 year Alta employee ! **(32.2.2D and 32.2.2M)**

COMMENT #: 10563
DATE: 9/2/21 9:25 AM
SOURCE: Website
NAME: Derek Hein

COMMENT:

I support the Little Cottonwood Canyon expanded bus system and Gondola! I use the Jordanelle Express Gondola to Deer Valley. Please consider a Gondola from American Fork Canyon to Snowbird as well!!! **(32.2.2W and 32.2.2J)**

COMMENT #: 10564
DATE: 9/2/21 9:25 AM
SOURCE: Email
NAME: Marsha Adams

COMMENT:

Dear Utah Department of Transportation (UDOT),

Improving an undesirable traffic situation does not have to include physical, human development of structures. **(32.2.9E)** Improving an undesirable situation does increase the value of property. BUT the real property here is the Wasatch Mountains, our land mass that projects well above the city. To accommodate traffic flow in the city we've added roads, built wider highways. But is that a solution for our mountains? To resemble more and more like a city? Congestion is the problem, yes. So how about considering changing policies with existing structures before adding more? I propose closing down-hill traffic between peak hours giving two lanes for up-hill skiers? **(32.2.2O and 32.2.2EE)** Policy change should be tried first. Policy change with public transportation is another area to consider, such as during peak hours the canyon is closed to private cars and open only to public transportation. **(32.2.2B)** Policy change regarding choices of public transportation times as well as routes should be considered. Adding more "structures" in the canyon is like adding more space to your house. The new space quickly fills up. **(32.20E)** Then what? The solution is change how you use your existing infrastructure. It's much cheaper as well.

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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)**
- 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,
Marsha Adams
SLC, UT

COMMENT #: 10565
DATE: 9/2/21 9:26 AM
SOURCE: Website
NAME: Beatrice Corbett

COMMENT:

Little Cottonwood is an extremely important place to a lot of people. Widening the road and putting in a gondola would only serve one group that enjoys LLC while taking away the pleasure from all others. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Please don't follow through with this project. **(32.2.9C and 32.2.9E)**

COMMENT #: 10566
DATE: 9/2/21 9:27 AM
SOURCE: Website
NAME: Douglas Franchitto

COMMENT:

i am against udots plan of installing gondolas that will harm the great nature **(32.2.9E and 32.4I)**

COMMENT #: 10567
DATE: 9/2/21 9:27 AM
SOURCE: Website
NAME: Rick Hoggan

COMMENT:

I strongly support the gondola option. **(32.2.9D)** Adding more busses and lanes of travel is not a sustainable solution, requires more asphalt and environmental impact, requires high maintenance and is highly susceptible to grid lock, avalanche, rockfalls and poor weather conditions. **(32.2.9C and 32.2.6.3P)** The Gondola, reduces pollution, gridlock, environmental impact and, with a large capacity and designed and operated properly, can become a local and tourist attraction on par with world class mountain resort and recreation areas. Most of the people I know disagree with Jenny Wilson and do not prefer to ride the bus. Perhaps a toll on the canyon traffic similar to Millcreek canyon could be used to help pay for the gondola and shift ridership from personal cars to the gondola. let's make the correct decision for the future instead of the politically safer decision! **(32.2.4A)**

COMMENT #: 10568
DATE: 9/2/21 9:28 AM
SOURCE: Website
NAME: Jake Barlow

COMMENT:

I strongly oppose the alternatives that were considered for LCC. **(32.2.9C and 32.2.9E)** Enhanced bus, with roadway widening would adversely effect the beauty of this unique canyon, and would permanently destroy world class bouldering area. **(32.17B and 32.4A)** Even worse, the Gondola options would be a visual blight in the canyon and destroy these same areas, while only serving the two ski resorts in the canyon. **(32.17A, 32.4B, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** More time and creativity need to be applied to finding real solutions that preserve the canyon without destroying what makes it special. **(32.2.2PP and 32.4I)**

COMMENT #: 10569
DATE: 9/2/21 9:28 AM
SOURCE: Website
NAME: Eric Wynn

COMMENT:

Regarding the Draft EIS:

The two options presented by UDOT for the future of Little Cottonwood Canyon will permanently deface this unique natural resource, will not solve the multitude of problems facing the canyon, and do not support all users. **(32.2.9C, 32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

The gondola option will not not reduce congestion, completely changes the nature of the canyon, permanently destroying views, doesn't help dispersed recreation users (backcountry skiers, hikers, climbers), and only helps the two private ski resorts at tremendous cost to taxpayers. **(32.17A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. Widening the road will also permanently impact the canyon and we should explore other options. **(32.2.2PP)** This option will destroy world-class bouldering and hiking in the canyon and have a detrimental impact on watershed. **(32.4A and 32.12A)** I support adding show sheds to areas where avalanches have the potential to cross the road. **(32.2.9K)**

I'm a climber, skier (resort and backcountry), trail runner and hiker. LCC is a unique resource that is very special to me. I agree that we need to find ways to better manage increased canyon usage canyon as the population of the Wasatch front grows. We should take an incremental approach and prioritize low impact solutions first and foremost. **(32.29R)**

Before resorting to these drastic and expensive options that will forever change the nature of this special place, I implore UDOT and local officials to explore and implement alternatives that have less permanent impacts on the area. There are many options that can and should be tried: limiting traffic (through tolling or other means), doing more to encourage carpooling, increased bus service, among others. **(32.2.9A, 32.2.4A, and 32.29R)**

Thank you,
Eric

COMMENT #: 10570
DATE: 9/2/21 9:29 AM
SOURCE: Website
NAME: Margie Erickson

COMMENT:

I am strongly opposed to both “preferred alternatives” as solutions to the traffic problems in LCC. **(32.2.9C and 32.2.9E)** The gondola towers will forever mar the landscape and blasting the mountainside for a new bus lane would also. **(32.17A and 32.17B)** Let’s charge a toll for cars and limit hours cars are allowed and improve the bus service already existing. **(32.2.9A, 32.2.4A, and 32.2.2B)** PLEASE rethink this issue and do not destroy the canyon I have loved for all of my 80 years as a Sandy resident. **(32.4I)**
Marge Erickson

COMMENT #: 10571
DATE: 9/2/21 9:29 AM
SOURCE: Website
NAME: Chase Nelson

COMMENT:

I want to state for the record I think the Gondola, enhanced bus service, and development of La Caille are all the wrong approach. **(32.2.9E and 32.2.9C)** I ask UDOT to reconsider all options brought forward and do not move forward with either option. **(32.2.9PP)** We only have one LCC we can never undo the damage of development. **(32.4I)**

What is the problem we are solving for? 20~ days a year on Powder Days it can take a few hours to go up the canyon. **(32.1.4D)**

Why is UDOT solving for a problem that only affects a small percentage of the year and isn't a big deal? What about the other 340 days of the year why are we spending 1BN for something that goes unneeded the vast majority of the year. **(32.1.2B, 32.1.2D, 32.1.4D, 32.2.7A, 32.7B, and 32.7C)**

Why are the lifts not running during the spring, summer, fall (Except for the tram and peruvian lift)? Is it not in the ski resorts best interest to keep them running and charge for rides? Answer: because there is no demand for it. Do you really think there will be a demand to: Drive to the base station, park, ride in a gondola 30+min then repeat? A reasonable person would not. **(32.1.2C and 32.20A)**

Why is the base station at La Caille? Have you seen the traffic patterns on the busy ski days? Where is the traffic? The proposed base station is in the heart of the traffic. If you build a base station in the proposed location, nobody will be able to access it due to the traffic. **(32.2.6.5E)**

Instead move a bus hub to the South Towne Mall, a speaker on the public zoom meeting said that the owners of the mall are open to working with UDOT in creating a bus hub at that location. This makes more sense for tourists and locals to have a location that is already built, tons of parking and multiple avenues to send busses. **(32.2.2ZZ)**

The introduction of a Gondola will permanently scar the landscape and our beautiful canyon. **(32.17A)** The Gondola is a novelty, and it will not be used for 300+ days a year. Have you been to LCC in the summer? There is no traffic, why would someone park and ride a gondola during the summer or ski weekdays? A reasonable person would not. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

The Gondola would remove some drivers from the roads. Per Brian Kissmer remarks during the public zoom meeting. The economics of drivers that would take the gondola are then replaced by drivers willing to drive on the road. Thus, we are adding individuals to the ski resorts but no change in traffic. **(32.2.4A and 32.20C)**

The ski resorts are obviously biased towards the Gondola for one reason. Profit. They get another avenue to increase daily ticket sales while spending nothing. Any business would love that opportunity for a 1BN taxpayer funded profit increase. **(32.2.7A)**

Questions?

Why are we solving an issue that two private ski resorts have created? **(32.1.2B)**

Why is the taxpayer paying for the benefit of two private companies? **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

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

(32.1.4D)

Why is there traffic during the peak season weekends?

- The introduction of the Ikon pass and Mountain Collective pass have greatly increased the traffic to the resorts.
- There is limited supply (resort parking, mountain space, powder, skiable area)
- There is no limit to demand. (Ikon pass, daily ticket sales, season pass)
- This is a problem the ski resorts have created. Why is UDOT even involved? This is not a public issue, this is a private industry issue. **(32.1.2B)**

I ask UDOT again, please do not destroy our canyon, please do not expand the road, please do not build a gondola. **(32.4I, 32.2.9C, and 32.2.9E)** We can never undo the damage of development to this canyon. We need to preserve not build. This is a private industry created issue. Why are we the taxpayers asked to fix this?

Chase

COMMENT #: 10572
DATE: 9/2/21 9:30 AM
SOURCE: Website
NAME: Andy Jones

COMMENT:

Gondola (32.2.9D)

COMMENT #: 10573
DATE: 9/2/21 9:30 AM
SOURCE: Email
NAME: Natalie Ferguson

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Natalie Ferguson
Farmington, UT

COMMENT #: 10574
DATE: 9/2/21 9:31 AM
SOURCE: Website
NAME: Logan Pruess

COMMENT:

These proposals both destroy climbing resources that are the reason I visit SLC area. (32.4A and 32.4B)

COMMENT #: 10575
DATE: 9/2/21 9:31 AM
SOURCE: Website
NAME: Gary Frandsen

COMMENT:

I enjoy the opportunity of taking my family and grand kids up the canyon for a drive. Please don't limit us from doing this activity. We love the canyons so much . Sometimes it's a little bit crowded. But, That's life. We also drop them off to Mtn bike down the canyon. It's been a fun activity for crazy kids that need to get their energy out and enjoy nature. Please, Again no changes... **(32.2.9G and 32.4G)**

COMMENT #: 10576
DATE: 9/2/21 9:32 AM
SOURCE: Website
NAME: Logan Jamison

COMMENT:

I would encourage UDOT to consider increased bus service (perhaps tolling/mandatory bus use on the busiest days) without widening the roadway. **(32.2.9A and 32.2.4A)** This would require additional park and ride lots throughout the valley, not just near the canyon mouths. **(32.2.2I)** I suggest looking at Zion canyon as an example. During the peak tourist season, riding the shuttle bus into the main canyon is mandatory, with busses coming frequently and numerous stops at all popular trailheads. This would alleviate traffic in the canyon and at ski resort/trailhead parking areas. **(32.2.2B, 32.1.2D, and 32.2.6.3C)**

Either of the proposed alternatives (gondola or roadway widening with increased bus service) result in drastic changes to Little Cottonwood Canyon that can never be undone. **(32.4I)** These types of infrastructure must only be implemented when other less environmentally impactful solutions are not effective. **(32.29R)** To date, UDOT has not seriously implemented any significant policy changes (such as mandatory busses or tolling) in Little Cottonwood, and these options need to be implemented before permanent changes to the landscape are made. **(32.29R, 32.2.4A, 32.2.2Y, and 32.2.2B)** What makes Little Cottonwood special is not the ski resorts at the top of the canyon, nor the road running through it, but the canyon itself and its breathtaking landscape. Once we alter the canyon further, we take away from what makes it so special.

I would also encourage UDOT to dismiss the gondola alternative entirely. **(32.2.9E)** Such an expensive taxpayer-funded project should have a benefit to the majority of the population, but a gondola would only benefit the ski resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** If the ski resorts want to fund and build a gondola on forest service land, then they can go through the proper channels to explore that option, but it should not be the burden of taxpayers. **(32.2.7A)** Conversely, taxpayer-funded bus options provide transportation for all people who wish to enjoy Little Cottonwood in winter, such as hikers and snowshoers, not just the wealthiest citizens who can afford to ski at two of the most expensive ski resorts in Utah. **(32.2.6.3C)**

Thank you for your consideration. I encourage UDOT to increase bus service without widening the roadway and instead implementing tolling/mandatory bus use on the busiest days.

COMMENT #: 10577
DATE: 9/2/21 9:32 AM
SOURCE: Website
NAME: Patrick Journey

COMMENT:

I support more public transportation such as buses in the canyon and very much oppose the giant expensive and ridiculous gondola proposal! **(32.2.9A and 32.2.9E)**

COMMENT #: 10578
DATE: 9/2/21 9:32 AM
SOURCE: Website
NAME: Abby Powers

COMMENT:

I wholeheartedly believe that the gondola is the worst possible idea for canyon congestion. **(32.2.9E)** Not only will the 200ft towers permanently ruin the aesthetics of LCC, but the gondola itself is also a massive taxpayer-funded project that only benefits Alta and Snowbird owners. **(32.17A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** What happens when there's congestion at the parking lot for the gondola loading station? **(32.2.6.5E)** What if nobody uses the gondola? **(32.2.4A)** It honestly just seems like an excuse to further develop the LCC backcountry. News flash, no more backcountry is being made, the more its developed the more we lose. The answer is so simple in my opinion, more ski busses more often. **(32.2.9A)** Why not have a ski bus every 5 minutes? **(32.2.6.5N)** It also feels like everybody is failing to consider the impact of people driving from their homes to the park and rides. **(32.2.6.2.1D and 32.2.6.5E)** I used to have to take 4 different busses to get to Alta from my house. Why is it so difficult to get from the valley to the park and rides? **(32.2.2I)** In all honesty I think the gondola is a hasty, poorly planned idea that has very little capability of actually solving canyon traffic problems. **(32.7B and 32.7C)** The answer is easy, more parking at park and rides, more frequent ski busses, and more busses that service the valley to the park and rides. I hope UDOT listens to the thousands of Utahns that DO NOT WANT THIS GONDOLA! **(32.2.9A and 32.2.6.2.1C)**

COMMENT #: 10579
DATE: 9/2/21 9:32 AM
SOURCE: Website
NAME: Russ Sherad

COMMENT:

Neither of these options are good. **(32.2.9C and 32.2.9E)** Why are the tax paying citizens spending money to support private industries while ruining a beautiful canyon. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I'd say the buses are the lessor of two evils, but we need to be reducing access to an overall crowded canyon not increasing it. Go back to the drawing board. **(32.2.9A, 32.2.4A, and 32.2.2PP)**

COMMENT #: 10580
DATE: 9/2/21 9:33 AM
SOURCE: Website
NAME: Alex Lazarewicz

COMMENT:

Little cottonwood canyon is home to some of the most amazing boulders. Its a sport that is gaining popularity. Even if you don't care about the earth and the joy you would be destroying, at least think about the tourism money you will be flushing down the drain. **(32.4A, 32.4B, 32.4I, 32.29G, and 32.6D)**

COMMENT #: 10581
DATE: 9/2/21 9:33 AM
SOURCE: Website
NAME: Gary Frandsen

COMMENT:

I enjoy the opportunity of taking my family and grand kids up the canyon for a drive. Please don't limit us from doing this activity. We love the canyons so much . Sometimes it's a little bit crowded. But, That's life. We also drop them off to Mtn bike down the canyon. It's been a fun activity for crazy kids that need to get their energy out and enjoy nature. Please, Again no changes. **(32.2.9G and 32.4G)**

COMMENT #: 10582
DATE: 9/2/21 9:34 AM
SOURCE: Website
NAME: Grace Jansen

COMMENT:

I am so heavily against the gondola in LCC. **(32.2.9E)** Not only will the ski resorts not even have enough room for all of those extra skiers, but the canyon is so dead to so many of my friends and I's hearts. **(32.20C)** It is where I grew to love the mountains and love the snow. Having such a large impact on the environment and the scenery is a huge let down. **(32.17A and 32.4I)** The locals are what matter here! We will be the ones dealing with all of this overcrowding, and damage to the environment. These lands need to stay public for our sake. Not only will this affect our winters, but the majority of the other seasons as well. Skiing is not the only attraction and during the spring, summer, and fall, the outdoor activities that people are taking part in are spread out through the entire canyon, not just concentrated at the resorts. Please, do not take this away from us. **(32.4I)** Powder is a limited resource and giving access to thousands and thousands more people will take that resource away almost completely. **(32.20C)** With our megadrought, powder days seem to be fleeting faster and faster every year. **(32.2.2E)** Locals deserve to be die hards, and shouldn't have to give up that lifestyle for tourists that will overcrowd the resorts. We deserve our lifestyle at the very least. There has to be some other way than to destroy our canyon for La Cailles and the rich's benefit. This CANNOT happen. **(32.2.9A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 10583
DATE: 9/2/21 9:34 AM
SOURCE: Email
NAME: Bruce Ostler

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Bruce Ostler
Salt Lake City, UT

COMMENT #: 10584
DATE: 9/2/21 9:35 AM
SOURCE: Website
NAME: Maryellen Johnson

COMMENT:

I am against the gondola. Please consider the increased bus option as the best option. **(32.2.9E and 32.2.9A)** Thank you

COMMENT #: 10585
DATE: 9/2/21 9:35 AM
SOURCE: Website
NAME: Jason Habib

COMMENT:

I think the best way to reduce congestion is simple, but painful- aggressive, stringent enforcement of traction laws. If not a single car goes up LCC without 4WD and chains/snow tires, we won't have nearly the problems we have now. It may be cause congestion in the mornings on the way up, but will save time for workers, tourists, and also UDOT! You guys would have to worry about getting unprepared rental cars clear of the roadway. **(32.2.2M)**

COMMENT #: 10586
DATE: 9/2/21 9:35 AM
SOURCE: Email
NAME: Jasmine Straw

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Jasmine Straw
San Diego, CA

COMMENT #: 10587
DATE: 9/2/21 9:36 AM
SOURCE: Website
NAME: Seth Roller

COMMENT:

Of the two options, the gondola is the least environmentally impactful and the only one that addresses safety concerns. **(32.2.9D)** Driving is dangerous in Little Cottonwood Canyon. It is even more dangerous during the winter time. Adding lanes of travel and busses will only compound the issues of single car accidents and fluids spilled into our watershed. **(32.2.9C, 32.2.6.3B, 32.12B, and 32.2.6.3P)** When travel becomes slowed due to winter driving conditions there will still be vehicles sitting under slide paths, regardless of the addition of snow sheds. Sheds can become problematic themselves, especially when damaged by vehicle accidents or heavy rains. **(32.7A)**

The use of cabled aerial transport lowers the Avalanche Hazard Index significantly or eliminates it and keeps a mode of extrication available for medical emergencies during storms and other environmental issues that render roads impassable. The added benefit of selling access for sightseeing is a benefit unique to the gondola as well. **(32.2.6.5H, 32.2.6.5K, 32.7A, and 32.2.6.5Z)**

I am open to other ideas but widening the road should not be one of them. The impact of doing so is too great and will only compound the issues LCC is currently dealing with.

COMMENT #: 10588
DATE: 9/2/21 9:36 AM
SOURCE: Website
NAME: Stephani Kofoed

COMMENT:

Please keep our canyon clear of metal structures that would impede its natural beauty. **(32.2.9E and 32.17A)** We haven't tried an enhanced shuttle system yet. **(32.2.9A and 32.29R)** This seems to me to be the most prudent and least impactful solution to seasonal traffic congestion.

COMMENT #: 10589
DATE: 9/2/21 9:36 AM
SOURCE: Email
NAME: Nick Benoit

COMMENT:

Dear Utah Department of Transportation (UDOT),

From my time spent in Little Cottonwood canyon it is clear that traffic and congestion is a problem that is not limited to getting to ski areas during peak ski season. I believe the gondola option will do little to improve canyon conditions for the bulk of the year, and will do little for canyon users who are not headed to the ski areas during the winter months. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Do to the cost, lack of flexibility, and limited scope of enhancement I believe the gondola option is not right for little cottonwood canyon. **(32.2.9E)**

I want to voice support for an expanded bus system. **(32.2.9A)** Some obvious benefit of a bus system include being able to add a stop where it is required, remove a stop that is not necessary, support users at all times of the year, improve the canyon parking situation outside of the ski area, and better compliments the additional problem of moving canyon users from where they live to the base of the canyons. **(32.2.6.3C, 32.1.2C, and 32.2.2I)**

Thanks,
Nick

Sincerely,
Nick Benoit
Salt Lake City, UT

COMMENT #: 10590
DATE: 9/2/21 9:37 AM
SOURCE: Website
NAME: Paul Ealy

COMMENT:

A gondola would mitigate and facilitate traffic much easier during avalanche conditions. However, Snowbird/Alta should be paying for a significant amount of the project given that the resorts will benefit significantly from this. **(32.2.6.5H, 32.2.9D and 32.2.7A)**

COMMENT #: 10591
DATE: 9/2/21 9:37 AM
SOURCE: Email
NAME: Nick McKean

COMMENT:

Dear Utah Department of Transportation,

As you know, the Wasatch is such a small range shared by a very large community. From my perspective the gondolas not only serve to profit ski resorts at the expense of both community and environment in blatant selfishness, but also provide a disservice to the environment by injecting a steady stream of overcapacity that pushes the burden of congestion on either end. **(32.20C, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** All people have a right to visit the canyons, but I feel this must come with an understanding that you can only fill a glass so much, no matter how badly we'd like to have more in. **(32.20B)** Environmental burden aside, I believe a row of massive towers trailing up the canyon would destroy the bucolic scene LCC provides. **(32.2.9E and 32.17A)** Staring down through the canyon from grizzly gulch is a view that never gets old, and it would be a shame to obstruct such a view for the sake of monetary progress of a select few.

Sincerely,
Nick McKean
Salt Lake City, UT

COMMENT #: 10592
DATE: 9/2/21 9:37 AM
SOURCE: Email
NAME: Anna Madsen

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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 reconsider what you are trying to do!

Sincerely,
Anna Madsen
Salt Lake City, UT

COMMENT #: 10593
DATE: 9/2/21 9:39 AM
SOURCE: Email
NAME: Corey Hilz

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Corey Hilz
Takoma Park, MD

COMMENT #: 10594
DATE: 9/2/21 9:41 AM
SOURCE: Email
NAME: Melissa Garrett

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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Sincerely,
Melissa Garrett
Lehi, UT

COMMENT #: 10595
DATE: 9/2/21 9:41 AM
SOURCE: Email
NAME: Ben Krick

COMMENT:

Dear Utah Department of Transportation (UDOT),

I 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,
Ben Krick
Slc, UT

COMMENT #: 10596
DATE: 9/2/21 9:42 AM
SOURCE: Website
NAME: Ben Neil

COMMENT:

I spend 1-2weeks a year in Utah, I come specifically for climbing. Please do not destroy a beautiful climbing area just to make a glorified ski lift. **(32.4A, 32.4B, and 32.2.9E)**

COMMENT #: 10597
DATE: 9/2/21 9:42 AM
SOURCE: Email
NAME: Abby White

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

COMMENT #: 10598
DATE: 9/2/21 9:43 AM
SOURCE: Website
NAME: Ben Krick

COMMENT:

Please do not expand the road or build a gondola. **(32.2.9C and 32.2.9E)** Priceless views and age old granite boulders used by climbers from around the world would be destroyed. **(32.17A, 32.17B, 32.4A, and 32.4B)**

COMMENT #: 10599
DATE: 9/2/21 9:44 AM
SOURCE: Website
NAME: Claire Vezie

COMMENT:

Do not destroy little cottonwood canyon, no gondola (32.4I and 32.2.9E)

COMMENT #: 10600
DATE: 9/2/21 9:44 AM
SOURCE: Website
NAME: Jessica Rolfe

COMMENT:

I oppose both the LCC gondola and widening the rode. **(32.2.9E and 32.2.9C)** I agree what we are doing now isn't working so - I am proposing a more complex energy efficient bus system with more park and go options around the city, using the current road we have. **(32.2.2I)**

I love LCC and the wildlife that lives here. I am concerned about the environmental impact the gondola will have. **(32.13A)** What we do now will forever impact future generations - we / they will only get one LCC. Please don't destroy it! **(32.4I)** The gondola and expanding the road feel like a knee jerk reaction to our problem. The financial, visual, environmental impact the gondola and widening the road will have to maybe decrease traffic for a few key days out of the year is extremely disproportionate. **(32.17A, 32.17B, and 32.1.4D)**

I am an avid user of the backcountry in the winter and a trail runner in the summer. The gondola will do little to decrease driving private vehicles for me and people like me. We will be unable to hop on and off at our preferred destination within the canyon. A more complex bus system would be an appropriate solution for LCC users like me. **(32.1.2D, 32.2.4A, 32.4G, and 32.2.9A)**

Let's explore using the gondola - The parking lot will hold 1800 vehicles. This will not fix traffic. It will just push the traffic further down into the city as people wait to enter, Wasatch will still be congested. The parking lot will be a complete mess. This will deter people from using this option. **(32.2.6.5E and 32.2.6.5J)** A more complex bus system with multiple park and go areas around the city will fix the traffic problem. **(32.2.2I)**

As far as I can appreciate the only people who truly benefit from the gondola are the big wigs at Snowbird and Alta. Tax payer funded rides directly to their resorts. Our community does not benefit from this. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

In conclusion, a more complex energy efficient bus system, with multiple park and go lots, is the only option that will actually decrease traffic in LCC. **(32.2.2I)** My thoughts, also add a giant toll at the exit of the canyon to people who drive private vehicles. **(32.2.4A)** And don't allow private vehicles during peak hours or days. Force people to use the bus (like we do in national parks) but make this system environmentally friendly. **(32.2.2B)**

COMMENT #: 10601
DATE: 9/2/21 9:44 AM
SOURCE: Website
NAME: Ben Pratt

COMMENT:

UDOT (32.29D)

COMMENT #: 10602
DATE: 9/2/21 9:44 AM
SOURCE: Website
NAME: Ben Pannell

COMMENT:

Please consider less destructive options for the LCC Project. (32.2.2PP)

COMMENT #: 10603
DATE: 9/2/21 9:44 AM
SOURCE: Website
NAME: Kerry Phillips

COMMENT:

I am in full support of the gondola vs eating into more of our beautiful canyons and filling those roads with more gas guzzling vehicles. **(32.1.2B, 32.2.4A, and 32.2.9D)** *My comments are not reflective of Ski 'N See shops ownership or management.

COMMENT #: 10604
DATE: 9/2/21 9:45 AM
SOURCE: Website
NAME: Melissa Garrett

COMMENT:

I live for climbing and being in nature!! Please don't take the beauty of the canyon away. (32.4A, 32.4B, 32.17A, and 32.17B)

COMMENT #: 10605
DATE: 9/2/21 9:46 AM
SOURCE: Website
NAME: Hunter Gvozdich

COMMENT:

I strongly disagree with both the gondola and enhanced bus option, they would have a massive impact to all of the LCC user groups. **(32.2.9E and 32.2.9C)** While I do think something needs to be done about the congestion and transportation up to the ski resorts, I feel that there are many less impactful options that could be explored before jumping to the current ones. **(32.2.9R)** I spend a lot of time in the canyon skiing, climbing and running and I have always driven. The current bus system is horrible with many stops, far away parking areas or very limited parking at the base of the canyon and no convenient/safe place to store my things for the day while at the resort or in the backcountry. I feel that there could be drastic improvements to the current system by incentivizing public transportation, having sufficient parking near the canyons and making it reliable. I would be open to taking a bus if it was convenient and timely. **(32.2.9A, 32.2.4A, and 32.2.6.2.1C)** I do not believe that either of the current options would help solve those problems. I would much rather spend an hour in my car waiting in traffic than spend an hour waiting in line for a gondola which then takes another 45min to get to the resort. **(32.2.4A and 32.2.6.5C)**

I love this canyon and have spent countless hours there. To watch it be destroyed at the benefit of only the ski resorts with little regard to all the other user groups will be a huge tragedy. **(32.4I, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 10606
DATE: 9/2/21 9:47 AM
SOURCE: Website
NAME: Mallory Bateman

COMMENT:

Apologies if this is a duplicate - when I tried to submit yesterday my computer acted strangely. All of the impacts of each of the two preferred alternatives cannot be weighted in the same way. Namely, the "High" visual impact of the gondola needs to be SERIOUSLY considered as a negative impact that should have removed it from continued analysis. **(32.2.9E and 32.17A)** Little Cottonwood Canyon provides one of the most breathtaking natural areas in Salt Lake County, the view up and down the canyon being a part of that. By forcing a heightened human presence through the creation of the massive posts necessary to support a gondola system, the state will be irreparably harming something incredibly special. **(32.17A and 32.4I)** I know Utah loves new and shiny things and feels that the needs of people always overrides those of the natural environment, but in this instance I would hope that the concerns of so many different communities would actually be considered. **(32.2.9N)** I know angry residents in both Davis and Utah counties derailed previous iterations of transit projects in their areas based solely on their anger and made up beliefs about the 'dangers' of transit. Why wouldn't actual ramifications to one of Utah's really unique places be considered with the same weight? This project has been kicking around for my entire life and I think whoever decided this was their pet project needs to let it go and let enhanced bus, which also provides flexibility if and when the demands of the population change, be the preferred alternative. **(32.2.9A)** Our state is going to continue to grow and the pressures on these canyons will not decrease. **(32.1.2B)** The flexibility granted through buses, in addition to the benefits of continually improving technology in relation to emissions and air quality, should get far more weight than 'wouldn't this be cute?' **(32.2.6.3D)** With the gondola we are stuck with an immutable resource that is going to continue to impact our environment in the same way over its lifetime. The gondola should not be the preferred alternative for the Little Cottonwood EIS.

COMMENT #: 10607
DATE: 9/2/21 9:48 AM
SOURCE: Website
NAME: Jordan Crook

COMMENT:

People visit utah for our amazing views and canyons and natural features. A massive gondola would be a huge blemish on the canyon. Little cottonwood, is my favorite place to boulder, climb and hike because it is an escape from the city, please do not ruin it for everyone. **(32.2.9E, 32.4I, and 32.4I)**

COMMENT #: 10608
DATE: 9/2/21 9:48 AM
SOURCE: Email
NAME: Lili Houston

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
lili houston
denver, CO

COMMENT #: 10609
DATE: 9/2/21 9:49 AM
SOURCE: Email
NAME: Conley Perry

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Conley Perry
Salt lake city, UT

COMMENT #: 10610
DATE: 9/2/21 9:50 AM
SOURCE: Website
NAME: Lise Crawford

COMMENT:

Why is this decision not a utilization driven decision? We are maxing out capacity for 365 days a year when capacity needs are driven by powder days, weekends, and holidays and the morning rush? Why not increase capacity during those periods when utilization is high? **(32.1.4D or 32.2.2P)**

COMMENT #: 10611
DATE: 9/2/21 9:51 AM
SOURCE: Email
NAME: Scott McLelland

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,
Scott McLelland
Salt Lake City, UT

COMMENT #: 10612
DATE: 9/2/21 9:52 AM
SOURCE: Website
NAME: Keenan Peters

COMMENT:

I think that the overcrowding in little cottonwood is a major problem and I think it should be addressed with the least change to the canyon we love as possible. This only leaves one option: enhanced bus system without additional bus lanes. I think that with an expanded bus service and more parking more people will opt to use the bus therefore decreasing traffic in the canyons. **(32.2.9A)**

COMMENT #: 10613
DATE: 9/2/21 9:52 AM
SOURCE: Website
NAME: Sharyl Smith

COMMENT:

I'm not happy about either solution and agree with the opinion that the problem of overcrowding and transportation modes in Little Cottonwood Canyon needs more creative study, but I am definitely opposed to a gondola solution in the Canyon. **(32.2.9E, 32.2.9C, and 32.2.2PP)**

COMMENT #: 10614
DATE: 9/2/21 9:52 AM
SOURCE: Email
NAME: Cassidy Wasko

COMMENT:

Hello,

I am writing to express my heartfelt opinion that UDOT must not allow either of their proposed major transit proposals to go through before less destructive options are proven not to work. **(32.2.9C, 32.2.9E, and 32.29R)** As a resident of Salt Lake City for nearly a decade, I ski all winter long as a pass holder at Snowbird, and spend time all summer in Little Cottonwood to climb the iconic boulders and routes throughout the canyon.

I love Little Cottonwood Canyon, and I can't bear to see it destroyed through a loud, obtrusive, massively destructive and clearly insufficient gondola. Expanding the roads will permanently destroy irreplaceable recreation areas, both hiking trails and in particular our world-class rock climbing and bouldering. **(32.4A, 32.4B, 32.4I, 32.11D, 32.17A, and 32.17B)**

To think that these are the only possible solutions for improving the congestion in Little Cottonwood Canyon is shameful - less destructive options exist, like increasing the number of electric buses or shuttle service to both trailheads and resort areas, or mitigating traffic with tolling. Please, do not destroy the areas and experiences that make Salt Lake City what it is. **(32.2.9A, 32.2.6.3F, 32.2.4A, and 32.2.6.3C)**

"It is tempting to believe that we will one day be recognized for the things we built, the things we changed on this earth. It may well be however that the magnitude of our civilization will be measured by what we left alone." - from the ballet The River Speaks Plainly, performed by Salt Lake's Municipal Ballet Co. and local musicians Pixie and the Partygrass Boys.

Sincerely,
Cassidy Wasko

COMMENT #: 10615
DATE: 9/2/21 9:53 AM
SOURCE: Website
NAME: Kerry Regan

COMMENT:

Please do not build the gondola up LCC. **(32.2.9E)** It will lead to irreversible changes to the canyon and the ecosystem. **(32.4I and 32.13A)** Increasing buses or even widening the road is far less destructive and more universally useful to the community. Please consider less ecologically destructive approaches to the traffic issues. **(32.2.9A or 32.2.9B)**

COMMENT #: 10616
DATE: 9/2/21 9:54 AM
SOURCE: Website
NAME: Brianna Cencak

COMMENT:

Planet and people over profit - NO TO THE GONDOLA! (32.2.9E)

COMMENT #: 10617
DATE: 9/2/21 9:54 AM
SOURCE: Website
NAME: Keith Phinney

COMMENT:

Before making changes to the canyon, whether that be expanding the road for a bus or building a gondola, it seems like we could try putting a toll on the Road. **(32.2.9C and 32.2.9E)** That Toal could be diminished for the number of people in the car to encourage carpooling. The toll could be saved up for future modifications if the toll doesn't work to solve the problem. **(32.2.2Y)**

COMMENT #: 10618
DATE: 9/2/21 9:55 AM
SOURCE: Website
NAME: Anna Wilkinson

COMMENT:

This is a beloved area for thousands of avid climbers around the world. It brings many people to the canyon to boulder almost year round. It would be such a big piece of utah removed if we killed this bouldering area. **(32.4A and 32.4B)**

COMMENT #: 10619
DATE: 9/2/21 9:55 AM
SOURCE: Website
NAME: Alex Zuhl

COMMENT:

I do not support the gondola alternative for LCC, since it primarily benefits Alta and Snowbird winter visitors. This alternative does not provide equitable access to other trailheads in the canyon. **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The gondola alternative is also a one-canyon solution, while the traffic congestion issues also greatly affect Big Cottonwood Canyon, and are beginning to impact Millcreek and Parleys. **(32.1.1A and 32.20I)**

The bus alternative is a solution that can be employed in LCC, and broadened to other roads where traffic congestion is reducing quality of life. **(32.2.9A)**

COMMENT #: 10620
DATE: 9/2/21 9:55 AM
SOURCE: Website
NAME: Eric Wadley

COMMENT:

The question that should be asked is whether or not more traffic of any kind, and more specifically more bodies, should be in the canyon (s) at all? The answer is quite obviously no. We have reached carrying capacity already. Not just car carry capacity, human carrying capacity. **(32.20B)** This is appearant to anyone in the canyons on heavy snow days. Less cars won't fix the problem. The inevitable solution is also the simplest - canyon traffic must be restricted altogether, this means of course limits, reservations, tolling etc. **(32.2.2L, 32.2.2K, and 32.2.4A)** Reality must be respected or it will get its revenge later. If you want to ignore that there are limits that have been reached then the ugly consequences will follow. Perhaps you don't care. **(32.20A, 32.20B, and 32.20C)** As a typical self interested human you think, I won't be at UDOT in 15 years when the mess we made becomes impossible to deny - but you might choose instead to make public stewardship your guide instead, and find yourself making radically better choices and plans instead. Conservative, careful and mature plans. **(32.29G)**. I say canyon restrictions is the only answer as a heavy user of both canyons myself. **(32.2.2K)** I spend 50 days alone just doing winter sports in the canyons every year - and tens of more in non winter activities. I love the canyons - but they are finite. I would rather use them less than have them ruined. Conservation and restraint, personal and public is required. If you trying to shoehorn more people into these delicate spaces you will inetivably ruin them but that is what agencies like yours do best. **(32.1.2B, 32.20A, and 32.20C)** I'm sure you'll go ahead and pursue the plans you have because of inertia, groupthink and all the typical reasons. What you are doing is no different than what every other similar group has done in the history of the civilization, so you are in common company in that way. It takes real intelligence, insight and courage to take the path less traveled and ask the right question and pursue the right answer and not follow the crowd. The crowd ignorantly screams to solve the traffic problem, only seeing the trees and never the forest. You can hardly be blamed for giving the ignorant crowd (and self serving and self interested groups like the ski areas) what they want - but in the long term you will have capitulated and enabled the excess and misuse of our shared natural resources. Oh and as for the gondola, it will turn out something approximately like what happened in the prophetic Simpson's episode "Marge and the Monrail." **(32.2.9E)** (Season 4 Episode 12).

COMMENT #: 10621
DATE: 9/2/21 9:55 AM
SOURCE: Email
NAME: Jaxton Hawkes

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Jaxton Hawkes
Lehi, UT

COMMENT #: 10622
DATE: 9/2/21 9:56 AM
SOURCE: Website
NAME: Randy Keinz

COMMENT:

The gondola option with a central parking area has the greatest impact for the ski season and allows greater access to powder days. however, during the summer there will be limited use except for Oktoberfest at Snowbird. **(32.20A)** For that I would like to see a third exit point at white pines trail head (or tanner flats) [this can be by-passed during the winter time]. **(32.2.6.5G)** Either way increasing parking at the trail heads should be pursued. **(32.4P)** The bus/road widening option (but must include avalanche sheds) seems reasonable. **(32.2.9C and 32.2.9K)** Water runoff management must be a high priority. **(32.12A and 32.12B)**

COMMENT #: 10623
DATE: 9/2/21 9:57 AM
SOURCE: Email
NAME: Alissa Kurke

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Alissa Kurke
Maple Grove, MN

COMMENT #: 10624
DATE: 9/2/21 9:58 AM
SOURCE: Website
NAME: John Richardson

COMMENT:

I live in Midway, many of us would love to ski Alta/snowbird but refuse to drive the canyon. We'd love the tram. **(32.2.9D)**

COMMENT #: 10625
DATE: 9/2/21 9:58 AM
SOURCE: Website
NAME: Mark Shanbrun

COMMENT:

What will be the cost to use the gondola and what is the upkeep cost for it? Will the gondola be used for supplies and deliveries to Snowbird and Alta? **(32.2.4A, 32.2.6.4D, and 32.2.7C)**

COMMENT #: 10626
DATE: 9/2/21 10:00 AM
SOURCE: Email
NAME: Rebecca Stubbs

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

[REDACTED]
Sandy, UT [REDACTED]

COMMENT #: 10627
DATE: 9/2/21 10:01 AM
SOURCE: Website
NAME: Adero Mandala

COMMENT:

Please don't do this. This area is already developed enough. **(32.2.9G)**

COMMENT #: 10628
DATE: 9/2/21 10:02 AM
SOURCE: Email
NAME: Taemi Izumi

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Taemi Izumi
Wenatchee, WA

COMMENT #: 10629
DATE: 9/2/21 10:03 AM
SOURCE: Website
NAME: Savannah McCauley

COMMENT:

To say I love this canyon as I imagine most people would agree is an understatement. Personal stories and relationships aside, Little Cottonwood Canyon in its perfect, true, and current form has given more to this community than we are ever able to give back. However, at this moment WE as the community who are responsible for it have a very clear message to the UDOT: Do not touch our canyon. No gondola and no road widening. **(32.2.9E and 32.2.9C)** There has been a huge dissonance between the UDOT and this community of outdoor enthusiasts, climbers, alpinists, etc, and this circumstance is the perfect time to repair this by listening to what we are asking for. **(32.2.9N)** The actions of destroying our precious climbs and environment is an irreversible decision for both the canyon and the relationship we hold as community members with public service agents like UDOT. **(32.4A, 32.4B, and 32.4I)** Please respect and listen to all of us who find so much joy in the canyon by keeping it as it is. Increased bus service and tolling are options we are willing to try before we spend billions of taxpayers dollars to destroy the very thing we love. **(32.2.9A and 32.2.9R)**

COMMENT #: 10630
DATE: 9/2/21 10:03 AM
SOURCE: Website
NAME: Alesha Brisbay

COMMENT:

None are a good idea. **(32.2.9C and 32.2.9E)** Utah has ruined the mountain experience for locals by allowing growth so much growth. However if forced to make a decision the gondola is the worst idea of all the ideas. It will be hideous, 1500 parking spaces? **(32.4M)** Terrible!!! Spend money elsewhere. Build tollbooths for the canyons. Put the money into public lands. **(32.2.2Y)**

COMMENT #: 10631
DATE: 9/2/21 10:04 AM
SOURCE: Website
NAME: Shiona Howard

COMMENT:

Hello,

I strongly disagree with the the widening, gondola, train, etc for the LCC traffic mitigation. **(32.2.9C, 32.2.9E, and 32.2.9M)** I think increased bus service, park n ride parking garages and a general toll during winter months on LCC road access would be a better option for traffic mitigation. **(32.2.9A)** I find that it is extremely important to leave the hiking trails, boulders, river access and additional climbing access available and untouched for a more cohesive community. **(32.4A, 32.4B, and 32.4I)** Especially since so many are on public lands. The favoured UDOT options really scream wealth, privilege, and inequality. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** That is not the desire of the majority of our community here. There should be minimal impact to the trails, boulders, climbs, and viewshed in this beloved canyon. **(32.17A and 32.17B)** There are better options, as I listed above, that would resolve the issue.

Cheers,

Shiona

COMMENT #: 10632
DATE: 9/2/21 10:04 AM
SOURCE: Website
NAME: Kristen Randak

COMMENT:

This is a challenging decision. Neither option is great from my perspective. That being said, and after reviewing the materials and listening to conversations, I believe that the gondola is a better option than snow sheds, bus options, and road widening. **(32.2.9D and 32.2.9C)** The gondola also needs the option to run year round in the future, although obviously with less frequency in summer than in the busier traffic winter. **(32.2.6.5F)**

COMMENT #: 10633
DATE: 9/2/21 10:04 AM
SOURCE: Website
NAME: Daniel Howells

COMMENT:

About time. I stopped skiing at Alta and Snowbird just due to the parking issue. **(32.29D)**

COMMENT #: 10634
DATE: 9/2/21 10:04 AM
SOURCE: Website
NAME: Katherine Veeder

COMMENT:

I do not support the gondola or roadway widening as a solution to transportation issues that affect Little Cottonwood Canyon. **(32.2.9E and 32.2.9C)** Both of these proposed solutions hugely impact the LCC ecosystem, destroying valuable habitat for wildlife, and affect the beauty of the canyon (as well as some of the recreation opportunities, including world class bouldering that can not be replaced once it is destroyed). **(32.4A, 32.4B, 32.13A, 32.13B, 32.17A, and 32.17B)** Before moving ahead with development that cannot be undone (and with a huge financial burden), I think other options, such as enhanced bus service (with tolling of the road, limited personal vehicle capacity, etc) should be explored fully. **(32.2.9A and 32.2.4A)** Additionally, we should be working to find a solution that will address both LCC and BCC throughout the year, rather than focusing exclusively on resort skiers and riders in the winter season. **(32.1.2B, 32.1.1A, and 32.1.2C)** Finding a solution for LCC on powder days and on the weekend only takes a swipe at a large problem that will continue to grow until addressed holistically. **(32.1.2B)**

COMMENT #: 10635
DATE: 9/2/21 10:04 AM
SOURCE: Website
NAME: Paul Harris

COMMENT:

I have skied in Cottonwood Canyons for over 50 years. A gondola would result in very long lines and delay prompt access to the ski slopes. **(32.2.6.5C)** It also likely have to be closed during periods of high winds. **(32.2.6.5K)** Also, it does not allow stops at hiking trails in the summer. **(32.2.6.5G and 32.1.2C)** I would vote for nonpolluting buses on a more frequent basis. The days that the roads are closed are minimal. **(32.2.9A, 32.2.6.3F, and 32.7A)**

COMMENT #: 10636
DATE: 9/2/21 10:05 AM
SOURCE: Website
NAME: Kristina Brown

COMMENT:

I agree that something needs to be done to address vehicle traffic in Little Cottonwood Canyon and its impacts on air quality and general well-being. **(32.10A)** Before pursuing expensive and permanent infrastructure projects, however, I believe UDOT should focus on initiatives like mandatory carpooling or a fee implemented for single occupancy vehicles, a reservation system, etc. **(32.2.4A, 32.2.2Y, and 32.2.2K)** It's clear that we all recognize there is an issue to be addressed here, but many in the community fear that the beauty of the canyon and its outdoor access will be lost forever with these infrastructure changes. **(32.17A, 32.17B, 32.4I, and 32.4P)** Let's look at less-permanent options first, and learn from implementing these changes, before destroying forever the aspects of the canyon that so many of us appreciate. **(32.29R)** Thank you for the consideration and your focus on this important issue.

COMMENT #: 10637
DATE: 9/2/21 10:05 AM
SOURCE: Website
NAME: Don Webber

COMMENT:

Please don't alter LCC forever. The canyons are for much more than skiing. The idea of a gondola overhead while bouldering, hammocking or hiking is awful. **(32.4B)** During winter months -- make carpooling to Alta or SB mandatory. Increased buses without lane widening. We can do this! **(32.2.4A, 32.2.2B, and 32.2.9A)**

COMMENT #: 10638
DATE: 9/2/21 10:05 AM
SOURCE: Website
NAME: Adam Jordan

COMMENT:

I am against the DOT project and think the damage done to Little Cottonwood will outweigh any benefits from the project. **(32.2.9G, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 10639
DATE: 9/2/21 10:06 AM
SOURCE: Website
NAME: Mike Maires

COMMENT:

I support the expanded bus option. **(32.2.9A)**

COMMENT #: 10640
DATE: 9/2/21 10:07 AM
SOURCE: Website
NAME: Alex Klimaj

COMMENT:

I do not support a gondola or widening the LCC road. **(32.2.9E and 32.2.9C)** Either option is using public money to support two resorts private profits. The resorts should be required to operate buses to shuttle people to their resorts. **(32.2.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** In addition, either option would cause irreversible damage to the canyon just to support a few high traffic winter ski days. **(32.4I and 32.1.4D)** The majority of the year there is no traffic problem. **(32.1.2B and 32.1.2C)**

COMMENT #: 10641
DATE: 9/2/21 10:07 AM
SOURCE: Email
NAME: Torey Couper

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Torey Couper
Salt Lake City, UT

COMMENT #: 10642
DATE: 9/2/21 10:08 AM
SOURCE: Website
NAME: Carmen Bachofen

COMMENT:

I feel that neither option fully takes into account the environmental impact this will have on the canyon. **(32.29G)** Of the two I chose widening the road. **(32.2.9B)** But I believe better and more thorough options should be put forth that benefit all people and not just ski resorts. **(32.1.2B, 32.1.2D, 32.2.2PP, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 10643
DATE: 9/2/21 10:08 AM
SOURCE: Website
NAME: Sean Gillespie

COMMENT:

More budget for equipment/staff plz to treat the roads/accidents/canyon snow during adverse weather conditions. Do more preventative work overnight and earlier in the AM. **(32.2.2II)**

Do NOTHING more until the ski resorts work out ways to expand their skiable acreage to accommodate the increased crowds other suggestions will inevitably create. **(32.2.9G and 32.20C)**

COMMENT #: 10644
DATE: 9/2/21 10:08 AM
SOURCE: Website
NAME: Alex Klimaj

COMMENT:

I do not support a gondola or widening the LCC road. **(32.2.9E and 32.2.9C)** Either option is using public money to support two resorts private profits. The resorts should be required to operate buses to shuttle people to their resorts. **(32.2.7A)** In addition, either option would cause irreversible damage to the canyon just to support a few high traffic winter ski days. **(32.1.4D and 32.4I)** The majority of the year there is no traffic problem. **(32.1.2C)**

COMMENT #: 10645
DATE: 9/2/21 10:08 AM
SOURCE: Email
NAME: Andrew Chandler

COMMENT:

Dear Utah Department of Transportation (UDOT),

My family and I have lived in Alta for over 2 decades and we wish to see LCC appropriately managed and not destroyed.

I do not see a \$[500,000,000] gondola as a cost-effective, aesthetic or practical solution. **(32.2.9E and 32.17A)** Incidentally, should it be built, it will become a Disney-like ride, a “must do” for tourists (it will, for sure, make the TripAdvisor top 10 list) and will result in requests to build yet more tourist facilities in the upper canyon. **(32.20A, 32.20C, and 32.20F)** If the objective is to improve access for recreational sports and other outdoor activities, how is bringing another cohort up the canyon, just for souvenir shopping and eating at private businesses, going to help matters? **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Neither is widening SR210, or building more parking spots, either desirable or viable. **(32.2.9C)** Traffic will expand to fill whatever sized freeway we build up LCC and choke any amount of added parking spots. **(32.20E)** At some point, Alta loses its charm and authenticity. It becomes just like all the other loved-to-death tourist spots.

Compared to say Millcreek Canyon, LCC is already mostly about private businesses run for profit. Any solution should acknowledge this fact and be based upon it. Money and profits, in the guise of private gondola operators, landowners and ski areas, are the primary, vocal, forceful accelerants and therefore money (pricing) is the appropriate force to use to push back and achieve an equity in public infrastructure utilization and visitor carrying capacity. **(32.2.4A and 32.20B)**

There should be a congestion charge toll to use the road and rigid enforcement of traction laws. **(32.2.4A, 32.2.2Y, and 32.2.2M)** A subsidized, enhanced bus service, preferably utilizing electric busses with regenerative braking (to take advantage of the elevation difference). **(32.2.9A, 32.2.4A, and 32.2.6.3F)** Mother Nature should determine when the road is closed for avalanche mitigation, as it always has. I do not see why we need to spend a half-billion dollars for 24/7 access.

Thank you for the opportunity to comment

Sincerely,
Andrew Chandler

Alta, UT

COMMENT #: 10646
DATE: 9/2/21 10:09 AM
SOURCE: Website
NAME: Kevin McNally

COMMENT:

Neither option is a suitable action plan for LCC. **(32.2.9C and 32.2.9E)** Damaging/destroying recreational areas to allow for higher visitation is a step in the wrong direction. **(32.4A, 32.4B, and 32.4I)** I urge you to reconsider options like metering or limiting traffic to reduce congestion. **(32.2.4A, 32.2.2L, and 32.2.2K)**

COMMENT #: 10647
DATE: 9/2/21 10:10 AM
SOURCE: Website
NAME: Emily Glasscock

COMMENT:

The Cottonwood Canyons are overrun with people and objectively need to find a solution to the traffic congestion that impedes access to the mountains and the surrounding neighborhoods on busy winter snow days. I think that Utahans also need to come to terms with the fact that the canyons can only manage a certain number of people. With the growth that the valley has had in recent years, the current trajectory that we are on is unsustainable. Shipping massive numbers of people up the canyon on public transportation cannot be the only answer. Ski resorts must be willing to do their part in managing the crowds as well.

In regards to the current EIS debate, my opinion is that the gondola has high, irreversible environmental impacts that service a small group of people with specific interests. **(32.2.2E, 32.17A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** In my experience the bus system has been a highly unreliable means for travel up the canyon. However, I think with more bus stops (with more parking) and more frequent bus times people would be much more willing to ride the bus up the canyon. **(32.2.9A and 32.2.6.3N)** It seems to be the most feasible option with the least amount of environmental impact.

COMMENT #: 10648
DATE: 9/2/21 10:11 AM
SOURCE: Website
NAME: Nat Vorel

COMMENT:

The implication of a gondola in LCC would impact precious climbing areas that are incredibly valuable to our community. **(32.4B)** I vehemently oppose this proposal. **(32.2.9E)**

COMMENT #: 10649
DATE: 9/2/21 10:11 AM
SOURCE: Website
NAME: Jason Sehloff

COMMENT:

I do not support either of the preferred options, of either a gondola or widening the road. **(32.2.9E and 32.2.9C)** Both options simply can't justify their extreme costs. I think the canyon is fine as it is, and we are looking for a solution to a problem that doesn't require this drastic of measures. **(32.1.2B)** How many days during the winter season does this really become a problem? 10, maybe? **(32.1.4D)** To spend a billion dollars (realistically double that, estimates are always low) for a few days is not worth it. **(32.1.2B)** For those powder days or weekends where excess traffic is expected, then we need to simply do a better job of limiting traffic going up, and if that means buses only, that'd be a far better use of everyone's money. **(32.2.2B)** So in conclusion, the end results do not justify the massive amount of money that does not need to be spent here. I didn't even touch on how ugly or bad for the environment either option would be, but both should've been axed for those reasons alone too. **(32.17A, 32.17B, and 32.4I)**

COMMENT #: 10650
DATE: 9/2/21 10:11 AM
SOURCE: Email
NAME: Andrew Chandler

COMMENT:

Dear Utah Department of Transportation,

I do not see a \$[500,000,000] gondola as a cost-effective, aesthetic or practical solution. **(32.2.9E and 32.17A)** Incidentally, should it be built, it will become a Disney-like ride, a “must do” for tourists (it will, for sure, make the TripAdvisor top 10 list) and will result in requests to build yet more tourist facilities in the upper canyon. **(32.20A, 32.20C, and 32.20F)** If the objective is to improve access for recreational sports and other outdoor activities, how is bringing another cohort up the canyon, just for souvenir shopping and eating at private businesses, going to help matters? **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

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Compared to say Millcreek Canyon, LCC is already mostly about private businesses run for profit. Any solution should acknowledge this fact and be based upon it. Money and profits, in the guise of private gondola operators, landowners and ski areas, are the primary, vocal, forceful accelerants and therefore money (pricing) is the appropriate force to use to push back and achieve an equity in public infrastructure utilization and visitor carrying capacity. **(32.2.4A and 32.20B)**

There should be a congestion charge toll to use the road and rigid enforcement of traction laws. **(32.2.4A, 32.2.2Y, and 32.2.2M)** A subsidized, enhanced bus service, preferably utilizing electric busses with regenerative braking (to take advantage of the elevation difference). **(32.2.9A, 32.2.4A, and 32.2.6.3F)** Mother Nature should determine when the road is closed for avalanche mitigation, as it always has. I do not see why we need to spend a half-billion dollars for 24/7 access.

Thank you for the opportunity to comment.

Sincerely,
Andrew Chandler
Alta, UT

COMMENT #: 10651
DATE: 9/2/21 10:11 AM
SOURCE: Email
NAME: Heather Angell

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Heather Angell
Murray, UT

COMMENT #: 10652
DATE: 9/2/21 10:13 AM
SOURCE: Website
NAME: Erin Fant

COMMENT:

Though cool the gondola is not a good use of tax money **(32.2.9E)**. It only supports the ski resort so I think if they want it, the money should come from them and the ticket holders. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Enhanced bus service and tolling makes more sense. Giving priority to buses and making worth it to use them would reduce traffic. **(32.2.9A and 32.2.4A)**

COMMENT #: 10653
DATE: 9/2/21 10:14 AM
SOURCE: Website
NAME: Holly Trapp

COMMENT:

I have lived at the mouth of the canyon for 19 years and I don't want to see a gondola ruin the canyon aesthetics. **(32.2.9E and 32.17A)** The problem isn't just getting people up and down the canyon, it's figuring out how to deal with all of the people. If Alta town says that they are at full capacity and will not allow additional people, like what happened last winter, how will a gondola or even expanded bus service help with that?? We need to limit the number of people, not just design systems to bring in more people. **(32.20A, 32.20B, 32.20C, and 32.2.2L)** Also what about those who want to access the canyon but not the resorts, ie back country skiers. Bus and gondola are not a viable option for back country users. **(32.4G, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 10654
DATE: 9/2/21 10:14 AM
SOURCE: Website
NAME: Nick Beurskens

COMMENT:

I do not support the gondola and/or the widening of the canyon road. **(32.2.9E and 32.2.9C)** This will ruin popular climbing areas, mountain biking, hiking and the general beauty of the canyon. **(32.4A, 32.4B, 32.4I, 32.17A, and 32.17B)** Much of the costs if not all of the costs for any updates should be paid for by the ski resorts in LCC. **(32.2.7A)** Get rid of the ikon pass in LCC to begin with and add more buses and that will clear up enough of the traffic that the issue at hand could be put to rest. **(32.2.2K and 32.2.9A)** There are so many other options that would cost 100x less and not destroy the canyon. **(32.2.2PP)**

COMMENT #: 10655
DATE: 9/2/21 10:14 AM
SOURCE: Website
NAME: Paul Mundy

COMMENT:

The Gondolas are the way to go no question **(32.2.9D)**

COMMENT #: 10656
DATE: 9/2/21 10:15 AM
SOURCE: Website
NAME: Luke Hinz

COMMENT:

I can't help but feel that none of these options are viable. **(32.2.9C and 32.2.9E)** The simple fact is that there are more people in Little Cottonwood Canyon on any given day than the canyon has the capacity to hold. **(32.20B)** Whatever option we go with, there will be lines of people waiting for hours. Lines at the Gondola. Lines at the bus stops. Lines at the parking lots. **(32.2.6.5C and 32.2.6.2.1D)** Nobody is going to like it, but maybe Little Cottonwood Canyon simply needs a capacity limit. **(32.20B)** Buildings have them due to Fire codes. What is to stop us from restricting how many people can be in a watershed on any given day?? **(32.20A, 32.20B, and 32.20C)** Ultimately, that is what it will take to save this place for generations to come.

So if that means on a certain day I can't go up LCC? So be it.

Let's make some real plans that will actually solve the congestion forever. Put a capacity limit on LCC.

(32.20B) Let's make some real sacrifices to insure we have a future.

COMMENT #: 10657
DATE: 9/2/21 10:16 AM
SOURCE: Website
NAME: William Rhatigan

COMMENT:

I'm digging it (32.29D)

COMMENT #: 10658
DATE: 9/2/21 10:17 AM
SOURCE: Website
NAME: Matt Geyer

COMMENT:

We do not need or want a gondola **(32.2.9E)**

COMMENT #: 10659
DATE: 9/2/21 10:17 AM
SOURCE: Email
NAME: Adam Hosterman

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

Enhanced busing and disincentives (tolls and paid parking) are more immediate, lower entry cost, scalable, and more flexible options that will reduce vehicular traffic and provide a case study of traffic impacts before spending hundreds of millions of dollars on "solutions" that are environmentally destructive and impacting a limited-user group. **(32.2.9A and 32.2.4A)**

Sincerely,
ADAM HOSTERMAN
Millcreek, UT

COMMENT #: 10660
DATE: 9/2/21 10:18 AM
SOURCE: Website
NAME: Darla Yeoman

COMMENT:

Great idea! (32.29D)

COMMENT #: 10661
DATE: 9/2/21 10:18 AM
SOURCE: Email
NAME: Carl Smith

COMMENT:

Dear Utah Department of Transportation (UDOT),

We cannot afford to destroy any land in LCC that is currently used by any group, climbers, hikers, etc, **(32.4I, 32.4A, and 32.4B)**.

We need to start a toll process at the base to collect money for trail and parking uses and to incentivize carpooling. **(32.2.2Y 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)**
- 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,
Carl Smith
Salt lake city, UT

COMMENT #: 10662
DATE: 9/2/21 10:20 AM
SOURCE: Website
NAME: Andrew Williams

COMMENT:

I am a native to Utah, and continue to live here. I grew up not far from LCC and spent a majority of my younger years exploring, skiing, hiking and enjoying the experiences provided by this canyon. The reason I oppose the gondola and other suggested “improvements” is because they are too focused on benefitting the resorts, and not the canyon as a whole. **(32.2.9E, 32.2.9C, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** LCC has so much to offer, not just access to skiing. There are beautiful hiking trails, the camp ground, climbing terrain and scenic views of a well preserved section of natural land. To martyr these lands and the experiences they provide to our community is unethical, singularly focused, and narrow visioned. **(32.4I)** Please consider the long term ramifications of defacing these PUBLIC lands.

COMMENT #: 10663
DATE: 9/2/21 10:20 AM
SOURCE: Website
NAME: Kyle Peterson

COMMENT:

The gondola and associated parking facilities are an excellent way to mitigate traffic and other road issues. As a frequent Utah skier, I can say with certainty that my skier days at Alta and Snowbird would increase as a result of this plan. This will create a much better skier experience for Little Cottonwood **(32.2.9D and 32.20C)** Canyon.

COMMENT #: 10664
DATE: 9/2/21 10:20 AM
SOURCE: Website
NAME: Erin Davis

COMMENT:

I disagree with the option to implement a gondola in Little Cottonwood Canyon. **(32.2.9E)** This will forever change the landscape of the canyon and not address the real problem: overcrowding of our mountains. **(32.4I, 32.17A, 32.20A, 32.20B, and 32.20C)** This is a natural resource - not a tourist attraction. And putting the burden of cost to Salt Lake residents for the profit of 2 businesses is absurd. **(32.2.7A)** Exhaust more sustainable options like enhanced buses. Enforce traction controls all winter for commuter and delivery vehicles. **(32.2.9A and 32.2.2M)** Evaluate the sustainability of passes like the Ikon. **(32.2.9K)** Encourage weekday skiing to reduce crowds during peak times. Enact a toll at the mouth of the canyon. **(32.2.4A and 32.2.2Y)**

COMMENT #: 10665
DATE: 9/2/21 10:21 AM
SOURCE: Website
NAME: Zeia Woodruff

COMMENT:

The gondola options are not going to be beneficial for the communities of Utah and especially not the locals who use LCC year-round. **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Sometimes natural features have a limit to how many people it should and can service at one time. **(32.20B)** Yes the traffic is bad and it's crowded but looking for a way to get more people into the canyon is absurd. **(32.1.2B)** To look for transportation and safety solutions makes sense, but we should be investing in better bus systems and trying to mitigate our environmental impact on the already crowded canyon. **(32.2.9A)**

COMMENT #: 10666
DATE: 9/2/21 10:21 AM
SOURCE: Website
NAME: Blake Lewis

COMMENT:

This gondola would be awesome because not only would you be saving the environment more but I would use it all the time. My car isn't capable of driving up the canyon in the winter so this would be a total game changer. DO IT! **(32.2.9D)**

COMMENT #: 10667
DATE: 9/2/21 10:24 AM
SOURCE: Website
NAME: Justin Lau

COMMENT:

I use to live in Logan, UT and travel down to Little Cotton Wood to visit my friends and climb. No I live in Southern California and those climbing spots keep bringing me back. I plan on moving to SLC after I graduate just for the climbing. **(32.4A and 32.4B)**

COMMENT #: 10668
DATE: 9/2/21 10:24 AM
SOURCE: Website
NAME: Tess Austin

COMMENT:

Does this really protect our canyon? **(32.1.2B)** In my eyes it looks like the resorts want as much money as they can get. With that greed the quality of the resorts will go downhill. **(32.2.7A, 32.20A, and 32.20C)** We haven't even successfully had patrol at the mouth stopping cars that cant handle the canyon. The best solution is to have a cap off of the number of people. **(32.2.2M, 32.2.2L, 32.2.2K, and 32.20B)** If you even care to keep the quality of the canyon in tact. Otherwise its a canyon that is extended from the city with a whole lot of "nature" folks coming up.

COMMENT #: 10669
DATE: 9/2/21 10:24 AM
SOURCE: Email
NAME: Craig Denton

COMMENT:

Dear Utah Department of Transportation (UDOT),

I've read UDOT's two alternatives for LCC, and I'd like to voice my support for the flexible bus plan. **(32.2.9B)**

Too many facets of the complicated problem of increasing public use of our canyons aren't being met in the EIS. For instance, there isn't any recognition of how global warming is going to effect future uses of the canyons. It's entirely possible that diminished snowfall in the future will lead to fewer skiers and, therefore, less expensive transportation infrastructure needs. **(32.2.2E)**

For that reason I support the bus plan. It's flexible and can adapt to the future. **(32.2.6.3D)** It recognizes there are other recreational interests in LCC besides those of two ski resorts. Buses can stop at multiple places. **(32.1.2D and 32.2.6.3C)** Coupled with a valley-wide collection system with transit hubs and a toll that encourages multiple riders in cars, buses are the best alternative for meeting the future interests of the public. **(32.2.2I, 32.2.9A, and 32.2.4A)**

Sincerely,
Craig Denton
Cottonwood Heights, UT

COMMENT #: 10670
DATE: 9/2/21 10:25 AM
SOURCE: Website
NAME: Jason Wallace

COMMENT:

I am VERY OPPOSED to erecting a gondola in the Cottonwoods. **(32.2.9E)** The beauty that it will obstruct and the recreation that it will block would be a hugely negative effect. **(32.17A, 32.4B, and 32.4I)** As a member of the paragliding community, keeping the mountain airways clear is a high priority for me. My biggest concern is that infrastructure leads to restrictions of our wild areas. **(32.4B and 32.4P)** View obstruction is another reason I oppose the gondola. **(32.17A)** The majesty of one of the Wasatch's most popular canyons will be greatly obstructed by a gondola. We don't need to make the whole canyon into a resort.

COMMENT #: 10671
DATE: 9/2/21 10:25 AM
SOURCE: Website
NAME: Matthew Colemere

COMMENT:

Please do not widen the lanes or install the gondola. **(32.2.9C and 32.2.9E)** We need to do everything we can to preserve our recreation areas and neither of these options does that. **(32.29G)**

COMMENT #: 10672
DATE: 9/2/21 10:26 AM
SOURCE: Website
NAME: Lisa Dengg

COMMENT:

I support the Gondola. Save our canyon **(32.2.9D)**

COMMENT #: 10673
DATE: 9/2/21 10:26 AM
SOURCE: Website
NAME: Sophia Hill

COMMENT:

while it appears to be an attempt to better adapt to the increase in visitors, these modifications are unnecessary. They are a money grab. Not only do they disrupt land that needs to be preserved but they do it by exaggerating a need. **(32.1.2B)** If traffic is the problem, changing the canyon is not the solution. creating limitations is. **(32.20B and 32.2.2L)** We can take stock from national parks that are minimizing human impact by creating logical and non-interruptive solutions. I say no to modifying the canyon to suit our needs. Please dont continue to disrupt nature, dont build a gondola. Dont widen the roads. **(32.2.9C and 32.2.9E)** Find practical solutions that impact people not the land. **(32.2.2PP)**

COMMENT #: 10674
DATE: 9/2/21 10:28 AM
SOURCE: Website
NAME: Kendall Goodman

COMMENT:

The gondola will only cause more problems. The majority of people that frequently ski in little cottonwood are against it, and for good reason. **(32.2.9E)**

COMMENT #: 10675
DATE: 9/2/21 10:28 AM
SOURCE: Website
NAME: Andrew Draper

COMMENT:

As a frequent year- round canyon user, I realize the enormity of the traffic situation, however, I also realize that this is mostly the problem of commercial skiing at Alta and Snowbird resorts. **(32.1.2B)** As a skier, and user of these resorts, I have dealt with the traffic situation many times, and see the appeal of improving the canyon infrastructure, however, this would only increase the number of people able to get up on a few crowded days a year, for two resorts. **(32.20A, 32.20C, and 32.1.4D)** Furthermore, the crowds at the resorts are already just as big of a problem, even with the current canyon infrastructure. I believe that more incentive to ride busses, such as more that can come more frequently, and tolls that people desire to avoid in the winter could be effective in decreasing canyon traffic. **(32.2.9A and 32.2.4A)** Also, being the issue of private entities (Alta and Snowbird), I believe that these companies should be regulated in their capacity, especially in enablement of tourism with out of state visitors, (which rivals the crowd of locals on powder days and weekends). This could be done with increased ikon blackouts, tolls, and other capacity regulations. **(32.2.2K, 32.2.4A, 32.2.2Y, and 32.20B)** As a local, who has seen this issue evolve and have noted its many causes, I hope that this comment is seen and given consideration. I'm glad udot has opened this up for public comment, and I hope that a sustainable, effective decision is made.

COMMENT #: 10676
DATE: 9/2/21 10:28 AM
SOURCE: Website
NAME: Pamela Silberman

COMMENT:

Traffic in LCC has been an issue for the entire 25 years that I have lived in Salt Lake City and over this entire time almost no efforts have been made to address it. I find it so puzzling that UDOT would propose a \$500 million solution without even trying less expensive, less invasive solutions first, especially since they could be implemented more quickly. **(32.29R)** The bottom line is that we need to reduce the number of cars going up the canyon. **(32.2.4A)** It seems unlikely that the gondola will achieve that since it will be quite an inconvenient option for locals who want to take a hike or ski for only a few hours. **(32.1.2D and 32.2.4A)** Widening the road will certainly make the bus more appealing if the bus has its own lane and can move more quickly than a private car. **(32.2.6.3B)** That's the key to any solution: it must be either mandatory or as convenient or more so than driving your own vehicle. Right now, since the bus sits in the same traffic as everyone else, I'd rather be in my own car. **(32.2.9B and 32.2.4A)**

I suggest that you build more parking and ban cars with the exception of people who live or work in the canyon, or have a reservation at one of the hotels. **(32.2.2B)** Everyone else has to get on the bus. If these buses run at a high frequency, then there won't be resistance. This model is used successfully in Zion National Park and I think it can be applied to LCC with a price tag much lower than \$500 million and in a fraction of the time. **(32.2.7C)** Thank you for your consideration of these suggestions.

COMMENT #: 10677
DATE: 9/2/21 10:29 AM
SOURCE: Website
NAME: Dana Benson

COMMENT:

"Every other option, except the gondola!!! NO GONDOLA (32.2.9E)

COMMENT #: 10678
DATE: 9/2/21 10:29 AM
SOURCE: Website
NAME: Kevin Bell

COMMENT:

NO GONDOLA! Carpooling should be required. NO SINGLE OCCUPANCY VEHICLES!!! Fixed (32.2.9E and 32.2.2Y).

COMMENT #: 10679
DATE: 9/2/21 10:29 AM
SOURCE: Website
NAME: Erick Avila

COMMENT:

No gondola. (32.2.9E) We don't want climbing and nature landscape ruined. (32.4B, 32.17A, and 32.4I)
Add more park n ride and more frequent bus shuttles that does not alter landscape drastically (32.2.9A)

COMMENT #: 10680
DATE: 9/2/21 10:30 AM
SOURCE: Email
NAME: Denise Lytle

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Denise Lytle
Woodbridge, NJ

COMMENT #: 10681
DATE: 9/2/21 10:31 AM
SOURCE: Website
NAME: Richard Thomas

COMMENT:

The proposed gondola is not the best solution to the traffic problems in Little Cottonwood Canyon. **(32.2.9E)** I believe the best solution combines dispersed parking areas with a dedicated transit lane in the canyon for the exclusive use of an enhanced bus service. **(32.2.2I or 32.2.9B)** Instead of a costly and permanent aerial tram, improving bus transportation offers an incremental solution that can be implemented quickly and more economically. **(32.2.7C)** Much of Highway 212 is already wide enough to be re-stripped for three lanes allowing one to be dedicated for the exclusive use of buses going uphill in the morning and down in the afternoon. **(32.2.2D)** This transit lane should be physically separated from the traffic lanes to prevent collisions. **(32.2.6.3J)** In places where the roadway is now too narrow for three lanes it should be widened. However, in the meantime, a pair of semaphores can allow a single transit lane serve reduced car traffic in both directions until the road can be widened. The goal is to get more visitors to use the buses instead of driving their private cars in the canyon. **(32.2.4A)** New snow sheds and road improvements can be built in the future to improve the private car experience, but the bus solution with a dedicated bus lane could be implemented immediately at a reasonable cost. **(32.29R)**

COMMENT #: 10682
DATE: 9/2/21 10:32 AM
SOURCE: Website
NAME: Eric Turner

COMMENT:

A gondola would not serve the public, it would serve only Alta/Snowbird. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Those who recreate in LCC are not just going to Alta and Snowbird, and the hikes and back country ski locations throughout the canyon show that. **(32.1.2D)** I am not crazy about the destruction of the canyon by expanding the road to accommodate a bus lane, but it will do more to actually address traffic issues and allow people who use the entirety of the canyon- not just those who can afford ski resort lift tickets **(32.2.9B and 32.7C)**. A gondola will not address traffic issues **(32.7B and 32.7C)**. As the 2020-2021 season proved, people will just leave earlier and earlier in hopes of finding a parking spot. **(32.2.4A)** Please consider the option that would allow the public to access the canyon, not just those who can afford resort tickets, by NOT installing a gondola system. **(32.2.9E and 32.5A)**

COMMENT #: 10683
DATE: 9/2/21 10:33 AM
SOURCE: Website
NAME: Dave Eller

COMMENT:

Whole proposition is ■ gift to ski industry funded by taxpayers that may NEVER utilize the final product. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** How bout we close one resort in each canyon by rescinding the public land lease by which they operate. This should cut down on traffic in the winter. How bout we mandate a maximum occupancy for ski resorts like we do restaurants and movie theatres and allow resorts to only sell that number of passes? **(32.2.2K)** This should also quickly reduce traffic. Either of these alternatives would surely cost less taxpayer money and stand to benefit those who simply want to visit the canyon without spending \$100 for a daypass to a resort or \$25 dollars for a sandwich and a drink.

COMMENT #: 10684
DATE: 9/2/21 10:33 AM
SOURCE: Website
NAME: Adam Bates

COMMENT:

What most people are neglecting to accept is one simple fact, the road is the problem and any fix needs to not use the road. **(32.1.2B,32.7A, and 32.7C)** Most of the road issues are related to road conditions. Increasing road capacity/buss will not negate the road conditions thus not fixing the problem. **(32.2.6.3P)** Any fix needs to 100% bypass the road entirely. Any party involved that cannot accept this fact needs to step out of the discussion. This narrows it down to, gondola, cog rail, or underground rail. Environmentalists will unfortunately all go into collective apoplexy regardless of what is selected. They need to understand that the resorts will attract visitors regardless of their desires, and this is not going to go away. A fix for the road is needed and anything involving busses or the road is NOT the fix. Mark my words, if the bus option is used it will fail. People do not like riding the bus, its a miserable experience. **(32.2.4A)** Even if you toll the road, the majority of people will avoid it at all costs and it will NOT fix the problem. Wake up people, use your brain, harness your logic/reason and leave your passion at the door. A gondola is more efficient, environmentally friendly, and less damaging to the canyon than road expansion. Plus it can transport people ignoring road conditions, and that is what this entire thing is about in the end. **(32.2.9D)** I wish underground rail would work now, I honestly believe it will be the endgame to this problem eventually, that is if they can figure out the mining claim/property issues. **(32.2.2C)**

COMMENT #: 10685
DATE: 9/2/21 10:34 AM
SOURCE: Website
NAME: Caleb Krausmann

COMMENT:

While my 8 year old in me greatly desires to ride a gondola high above the spectacular terrain of LCC, the environmental impact, seasonal operation with limited passenger accommodation, and overall eyesore to the canyons natural splendor negates the allure of it all. **(32.2.9E, 32.2.6.5F, 32.2.6.5N, and 32.17A)** Please choose responsibly, and fiscally, with the enhanced bus service. **(32.2.9A)**

COMMENT #: 10686
DATE: 9/2/21 10:35 AM
SOURCE: Website
NAME: Quinn Allman

COMMENT:

The Gondola is NOT the solution. **(32.2.9E)** EVERYONE KNOWS THIS. A parking structure at the mouth of Big Cottonwood Canyon and a dedicated bus lane IS THE SOLUTION!! **(32.2.9B)** Stop playing footsie with the resorts and do the right thing. It's frankly disgusting that you even entertain an EIP for the Gondola knowing damn well it's not a feasible not long term solution for many reasons. **(32.7B and 32.7C)** The gondola will MUTILATE AND DESTROY one of the most beautiful canyons on Earth! **(32.4I and 32.17A)** Do the right thing, build the parking garage and dedicated bus lane. **(32.2.9B)**

COMMENT #: 10687
DATE: 9/2/21 10:35 AM
SOURCE: Email
NAME: Dagan Kay

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Dagan Kay
Portland, OR

COMMENT #: 10688
DATE: 9/2/21 10:36 AM
SOURCE: Website
NAME: Katie Walker

COMMENT:

UDOT officials,

When hearing about the proposed widening of the canyon road and its detriment to the boulders in that area, I truly felt saddened and frightened. I want to express my opposition to such an irreversible action. **(32.2.9C and 32.4A)** I personally have enjoyed crisp autumn days among the boulders and fiery-leaved trees in this area. It's hard to accept that centuries of natural beauty and such a wonderful area to so many climbers would be altered for convenience, especially when there are alternative options. **(32.2.2PP and 32.2.9A)** Please consider a different method so as to preserve the boulders in this canyon, and take steps to detract from, and not add to, the harmful things being done to our environment and community.

Thank you."

COMMENT #: 10689
DATE: 9/2/21 10:37 AM
SOURCE: Website
NAME: Makalu Arnold

COMMENT:

A gondola would not help with any traffic or parking issues within the canyon!! **(32.2.9E, 32.7B, and 32.7C)** A gondola would look atrocious in the beautiful canyon not to mention how much construction and destruction that it will cause on the environment! **(32.17A and 32.13A)** So, no! Very bad idea! Keep the canyons gondola free, this isn't Europe or the alps with giant mountains. This is fragile land!!"

COMMENT #: 10690
DATE: 9/2/21 10:38 AM
SOURCE: Website
NAME: Patrick Casaday

COMMENT:

For now: No Action Alternative. **(32.2.9G)** I am only marginally familiar with the issues, no one has coached me, and I am not affiliated with any interest group or position, - just a Sandy resident and Utah tax-payer trying to learn more. With that, it seems like the two preferred alternatives are quite expensive - when other issues (education, infrastructure, etc) seem more pressing. Undoubtedly these costs will sky-rocket (exp the Lake Powell Pipeline, initially estimated at \$585 million, is now estimated by some to cost over \$2 billion). **(32.2.7C)** I would assume a "relatively few" Utahns outside of Salt Lake County would use our canyons. How would these people (Kane, Garfield, Box Elder, etc) feel about a state-wide tax that would benefit (essentially) only Salt Lake County. **(32.1.2B)** Do we know the visitor capacity of the Canyons? **(32.20B)** There is a limit to the number of visitors we can feasibly accommodate and still maintain watershed and water quality standards. **(32.12A and 32.12B)** Additional transportation systems should not encourage overuse or use that exceeds visitor capacity. **(32.20A and 32.20C)** In the "short term" perhaps the best option is to increase busing service and implement a car toll to discourage POV use. **(32.2.9A and 32.2.4A)** This is scalable and reversible, whereas the rail, gondola, etc, are permanent (i.e once they are in place, they are there - forever) not to mention the initial capital outlay. **(32.2.6.3D and 32.2.6.5A)**

COMMENT #: 10691
DATE: 9/2/21 10:39 AM
SOURCE: Website
NAME: Katy Seeberger

COMMENT:

If the gondola goes forward, the resorts need to pay for it as it only benefits them. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Using tax money is inappropriate as this does not benefit all tax payers, it doesn't even benefit most tax payers. There is a significant number of Utah residents who don't use the canyon and this does not properly take into account the number of tourists that add to our winter clog of the canyon. Plus hikers, backcountry tourists, climbers, snowshoers, and other non-resort canyon users do not benefit from the gondola nor added bus lane. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Widening the road is a poor idea as well because we all know impatient/reckless drivers will illegally use the bus only lane and cause more delays and accidents. **(32.2.6.3B)** We need a more long term solution that won't need to be ripped out in 5 years as our population and tourism grows. And if SLC gets the olympics again, God help us because these options will not suffice in limiting canyon traffic then. **(32.2.6.5A, 32.20A and 32.20C)** These options will also push more people to BCC and shift the problem there rather than solve it. Both canyons need addressed at the same time. **(32.1.1A and 32.1.1C)** There are better, more flexible options that are a wiser use of money and time. **(32.2.2PP)**

COMMENT #: 10692
DATE: 9/2/21 10:39 AM
SOURCE: Email
NAME: Ellen Gregersen

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Ellen Gregersen
Salt Lake city, UT

COMMENT #: 10693
DATE: 9/2/21 10:43 AM
SOURCE: Website
NAME: Ashley Jones

COMMENT:

This issue could easily be fixed with more busses. UDOT could have set closed hours (for the canyon) that only allow up hill or downhill traffic. (AKA before ski resorts open). **(32.2.2B and 32.2.2EE)** If there was better parking and busses people would use them more. **(32.2.9A and 32.2.6.2.1C)**

COMMENT #: 10694
DATE: 9/2/21 10:43 AM
SOURCE: Email
NAME: Ryan 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,
ryan reynolds
sandy, UT

COMMENT #: 10695
DATE: 9/2/21 10:43 AM
SOURCE: Email
NAME: Hannah Amick

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Hannah Amick
Salt Lake City, UT

COMMENT #: 10696
DATE: 9/2/21 10:44 AM
SOURCE: Website
NAME: Sonja Wallace

COMMENT:

I oppose the idea of a gondola service up little cottonwood. Please focus on ride sharing opportunities and tolling instead. (32.2.9E, 32.2.4A, and 32.2.2Y)

COMMENT #: 10697
DATE: 9/2/21 10:44 AM
SOURCE: Website
NAME: Joni Wirts

COMMENT:

I have skied at Snowbird and resided near Little Cottonwood Canyon for 30 years. I am opposed to the gondola proposal for transportation up LCC. **(32.2.9E)** This will degrade our most precious resource: the pristine beauty of the central Wasatch. **(32.4I and 32.17A)** It also only serves the ski resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** What about backcountry skiers and hikers? Please stop this gondola proposal

COMMENT #: 10698
DATE: 9/2/21 10:44 AM
SOURCE: Email
NAME: Sadie Babka

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Sadie Babka
Riverton, UT

COMMENT #: 10699
DATE: 9/2/21 10:45 AM
SOURCE: Website
NAME: Misti Webster

COMMENT:

The gondola will NOT help at all. We will still have huge bottlenecks getting unto the canyon, and for that matter, transportation solutions need to be accessible and inclusive for all who recreate in this area. **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.5A, 32.7B, and 32.7C)** Some other options would be to enhance park and rides, enforce a toll, have shuttles running and deploy buses, etc. **(32.2.9A and 32.2.4A)** We absolutely do not need a half a billion dollar project for congestion (that's only an issue really ten days a year) that will forever change Little Cottonwood Canyon **(32.4I)**. Do better.

COMMENT #: 10700
DATE: 9/2/21 10:45 AM
SOURCE: Website
NAME: MacLean Wright

COMMENT:

The gondola is a bad solution to the traffic problem in Little Cottonwood Canyon and shouldn't be implemented. **(32.2.9E)** Simply put, it is a half-billion-dollar transfer from taxpayers to private businesses' wallets (Alta + Snowbird). **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** It's no surprise that some of the only people who are in support of the gondola option are those stakeholders who stand to financially benefit from the gondola. The fact that it increases travel time, only stops at the resorts and not at trailheads, and has such a tiny hourly capacity is inexcusable for the cost and disruption to the natural environment. **(32.2.6.5G and 32.2.6.5N)** Widening the road for additional busses is the lesser of two evils, but it is a bad plan as well. **(32.2.9C)** Currently, no one I know rides the bus on a consistent basis. This is not for lack of virtue, but it is for lack of incentive. Up to this point, there is no incentive to ride the bus or carpool, so people ride in single occupancy vehicles because it's easy and convenient. This creates the traffic. Because there is no toll and parking has been free, there is no incentive to carpool or take a bus. **(32.2.4A)** This was exacerbated during the COVID-19 pandemic. Before expensive and environmentally-damaging travel alternatives are implemented, there needs to be a multi-winter study done on traffic when UDOT and UPD (in cooperation with Alta and Snowbird) enforce traction laws all winter long, every single day, whether it's sunny or snowing. Fines need to be issued for drivers who are not in compliance (this must include rental vehicles as well). Many days, the traction law is now in effect in the morning, people drive up to ski, the storm starts in the afternoon, and then cars are descending SR-210 with no traction because they were allowed up the canyon in the morning when the traction law was not in effect. This creates multi-hour delays that are completely avoidable. **(32.2.2M)** Furthermore, there needs to be an electronic toll at the base of LCC, using a system like EZ Pass (and scanning license plates for those who do not have an EZ Pass). Tolls are an effective way to alter human behavior and traffic (Please refer to bridges on the East Coast like the George Washington Bridge into NYC, and how an expensive toll causes drivers to seek other alternatives to cross the Hudson River, like driving further around NYC to the Tappan Zee Bridge. GW Bridge costs \$15 and Tappan Zee costs \$5). The charge needs to be high enough to motivate people to ride the bus (which should be free, paid for by the tolling) or carpool. If you want to sell a season pass for locals, that's a good idea too. Basically, just do what Millcreek Canyon does, except automate it rather than having a booth. There is absolutely no justification for not having a toll on winter weekends as a method to solve traffic. Tolls are used all over the world to solve traffic and congestion, just like it is used on I-15 throughout the Wasatch Front to incentivize people to use the HOV lane. There are so many solutions to this traffic problem in Little Cottonwood, but the proposed solutions are the worst of all options. Tolling, season-long traction laws, increased bussing, paid parking, reservations, flexing the two lanes of SR-210 to go uphill during peak hours and downhill during peak hours. These are all low cost and easy-to-implement solutions to traffic in Little Cottonwood, rather than scarring the landscape for future generations and turning Little Cottonwood into a wintertime industrial complex. **(32.2.2Y, 32.2.9A, 32.2.2M, and 32.2.2K)**

If you want further thoughts, email me at [REDACTED], I would be happy to talk about traffic recommendations and volunteer my time to help solve the problem.

COMMENT #: 10701
DATE: 9/2/21 10:45 AM
SOURCE: Email
NAME: Steph Cowley

COMMENT:

Dear Utah Department of Transportation (UDOT),

I 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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- 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,
Steph Cowley
South Jordan, UT

COMMENT #: 10702
DATE: 9/2/21 10:46 AM
SOURCE: Website
NAME: Scott Shiro

COMMENT:

I am NOT in favor of the “gondola solution” to alieve the 10 annual days of traffic issues experienced in Little Cottonwood Canyon during the winter. **(32.2.9E and 32.1.4D)** It is an aesthetically imposing solution to an issue that can be mitigated by buses. **(32.17A and 32.2.9A)** Also disturbing is the significant additional revenue the ski resorts will receive from the day and season lockers that will be necessary so patrons may ride the gondola in shoes and carry extra gear in a bag. **(32.2.3A)** The proposal is a win-win for the resorts and a lose-lose for the public. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 10703
DATE: 9/2/21 10:46 AM
SOURCE: Website
NAME: Bonnie Russell

COMMENT:

Enhancing the bus service is the best method. It ensures that access remains for the public and not only those who are using the resorts. **(32.2.9A and 32.2.6.3C)**

COMMENT #: 10704
DATE: 9/2/21 10:47 AM
SOURCE: Website
NAME: Monica Valovic

COMMENT:

Yes to the environment, no to a solution that only benefits 2 ski areas and destroys beautiful wilderness. **(32.4I, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Servicing these towers seems daunting and still very risky to ride during high avy times. **(32.2.9E and 32.2.6.5K)** The ski areas could do way more to control traffic and road troubles simply by limiting tickets and providing way more incentives for bus riding and ride sharing. **(32.2.2K)** Wow! This idea saves up to a billion dollars!!!!

COMMENT #: 10705
DATE: 9/2/21 10:47 AM
SOURCE: Website
NAME: Jet Tomlinson

COMMENT:

I believe these two options need more thought. The goal of these two options is to move more people to the ski resorts in the canyon, while diminishing/hurting the experience of everything else in the canyon. **(32.1.2B, 32.2.9E, and 32.2.9C)** These are kneejerk reactions that don't solve the underlying issue: Too many people in the canyon. **(32.20B)** Why not cap the resort access? **(32.2.2K and 32.2.2L)** Hawaii has an interesting usecase for local users vs. out of state users (kamaaina rates). I believe this will provide more consistent access to for locals (who are the biggest user of the canyons), and not hurting the tourism industry. There can also be better access control for locals. Again, I believe (and the research says) that we aren't fixing the underlying problem by implementing either of these approaches, when other approaches can be made available quicker.

COMMENT #: 10706
DATE: 9/2/21 10:48 AM
SOURCE: Website
NAME: Curtis Chisholm

COMMENT:

Please look at RAIL!!! I know you have but please do again. Switzerland does it and makes it work well. If not - please do the tram option. **(32.2.9F or 32.2.9D)**

COMMENT #: 10707
DATE: 9/2/21 10:48 AM
SOURCE: Email
NAME: Erin Carroll

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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The gondola doesn't make sense for the reasons above. It will damage the ecosystem in LCC and according to UDOT's proposal it won't reduce private traffic. **(32.2.9E, 32.7B, and 32.7C)** Please think of people who use the canyon for more than just snowbird and alta. This area deserves to be preserved and supported so that future generations in Utah can enjoy it too.

Sincerely,
Erin Carroll
SLC, UT

COMMENT #: 10708
DATE: 9/2/21 10:49 AM
SOURCE: Website
NAME: Greg Steele

COMMENT:

My comment is based on the good comment already submitted by Mitch McDermott, but with one change around the early morning access to the canyon.

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 then 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 (7am - 4pm), with few private vehicles on the road."Early morning backcountry skiers could still access all of the recreational opportunities provided they are in the canyon prior to 7am. 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. Mitch came across a guy named @kissmer.film 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.⁴ While the \$750,000 cost of a single bus is higher than that of a diesel bus (~\$500,000)⁵, 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)**

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. **(32.2.6.3N)** 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)**

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. **(32.12A, 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. This decision is huge, because it sets the precedent for the future of Little Cottonwood Canyon, and I hope the precedent is conservation, not expansion/development. **(32.29G)** Thanks for your time.

COMMENT #: 10709
DATE: 9/2/21 10:50 AM
SOURCE: Website
NAME: Taylor Arney

COMMENT:

The gondola is not a solution, but rather creates a bigger problem. **(32.2.9E)** Please do not do this in our canyon. Environmentally it is damaging and it only benefits rich stakeholders involved with Alta and Snowbird. **(32.4I, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** We are united as the state of Utah and WE SAY NO.

COMMENT #: 10710
DATE: 9/2/21 10:50 AM
SOURCE: Email
NAME: Kate Welker

COMMENT:

Dear Utah Department of Transportation (UDOT),

No Gondola please!

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

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

COMMENT #: 10711
DATE: 9/2/21 10:51 AM
SOURCE: Website
NAME: Helen Strachan

COMMENT:

As a long time resident of Utah, I am fully in support of the gondola option under consideration. Such systems work brilliantly in Europe, reducing car traffic and thus pollution. The drive up Little Cottonwood Canyon on a weekend powder day (or weekday anymore for that matter) is simply horrendous and makes the pleasures associated with being in the mountains quite unpleasurable. This option is a smart way of getting people up the hill. Thank you. **(32.2.9D and 32.10A)**

COMMENT #: 10712
DATE: 9/2/21 10:51 AM
SOURCE: Email
NAME: Noah Welker

COMMENT:

Dear Utah Department of Transportation (UDOT),

No gondola, no gondola, no gondola - this is not Disneyland! Make everyone ride the bus like we do in Zion. **(32.2.9E and 3.2.2B)**

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Noah Welker
Salt Lake City, UT

COMMENT #: 10713
DATE: 9/2/21 10:52 AM
SOURCE: Website
NAME: Josephine Braun

COMMENT:

This would cause irreversible environmental impacts and should be avoided. (32.29D)

COMMENT #: 10714
DATE: 9/2/21 10:54 AM
SOURCE: Website
NAME: Natalie Stier

COMMENT:

I believe these projects currently threaten other local recreation sources and serves only winter recreation skiers and snowboarders. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Please consider the impact to rock climbing, hiking, mountain biking, and other types of recreation in the canyon. **(32.4A, 32.4B, and 32.4I)** These threaten many of the bouldering problems that myself and my friends enjoy most and frequently visit in the summer months.

COMMENT #: 10715
DATE: 9/2/21 10:54 AM
SOURCE: Email
NAME: Owen Massey

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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 ruin these areas permanently with temporary solutions. These climbing areas are valuable to so many people, and this impact would be devastating. **(32.4I, 32.4A, and 32.4B)**

Sincerely,
Owen Massey
Leavenworth, WA

COMMENT #: 10716
DATE: 9/2/21 10:55 AM
SOURCE: Website
NAME: Mark Pugliese

COMMENT:

From my perspective I fully support the bus lanes idea. **(32.2.9B)** The issue that I've seen make traffic is that there is no incentive to take the buses since they sit in traffic with the rest of us. On high traffic days if there is an option that take a bus and skip the 3 hour line of traffic, that would be incredibly attractive.

COMMENT #: 10717
DATE: 9/2/21 10:55 AM
SOURCE: Website
NAME: Paul Kroff

COMMENT:

I am an avid skier of both Snowbird and Alta. And although I personally wish conditions would remain unchanged I am realistic that something needs to be done. However, both proposed solutions I feel are premature. **(32.2.9C, 32.2.9E, and 32.2.9R)** Ultimately is the goal to get more people up the canyon, manage better the level of demand now, or decrease the demand by increasing the cost. **(32.2.4A)**

I feel that with limiting or charging for parking up the canyon, or collecting a toll at the bottom, the demand will decrease. **(32.2.4A, 32.2.2Y, and 32.2.2K)** This is an easy, inexpensive, and money earning way to assess the impact on use and demand without committing to a 1/2 billion dollar permanent solution that may not be necessary.

If these are the **ONLY** two options to consider at this point, my vote would be the bus system as it is more flexible to demand and impact. **(32.2.9A)**

COMMENT #: 10718
DATE: 9/2/21 10:55 AM
SOURCE: Website
NAME: Deirdre Murdy

COMMENT:

I prefer the enhanced bus with the additional lane option. **(32.2.9B)** It is more cost efficient, the travel time is lower, and I think this will provide the most year-round benefit, as I think the extra lane will be extremely beneficial for cyclists in the summer. **(32.9A)**

COMMENT #: 10719
DATE: 9/2/21 10:55 AM
SOURCE: Website
NAME: Eric Porter

COMMENT:

I am not in favor of a gondola. **(32.2.9E)** I would prefer to see snow sheds in avalanche paths, additional lanes, additional busses. **(32.2.9K and 32.2.9B)**

COMMENT #: 10720
DATE: 9/2/21 10:55 AM
SOURCE: Website
NAME: LeeAnn Ehrhart

COMMENT:

Thank you for the hard work that has gone into these proposals.

Wasatch Blvd: I like and support the expansion lanes with the separate walking path. I prefer the five-lane alternative being done now. The imbalanced lane just seems like a short term fix until the full five lanes is implemented. Just do it right the first time. I do not support a reduced speed limit. Wasatch Blvd has always been the main artery for the east side neighborhoods. 45-50 mph is working. **(32.2.9Q)**

LCC: As far as improving traffic in Little Cottonwood Canyon, I don't think the enhance bus or gondola options are all that great. **(32.2.9C and 32.2.9E)** I prefer to see the train option. A train would not be impacted by traffic conditions, should provide a reliable time even during snow conditions and could be used during the summer. **(32.2.9F and 32.2.6.6A)**

Choosing between the bus and gondola, I think the gondola is the better option because it will not be impacted by traffic conditions. The problem is that it only serves the ski resorts and couldn't be used during the summer to access hiking and climbing spots. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, 32.7C, and 32.2.6.5G)**

The bus is my least favorite choice. It will be a very expensive project to just have it compete in traffic conditions... busses are frequently the cause of road delays during snow storms with their slide offs and blocking of roadways. **(32.2.6.3P)**

While I like the enhanced facilities at popular trail heads, this only encourages more cars up the canyon. Summer might not have the traffic delays at specific time like winter does but there are still a ton of cars throughout the day. **(32.1.2C)** A train could be a great option to drop hikers off at the trailheads. **(32.2.6.6A)**

The snow sheds will be a great addition to road safety! **(32.2.9K)**

Please save the boulders! Stick Rock forever!! **(32.4D)**

Again, thank you for all the time and effort put in to this project. Good luck!

LeeAnn Ehrhart
20 year resident

COMMENT #: 10721
DATE: 9/2/21 10:55 AM
SOURCE: Email
NAME: Ethan Smalley

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Ethan Smalley
Louisville, KY

COMMENT #: 10722
DATE: 9/2/21 10:56 AM
SOURCE: Website
NAME: Cody Messick

COMMENT:

There is a huge climbing community in Utah and the Salt Lake area that have enjoyed the pristine, natural and world class climbing experience of the cottonwood canyons. Even though this climbing community does not bring in as much revenue for the county as the ski resorts, the impact on this community should still be considered when making decisions regarding the cottonwood canyons. **(32.4A and 32.4B)** I have personally had many incredible and life changing climbing experiences at little cottonwood canyon and I know of many friends that have as well. I request that the nature and beauty of the cottonwoods as well as the boulders that lay scattered along the sides of the road be respected and untouched by construction in every possible manner. **(32.29G, 32.4A, and 32.4B)** I understand the need for better infrastructure as a skier and as an engineer, but not at the expense of the serene experience that many members of our community have from the amazing climbing at the cottonwoods **(32.4I)**. There will always be traffic in the winter. Adding more lanes doesn't stop avalanche control from closing the canyons anyways. **(32.7A)** At the very least, please keep your plans in mind of the most popular climbing areas and work around them to preserve them.

COMMENT #: 10723
DATE: 9/2/21 10:56 AM
SOURCE: Website
NAME: Emmaline Russell

COMMENT:

I do not think widening the road, or building a gondala is a sustainable, or in best interest of tax payer dollars in little cottonwood canyon. **(32.2.9C and 32.2.9E)** Electric buses can be an option or just acceptance that too many people are flooding an are. Despite tourism growth, people need to be ok with not getting access, nature cannot always be an open invite party. **(32.2.9A and 32.2.6.3F)**

COMMENT #: 10724
DATE: 9/2/21 10:56 AM
SOURCE: Website
NAME: Rowan Jhamb

COMMENT:

I'm a strong believer in tolling and actually limiting the amount of cars and ticket sales in lcc, as well as requiring 4wd/all wheel for the entire winter. **(32.2.2Y, 32.2.4A, 32.2.2L, 32.2.2K, and 32.2.2M)** If I had to chose between the two current options I would say I support the gondola, however I only support it if it were to run year round, through most of the night, and if the road were closed to anyone who was not a resident of alta or critical employee. **(32.2.9D, 32.2.6.5F, 32.2.6.5N, and 32.2.6.5D)** Thanks.

COMMENT #: 10725
DATE: 9/2/21 10:57 AM
SOURCE: Website
NAME: Herman Rottinghaus

COMMENT:

NO TOLLS (32.2.4A)

COMMENT #: 10726
DATE: 9/2/21 10:57 AM
SOURCE: Website
NAME: Kellen Busby

COMMENT:

It is clear that the gondola benefits Snowbird and Alta disproportionately. To be completely honest, I would rather be stuck in traffic for hours than have the beauty of Little Cottonwood Canyon be tainted forever by massive gondola towers. **(32.2.9E, 32.17A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Enhanced bus service, even without expanded roads, makes so much more sense because it provides access for ALL users not just skiers and snowboarders visiting the resorts. What about backcountry skiers and snowboarders not going to the resorts? What about hikers? It's irresponsible to tax payers to use their dollars to fund a gondola that obviously benefits private companies while ignoring other uses of the canyons. **(32.2.9A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

A wholehearted investment in bus service would be an excellent solution to the crowding of LCC. More and bigger parking areas closer to places where people live will make taking the bus a more convenient and appealing option and eliminate traffic in a larger area. There would still be traffic getting to the gondola station. Please don't ruin the canyon forever. **(32.2.2I)**

Thanks for listening to our comments and making the right decision for everyone, not just the ski resorts.

COMMENT #: 10727
DATE: 9/2/21 10:58 AM
SOURCE: Website
NAME: Sylvia Kinosian

COMMENT:

I am happy that a plan for mitigating traffic problems in Little Cottonwood is being discussed, but I do not think that a gondola is the solution. **(32.2.9E)** It will destroy the natural beauty of the canyon and cost taxpayers too much. **(32.17A and 32.2.7A)** Expanding the bus system and widening the road seems like the best alternative, as it will limit traffic and also keep cars unfit for winter travel off the road. **(32.2.9B and 32.2.2M)** In addition, inexperienced winter drivers (tourists or locals) have the option to ride a bus which is much safer than driving in many circumstances. I hope that this plan will be implemented as it will help keep the natural beauty of the canyon which is what so many of us go there to enjoy. **(32.17B)** Thank you.

COMMENT #: 10728
DATE: 9/2/21 10:58 AM
SOURCE: Website
NAME: Andy Friedman

COMMENT:

There is on very fundamental reason we should install a Gondola and not build a bus lane. People will NOT ride the bus. Take a survey of the typical skier demographic asking them how often they take a bus. Never. **(32.2.4A, 32.2.9D, and 32.2.9C)**

COMMENT #: 10729
DATE: 9/2/21 10:59 AM
SOURCE: Website
NAME: Will Stollsteimer

COMMENT:

Destroying beautiful natural land by any means is a crime. Businesses undervalue one of the Earth's most limited natural resources being natural land. This is a decision that will not only negatively impact the climbers and outdoor enthusiasts of the area but also those who plan to profit from this. This decision is shortsighted (**32.4I, 32.4A, 32.4B, and 32.29G**)

COMMENT #: 10730
DATE: 9/2/21 11:01 AM
SOURCE: Website
NAME: Alex Milde

COMMENT:

Please do not go with the gondola option. The loss of climbing areas as well as the impact to the environment make it the wrong choice for LCC. Go with the bus option. **(32.2.9E, 32.4B, 32.4I, and 32.2.9A)**

COMMENT #: 10731
DATE: 9/2/21 11:01 AM
SOURCE: Website
NAME: Phillip Symons

COMMENT:

Please, please, please don't destroy the boulders and the views by building a gondola. I am in support of better bus services and toll fees during winter months to help traffic flows. (32.2.9E, 32.4B, 32.17A, 32.2.9A, and 32.2.4A)

COMMENT #: 10734
DATE: 9/2/21 11:01 AM
SOURCE: Email
NAME: Madeline Dunford

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Madeline Dunford
Salt lake city, UT

COMMENT #: 10733
DATE: 9/2/21 11:02 AM
SOURCE: Website
NAME: Abby Pancoast

COMMENT:

Gondola please! Would be so great to always feel safe driving up the canyon. (32.2.9D)

COMMENT #: 10734
DATE: 9/2/21 11:02 AM
SOURCE: Website
NAME: Steve Schow

COMMENT:

Please build a gondola. **(32.2.9D)**

COMMENT #: 10735
DATE: 9/2/21 11:03 AM
SOURCE: Website
NAME: Lauren DouBrava

COMMENT:

Please do not move forward with either of the two options you have presented. **(32.2.9C and 32.2.9E)** Both of the options not only cause destruction in Little Cottonwood canyon, it also takes away recreational opportunities and destroys parts of the climbing and backcountry ski history of this canyon. **(32.4A, 32.4B, and 32.4I)** We need alternative solutions that do not threaten our climbing and ski areas and serves our community, not just the corporations up canyon. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 10736
DATE: 9/2/21 11:04 AM
SOURCE: Website
NAME: Wyatt Harrison

COMMENT:

This is the only sustainable way in my eyes to keep little cottonwood canyon open to the public. To the people saying buses are the answer I would like to ask them when the last time was they rode the bus. This is environmentally sustainable, will operate storm or not, and people's lives won't be in danger due to avalanches. **(32.2.9D)**

COMMENT #: 10737
DATE: 9/2/21 11:04 AM
SOURCE: Website
NAME: Jeff Buege

COMMENT:

The two proposed options serve the best interests of the ski resorts and will cause irreparable damage to incredible recreation areas in Little Cottonwood Canyon. **(32.2.9C, 32.2.9E, 32.1.2D, 32.2.7A, 32.4A, 32.4B, and 32.4I)** Enhancing the current bussing system and/or creating an incentive for ride sharing during ski season will alleviate traffic in the canyon and prevent unnecessary environmental destruction. **(32.2.9A and 32.2.4A)** The levels of environmental impact that both options predict is absolutely unacceptable, and will only address a problem that exists during ski season. **(32.1.2B and 32.1.2C)** Please, reconsider your options and don't push a plan forward that will forever mar a beautiful landscape." **(32.2.2PP and 32.29G)**

COMMENT #: 10738
DATE: 9/2/21 11:04 AM
SOURCE: Website
NAME: Max Quilter

COMMENT:

The last thing I want to see as I am hiking in the canyon is a bunch of metal gondola towers! Let's preserve the canyon! Please!! **(32.2.9E)**

I prefer that we add a bus lane. **(32.2.9B)** If we have a lane that is designated for busses I feel that it will decrease the amount of traffic. Riding a bus will become the fastest way for people to get up the canyon... for that reason lots of people will stop driving their cars up the canyon. The busses also don't put off emissions **(32.2.4A and 32.10A)**

If it was my decision, I would keep the canyon how it is. I don't see the purpose for expanding the road or for building gondola towers all the way up the canyon. Haven't we already built enough in the canyon??? Why do we need to build more?? **(32.2.9G and 32.1.2B)**

COMMENT #: 10739
DATE: 9/2/21 11:04 AM
SOURCE: Website
NAME: Richard Getz

COMMENT:

Gondola. Europe has been addressing skier transit issues for decades very effectively while also preserving the natural mountain environment as well as the peace with those who would prefer limiting access completely **(32.2.9D)**

COMMENT #: 10740
DATE: 9/2/21 11:05 AM
SOURCE: Website
NAME: Jennifer Quilter

COMMENT:

We know that busing works, lets improve the busing service. Make it more convenient, quicker and even more will choose that option. The buses will have a dedicated lane and this will definitively get more people on the bus. People will also choose this option, if they know that they won't have to sit in traffic waiting to get up. **(32.2.9B)** We don't need to reinvent the wheel, just make it smoother. The gondola is not convenient, it is more expensive, intrusive to the land, locals wouldn't use it and UGLY! **(32.2.9E, 32.2.7C, 32.4I, and 32.2.4A)** The idea of the LaCaille station and parking lot is a terrible idea. Keep LLC beautiful for everyone to enjoy!

COMMENT #: 10741
DATE: 9/2/21 11:06 AM
SOURCE: Website
NAME: Christopher Phillips

COMMENT:

None of this is easy. Every solution that we consider will have pros and cons - benefits and drawbacks. I am personally concerned with the continued impact of emissions in our canyons. I worry most about plans that do not radically reduce emissions over the short- and long-term. **(32.10A)**. I believe that a gondola is the solution with the lowest environmental impact over the long term **(32.2.9D)**. I am concerned about the size of towers that would be installed and their impact on the canyon environment, but I am more concerned that other solutions continue to rely on car and bus traffic as primary modes of transit in the canyon ecosystem. **(32.17A, 32.10A, and 32.13B)** Resort traffic is the biggest driver of congestion in our canyons. Eliminating that traffic in winter and summer months would have a dramatic positive impact in preserving this watershed ecosystem for everyone, both in the short term and in the long term. **(32.12A and 32.2.6.5D)**

COMMENT #: 10742
DATE: 9/2/21 11:07 AM
SOURCE: Website
NAME: Cate Dolan Mitchell

COMMENT:

I am writing in support of increased bus service as a solution to the traffic congestion in LCC. **(32.2.9A)** As an avid backcountry user in both the winter and summer, I am concerned that adding a gondola will not only mar the visual experience of backcountry recreation in the canyon, but also will do nothing to improve the experience of backcountry users in the winter, or all canyons users in the summer when the gondola would not run. **(32.1.2B, 32.1.2C, 32.1.2D, 32.1.7A, 32.2.6.5F, 32.2.7A, 32.7B, and 32.7C)** In contrast, improving bus services, - regardless of whether a widened shoulder lane is added - is an option that could be used to promote access for both backcountry and resort users, in both winter and summer. **(32.1.2C and 32.2.6.3C)** The current plans do not include any increase in public transit to backcountry trailheads, but this could be easily added either now or in the future. **(32.2.6.3C)**

I think that the two main levers to encourage people to use any public transit options are travel time and cost (and for backcountry users, whether we can get to/from trailheads easily). The gondola seems to be the option with reliably the longest travel time, while enhanced bus services seem fastest. One piece of information that I could not find was how each of these options would affect travel cost for the average user, - how much would it cost to take the bus up the canyon, to drive, or to take the gondola (and is tolling combined with each of these options?). **(32.2.4A)** I appreciated that in the tolling Factsheet there was discussion about the cost impact on lower income households; preserving equal access to the outdoors is extremely to me. **(32.5A)**

COMMENT #: 10743
DATE: 9/2/21 11:07 AM
SOURCE: Website
NAME: Mark Lopez

COMMENT:

I do not want to see the nature spoiled in LCC for the sake of a gondola. **(32.2.9E and 32.4I)** I am a skier but this proposal is ridiculous. I would rather have the road closed to bus only traffic to preserve the nature. **(32.2.2B)**

COMMENT #: 10744
DATE: 9/2/21 11:08 AM
SOURCE: Website
NAME: Kaesi Johansen

COMMENT:

The gondola proposal is not the way to proceed! **(32.2.9E)** It would be an eyesore and destroy this pristine canyon. **(32.17A and 32.4I)** It will not solve the traffic problem. **(32.7B and 32.7C)** It will mainly benefit the developers, Snowbird and Alta all at taxpayers expense. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Also, do we really want to pack the canyons with so many people that we lose out on the reason we turn to nature in the first place -- there is a limit on the number of people this canyon can accommodate. **(32.20B)** Smaller and less expensive options should be tried first. **(32.29R)** For example, take Alta and Snowbird off the Ikon Pass, implement tolling, restrict car travel during peak times, reserved resort parking and busing. **(32.2.2K, 32.2.4A, and 32.2.9A)** Please do not proceed with the gondola option!!!

COMMENT #: 10745
DATE: 9/2/21 11:08 AM
SOURCE: Website
NAME: Lisa Pflugh

COMMENT:

I don't think there are any good alternatives, but the least bad one is the expanded bus service.
(32.2.9A) Both the addition of the bus lane and the gondola will impact other activities in the canyon (skiing, hiking and biking for example) and destroy some of the views that make the canyon what it is.
(32.2.9C, 32.2.9E, 32.4A, 32.4B, 32.4I, 32.17A, and 32.17B)

COMMENT #: 10746
DATE: 9/2/21 11:08 AM
SOURCE: Email
NAME: Ethan Pringle

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Ethan Pringle
Pinole, CA

COMMENT #: 10747
DATE: 9/2/21 11:09 AM
SOURCE: Website
NAME: Dan Reese

COMMENT:

Hello. I would like to advocate for the alternative plans that have been proposed that would not impact the local climbing. As an out of state resident, my friend and i have looked to develop annual trips to premier climbing spots in the US. Little cottonwood canyon in on our 2022 list but myself and many other visitors to the area will likely no longer visit if these changes are implemented as proposed. Please consider alternatives to allow climbing your continue but still provide you the improvements you wish. **(32.4A, 32.4B, 32.4I, 32.2.9C, and 32.2.9E)**

Thank you for your time.

COMMENT #: 10748
DATE: 9/2/21 11:10 AM
SOURCE: Website
NAME: Thomas King

COMMENT:

The gold standard solution for transport in the Big/Little Cottonwood canyons is a rail line like that built by the Swiss from Tasch to Zermatt. If Utah desires a truly world-class solution then the Tasch-to-Zermatt model is it. **(32.2.9F)**

Gondola: subject to winds. Will be shut down in storms. **(32.2.6.5K)** Would a Gondola be A LOT less expensive over a 50-year time frame to build, operate, and maintain compared to a rail line? **(32.2.7E)** Gondolas were proposed for many years in Utah Valley to access potential nearby ski areas from downtown Provo. The proposals were always rejected for technical, esthetic and commercial reasons.

Enhanced bus service (PPSL): This will work only if there is a toll system to discourage use of private automobiles. **(32.2.4A)** There is no point in making this investment if the canyons still get clogged with traffic while the buses run half-full. How would the huge price tag for such a project (including buses, drivers and all associated costs) compare to a rail line? **(32.2.7C and 32.2.7E)**

COMMENT #: 10749
DATE: 9/2/21 11:10 AM
SOURCE: Website
NAME: Natalie Renfrew

COMMENT:

This will negatively impact many communities. Please don't build the gondola. (32.2.9E, 32.4E, and 32.4M)

COMMENT #: 10750
DATE: 9/2/21 11:10 AM
SOURCE: Email
NAME: Karson Baker

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

COMMENT #: 10751
DATE: 9/2/21 11:12 AM
SOURCE: Email
NAME: Nell Larson

COMMENT:

Dear Utah Department of Transportation (UDOT),

I would like to express my concerns regarding the proposed options for Little Cottonwood Canyon because I value the wildness and beauty of the Wasatch Mountains. I oppose the construction of a gondola because of the irreparable impact it will have on the viewshed and - most importantly - the experience of being in this special place. **(32.2.9E, 32.17A, and 32.4I)** LCC is not the place for a Disney-land like experience that will not address the root problem. Neither should we be widening the road **(32.2.9C)**. We should be studying the human carrying capacity of this Canyon and creating better transit options using our existing infrastructure. **(32.20B and 32.2.9A)**

Thank you for your consideration. Please see my more detailed comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Nell Larson
Park city, UT

COMMENT #: 10752
DATE: 9/2/21 11:13 AM
SOURCE: Website
NAME: Andrew Yale

COMMENT:

I strongly oppose the gondola proposal. **(32.2.9E)** The impact of such a plan on the climbing community in LCC would be devastating. **(32.4B)** I don't think enough thought has gone into how this affects anything other than selling more lift tickets to already packed resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 10753
DATE: 9/2/21 11:13 AM
SOURCE: Website
NAME: Bridget Nolan

COMMENT:

Please please do not go forward with this!! This will damage the boulders and rocks that rock climbers love to climb. **(32.4A and 32.4B)** Don't ruin nature to "fix" traffic that will not even be fixed with this method!

COMMENT #: 10754
DATE: 9/2/21 11:13 AM
SOURCE: Website
NAME: Deb Kenney

COMMENT:

In the short term it seems we need to widen the road allowing a bus lane. **(32.2.9B and 32.29R)** I'm interested in the gondola but it won't solve the problem for the next few years and so I am in support of tge option to widen the road as it could be done sooner. **(32.2.7C)** I wouldn't want it to eliminate the opportunity for the gondola option. **(32.29R)**

COMMENT #: 10755
DATE: 9/2/21 11:14 AM
SOURCE: Website
NAME: Jeff Bosgraaf

COMMENT:

Here are my thoughts....paving- wouldn't be adding more cars. It would be adding a dedicated lane for buses, and expanding the busing service, so that it is quicker and more convenient. You can get up the canyon in 15 minutes on a bus, for the gondola, if you don't get a space in the LaCaille lot, you will be parking in the gravel pit on wasatch, riding a shuttle, waiting in line for a 24 passenger gondola and a 40 minute ride up the canyon. **(32.2.9B, 32.2.6.5C, 32.2.6.5J, and 32.2.6.5N)** I think local people will still want to drive, carpool or take the bus, as this option is not convenient or timely, especially if you only have time to do a few runs. **(32.2.4A)** The buses are natural gas. **(32.2.6.3F)** I ride the bus up there all the time for work. People are familiar with the buses and they are used. Let's improve what we already know is working. The gondola is very expensive, the developers are going to make a lot of money. **(32.2.9E and 32.2.7C)** Special interest groups are putting a lot of money into campaigning now, hoping for a big pay out later. But one of my biggest reasons is while I am recreating in the canyon, I want to see the beauty of nature, not a bunch of metal huge towers. **(32.17A)** Adding the dedicated lane and expanding busing is less money. I think more people will want to ride the bus knowing that it will get you there faster than driving your own car or the gondola. Realistically getting up the canyon is only a problem on powder days and Saturdays in the die hard ski season. The rest of the year is fine. **(32.1.4D)** Keep the canyon beautiful.

COMMENT #: 10756
DATE: 9/2/21 11:15 AM
SOURCE: Website
NAME: Todd Hudson

COMMENT:

I would like to see us invest in methods that minimize the impact of views and noise within the canyon. Zion handles huge numbers of visitors with busses without the need for a giant gondola or extra lanes of travel. **(32.2.9C, 32.2.9E, and 32.2.2B)**

We have a lot of people who decide to just drive because of the convenience, but if there were convenient alternatives or forced "penalties" for driving during peak busy times, I think people would use other options. **(32.2.4A)**

I am worried a gondola would not be well-utilized and would be very detrimental to the beauty of the canyon. **(32.1.2D, 32.2.4A, and 32.17A)**

COMMENT #: 10757
DATE: 9/2/21 11:17 AM
SOURCE: Website
NAME: Michele Bergman

COMMENT:

NO ON GONDOLA. **(32.2.9E)** We need transportation solutions in summer, to trail heads as well as winter to popular backcountry touring areas. **(32.1.2C)** Bus is less glamor but I feel it better addresses the issue at hand which is too many cars in canyon. Limit # of cars in canyon then only bus will run. **(32.2.2B)**

COMMENT #: 10758
DATE: 9/2/21 11:17 AM
SOURCE: Email
NAME: Cat Wowk

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Cat Wowk
Millcreek, UT

COMMENT #: 10759
DATE: 9/2/21 11:18 AM
SOURCE: Website
NAME: Dana Buchholz

COMMENT:

I do NOT support the widening of the road in LCC or the gondola option. **(32.2.9C and 32.2.9E)** These solutions are short-sighted and only serve the already privileged aka those that can afford a ski pass every year. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I do support more busses and transportation options, as well as more parking for carpooling at the mouth of the canyon. **(32.2.9A and 32.2.4A)** The onus should be on the ski resorts ALONE and they should perhaps limit the amount of pass holders or come up with better parking solutions at their facilities. **(32.2.2K)**

COMMENT #: 10760
DATE: 9/2/21 11:18 AM
SOURCE: Website
NAME: Aoife Faul

COMMENT:

The development of this area would be unacceptable, it is an important environment and an iconic area for peaceful outdoor recreational activities. **(32.29G and 32.4I)**

COMMENT #: 10761
DATE: 9/2/21 11:19 AM
SOURCE: Website
NAME: Marsha Olsen

COMMENT:

I am 71 yrs young and was born and raised in Utah. I have skied the Utah mountains all of my life. Trying to run gondolas up our mountains is a ridiculous idea. **(32.2.9E)** The management of the gondolas, the breakdowns, the parking, the lift lines, etc., would be a daily nightmare. **(32.2.6.5C and 32.2.6.5K)** I live by the mouth of Big Cottonwood Canyon in the [REDACTED] condos, right across from the bus pick-up parking lot. The solution seems very obvious to me. We need a bus lane to run freely up the middle of the canyon roads, starting at all park and bus parking lots. **(32.2.2D)** This will markedly decrease traffic, as well as pollution and whether ski resorts like it or not, the number of skiers must absolutely be limited- duh- a no brainer. **(32.2.2L and 32.2.2K)**

COMMENT #: 10762
DATE: 9/2/21 11:19 AM
SOURCE: Website
NAME: Brock Price

COMMENT:

There are so many reasons why the gondola is a bad idea. **(32.2.9E)** A capacity study for the canyons is needed, and less impactful solutions need to be tried first. **(32.20B and 32.29R)** Gondola would be a cash cow for the resorts and may not serve the needs of our residents, who will be footing some of the bill. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 10763
DATE: 9/2/21 11:21 AM
SOURCE: Website
NAME: Brenda Voisard

COMMENT:

Please continue to look for other alternatives than the two options presented - both devastate the canyon for the sake of the ski industry and do not take into account all canyon uses. **(32.2.2PP, 32.2.9C, 32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** With climate change, skiing may become less viable while climbing, hiking, etc are always viable. **(32.2.2E)** These solutions are too narrowly focussed. Do not move forward with these, please. Thank you for listening to all citizen's input. **(32.2.9N)**

Dr. Brenda Voisard

COMMENT #: 10764
DATE: 9/2/21 11:22 AM
SOURCE: Website
NAME: Heather Boren

COMMENT:

I do not support the gondola. (32.2.9E)

COMMENT #: 10765
DATE: 9/2/21 11:22 AM
SOURCE: Website
NAME: Max Koszinowski

COMMENT:

My preferred alternative is the Enhanced Bus with Roadway Widening for peak shoulder period. **(32.2.9B)**

I don't think there is an easy or even one perfect solution for this issue. I've been recreating in Little Cottonwood for almost all 20 years of my life and have seen how every year it has become more crowded and congested. Just last ski season I witnessed by far the worst traffic and worst lift lines I have ever seen in my entire life up at Alta and Snowbird. I understand with this massive influx of people coming to enjoy the best snow on earth that there is much liability involved and safety issues in regards to getting them up the canyon. This is an issue and we do need to find a solution. But in my opinion I do not think putting a gondola in one of the most beautiful natural places in our state is the only solution. **(32.2.9E and 32.17A)** I don't pretend to think that the enhanced road and bus alternatives will not have an impact on the canyon. But this would be my preferred alternative. **(32.2.9B)**

For generations before I was born individuals have spent years in Little Cottonwood canyon climbing, hiking, bouldering, road or mountain biking, and in general enjoying a beautiful space that happens to be nestled 30 minutes from Salt Lake. I believe we are very fortunate to have this space so readily available to us. I'm aware that the gondola would put some of the trails and bouldering spots that people have enjoyed for generations in jeopardy. **(32.4A and 32.4B)** These trails and boulder problems attract individuals from all over the country and are part of the identity of Utah climbers and hikers. Even for the areas that aren't directly replaced with gondola poles or simply plowed over, they will also be forever changed by the presence of the large whirring machine overhead. Not only does this affect the humans who visit the canyon but it will also affect those who have always inhabited the canyon. I remember back when Ski Link was proposed, learning in grade school how that gondola would negatively affect local deer populations and other animals as well. **(32.13A)**

There is nothing that can or should be done in regards to the overcrowding of our ski resorts. If the amount of people on the road has become so dangerous that we can do nothing else short of building a gondola I say make the road a service road for workers in the canyon as well as residents, closing it off to the general public and skiers in the winter. **(32.2.6.5D and 32.2.2B)** But the building of this gondola in my opinion could be and should be an idea we could put into practice after making the roads safer and more efficient. If the gondola were built, why would we keep the road unsafe? **(32.2.6.5Z)** Individuals will still want to get to the snow and resorts and will still drive, so won't the road need to be improved as well? **(32.2.4A and 32.2.6.5D)**

To finish I believe that the Enhanced Bus with Roadway Widening for peak shoulder period is the option we should pursue first. This will have an impact on the canyon and we will see and feel it. **(32.17B and 32.4I)** But after the winter I don't think the widening of the road and addition of avalanche precautions will be as noticeable as the gondola. Those individuals who come to Utah to recreate in the summer will still be able to enjoy spots in Little Cottonwood Canyon that have not been ruined by a gondola that is only for the winter. It will only increase the amount of crowds at the ski resorts, reducing the quality of the experience **(32.20A and 32.20C)**. It will reduce the quality of the summer experience in the canyon as well. If the canyon is seen only as a way to boost our state's economy (which in my opinion is wholly wrong) shouldn't we seek to make the canyon a quality beautiful place to recreate that attracts people from all over the world and the country. Rather than turning it into an overcrowded space with a Gondola that ruined many of the opportunities to recreate.

COMMENT #: 10766
DATE: 9/2/21 11:23 AM
SOURCE: Website
NAME: Sam Peters

COMMENT:

No gondola (32.2.9E). Snow sheds and improved bus service. Tolling for personal vehicles ok (32.2.9K, 32.2.9A, and 32.2.4A)

COMMENT #: 10767
DATE: 9/2/21 11:23 AM
SOURCE: Website
NAME: Kris Longson

COMMENT:

Alta & Snowbird already cannot handle the volume of skiers trying to use the canyon on the busy days. Adding the ability to get more people to the 2 resorts on the 20 crazy days each year at an astronomical cost is not a viable solution. **(32.1.4D, 32.1.2B, and 32.20C)** The biggest change that has occurred is the addition of the IKON Pass. This has created unbelievable congestion and frustration from a traffic standpoint and from a skier experience standpoint. The focus needs to be on the operation of the resorts, parking reservations and the proper management and staffing of those reservations). **(32.2.2K)** Don't just focus the attention and throw dollars at a symptom of a system that does not work. Getting more people to the resorts only makes the underlying problem worse. **(32.7B, 32.7C, and 32.20C)**

COMMENT #: 10768
DATE: 9/2/21 11:24 AM
SOURCE: Website
NAME: Penny Atkins

COMMENT:

The two leading options do not adequately consider and serve the community, but instead consider only how to increase the number of people who can get to Alta and Snowbird. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Adding a gondola system or expanding the road width are detrimental to the environment of LCC and the public who enjoy the other resources therein. **(32.4I, 32.2.9C, and 32.2.9E)** I fully support a toll system and increased incentives for riders to use public transportation (both in LCC and BCC), as this will inherently reduce the number of cars on the road. **(32.2.9A, 32.2.4A, and 32.1.1.A)** Unfortunately, until the community and users of the canyons realize the need to utilize mass transit and act on that realization, any of the proposed solutions will not serve their intended purpose.

COMMENT #: 10769
DATE: 9/2/21 11:24 AM
SOURCE: Website
NAME: Richard Taxwood

COMMENT:

I would like to speak out in favor of the gondola option. **(32.2.9D)** I had the opportunity to visit a similar installation last week in Gindelwald, Switzerland. The base terminal housed the 3S Gondola as well as a 10 person Gondola, a train station, a bus station as well as a 100 stall parking structure. There were also numerous shops and even a grocery store. The station fit nicely in the Swiss countryside. The impact of the towers on the viewshed was minimal and the efficiency of moving people to the upper terminal where a station of The Eiger Railway is located was impressive. This system can operate in many weather conditions unimpeded eliminating congestion and delay that happens on the highway due to weather or poor driving. One person encountering a problem on the road can clog the canyon for hours. **(32.2.6.3P)** The construction impacts of this type of system are far less than those of widening the highway to four lanes not to mention the reduction of the carbon foot print. **(32.13A, 32.13B, and 32.10A)** Having this type of safe reliable transportation in Little Cottonwood Canyon would be a benefit for the environment for generations to come. Having worked and commuted in the canyon for 41 years a solution of this magnitude is needed. Thank you

COMMENT #: 10770
DATE: 9/2/21 11:24 AM
SOURCE: Website
NAME: Jon Koenig

COMMENT:

Gondola. **(32.2.9D)**
My vote is reliability.

There is no doubt it will have a negative visual impact and we all-including future generations -sacrifice the wilderness type feel in exchange for a more resort type feel. **(32.17A and 32.4I)** But having had the personal experience with an injury which required an ambulance that wasn't able to make it up due to an avalanche, and having to wait it out on a backboard for five hours and forty five minutes, I know reliability is worth the sacrifice. **(32.2.6.5H)**

The aesthetic of a gondola fits, and the bus, haha I mean that isn't mountain transportation, 50 people standing (holding on for dear life) as who knows who has all 50 people's lives in there hands, not to mention holding all sorts of gear-that in the event-instantly turns nightmarish. It would be a tragic event if/when one of those busses gets a little too out of control for the driver to handle. **(32.2.6.3P)** Successful public transportation is all about reliability, especially when the audience can afford to drive themselves, they shouldn't have to worry or contemplate the driver's ability.

Living in Granite I also strongly agree with the parking hubs and would like to see intelligently placed traffic calming strategies that prompt people to use lots rather than parking at the gondola site. Keeping Wasatch Blvd a community road that places safety over speed. I believe the hubs will be great economic drivers in the community, and will add to the community lifestyle. **(32.2.6.5E, 32.2.6.2.2A, and 32.6C)**

One item that I hope doesn't get overlooked as a Granite Resident, are bus/shuttle pickups for residents along the route, especially at or around the 9800 South and Wasatch, either at the park or at the bell canyon trailhead, this will help the neighborhoods to have walkable access. **(32.2.6.5J)**

Bike racks or allowing bikes would be cool and keep things fun in the summer. **(32.2.6.5I)**

The snowsheds and widening of roads and salt and vehicles and all sorts of foreign material going into the water, just seems old school, destructive, and lacks leadership. **(32.12B)**

Fully support reliability, Even though deep down I wish nothing had to change, but it does, the visual change to the canyon will take some time to get familiar with, but I still think the upsides will outweigh that in the end.

Thank you."

COMMENT #: 10771
DATE: 9/2/21 11:25 AM
SOURCE: Website
NAME: Patrick Ramsay

COMMENT:

Please don't wreck this mountain. Gondolas can still face catastrophic failure. **(32.2.9E, 32.4I and 32.2.6.5K)** Boulders won't. **(32.4B)** Changing the face of Little Cottonwood Canyon for the benefit of ski resorts that will likely become un-skiable in our lifetime seems like a gross and permanent human mistake. **(32.2.2E, 32.20C, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The problem is people treating the wilderness like an amusement park when we should really be thinking of it as a sacred and finite space. How will you explain the wilderness to your grandkids when there is none left? **(32.4I and 32.29G)**

COMMENT #: 10772
DATE: 9/2/21 11:27 AM
SOURCE: Website
NAME: Tania Awalegaonkar

COMMENT:

Salt Lake City is known for its access to outdoor climbing. Please consider alternatives that save the precious and rare ecosystem that we have, and the enjoyment that comes with it! **(32.29G, 32.4A, 32.4B, 32.13A, and 32.13B)**

COMMENT #: 10773
DATE: 9/2/21 11:27 AM
SOURCE: Website
NAME: Matthew Bergman

COMMENT:

No to the gondola. Why do we need to get more people in the canyons? **(32.2.9E and 32.1.2B)**

COMMENT #: 10774
DATE: 9/2/21 11:27 AM
SOURCE: Website
NAME: Becky Glad

COMMENT:

My vote is for the Gondola B alternative **(32.2.9D)**

COMMENT #: 10775
DATE: 9/2/21 11:32 AM
SOURCE: Website
NAME: Stan Rosenzweig

COMMENT:

When most citizens and all impacted towns and cities come out in favor of better bus service and no gondola, but a former Utah State Senate President stands to make millions on that gondola, which way do you expect UDOT to decide? **(32.2.9N)**

COMMENT #: 10776
DATE: 9/2/21 11:33 AM
SOURCE: Website
NAME: Kyle Reeves

COMMENT:

Dear Utah Department of Transportation,
I do not support either solution, and I know I am not alone in this opinion. **(32.2.9C and 32.2.9E)** I believe the mountains should be left as they are without any additional infrastructure. The Wasatch range, and Little Cottonwood Canyon is home to a vast amount of flora and fauna that would be disturbed by these added measures. **(32.13A and 32.13B)** I understand that the area has already been significantly impacted by human progress, and that is something that we must live with because it has already happened. However, we have an opportunity to think critically about any further measures before they happen. Aside from the obvious environmental impacts, this plan only benefits the ski resorts, while actively taking away from other seasonal and year round recreational activities in the area. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Myriad hiking trails, rock climbs, bird watching sites, backcountry ski trails, and much more will be destroyed by either option that UTDOT is proposing. **(32.4A, 32.4B, and 32.4I)** The effect on local wildlife and the ecosystem, as well as the many humans who enjoy the area, would be negative with either proposed solution. Consider leaving the roads as they are. Furthermore, I believe it is unethical for UTDOT to consider either of these options and make the local residents pay for it through taxes. **(32.2.7A)** These proposed solutions will only directly benefit the business of the ski resorts at the top of the canyon. Not everyone who visits the canyon or lives in the area utilizes the ski resorts, yet everyone in that list will be affected by these changes. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. The Wasatch is a special place that requires such highly contested opinions over. Having this public discussion is a sign of the department and the State's care and regard for the area. I hope that you will see that caring for the area and it's inhabitants will require seeing past the monetary benefits of easier ski resort access and viewing the entire picture instead.

Thank you for your consideration.

-Kyle Reeves

COMMENT #: 10777
DATE: 9/2/21 11:33 AM
SOURCE: Website
NAME: Amy Carmichael

COMMENT:

Alternative methods should be evaluated before the gondola. **(32.2.2PP and 32.2.9E)** The proposed gondola plan does nothing. The worst traffic is on powder days. Powder days include avalanche mitigation, meaning the gondola won't even be running at this time. **(32.2.6.5H)** It is an ineffective method tailored to two private businesses at the expense of tax payers and anyone who is using Little Cottonwood Canyon. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 10778
DATE: 9/2/21 11:33 AM
SOURCE: Website
NAME: Cameron Evanoff

COMMENT:

Please allow the gondola option to be built, need fewer vehicles going up the canyon. The gondola would become a tourist draw on its own and support winter operations in a consistent and highly reliable mode. **(32.2.9D)**

COMMENT #: 10779
DATE: 9/2/21 11:34 AM
SOURCE: Email
NAME: Emily McKinney

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

Don't build the gondalas!

Sincerely,
Emily McKinney
St Paul, MN

COMMENT #: 10780
DATE: 9/2/21 11:35 AM
SOURCE: Website
NAME: Leslie Kovach

COMMENT:

"As a resident who lives along [REDACTED] and skier. I would like to ask that more studies be done on both the air quality, and water quality in and around Wasatch Blvd. **(32.10A, 32.12A, 32.12B, and 32.12D)** I would also want to have Salt Lake City Public Utilities weigh in on the increased use of the canyon, which is up to 30% of the culinary water for Salt Lake City. How do they see the impact of more people up the canyon and any type of development that may occur in the canyon. **(32.12F)** In addition, I would like to have UDOT do a traffic study on Wasatch Blvd. which includes the noise pollution that currently occurs due to speeds and how they are going to mitigate this for the residents who live along the roads. **(32.11B)**

Over all I would not choose either option until all other options are exhausted. **(32.2.9C, 32.2.9E, and 32.2.9R)** That would include Tolling, inspections of vehicles that are traveling up the canyon in the winter, and increase bus service. **(32.2.4A, 32.2.2M, and 32.2.9A)** This would include both big and Little Cottonwood. **(32.1.1A)**

Lastly, I would say that this project is a tax payer boondoggle which supports 3 businesses and completely dismisses the needs and desires of not only the people who live along the corridor but also the people of the state who will be required to fund this project. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 10781
DATE: 9/2/21 11:35 AM
SOURCE: Email
NAME: Lori Sheranian

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Lori Sheranian
Mapleton, UT

COMMENT #: 10782
DATE: 9/2/21 11:36 AM
SOURCE: Website
NAME: Diana Jenson

COMMENT:

Hello UDOT,

I am a Cottonwood Heights resident, and ICU nurse at the U of U. As a climber and skier I spend >100 days in both BCC and LCC. I have a few comments I'd like to make on the Draft EIS.

- As a resident of Cottonwood Heights I do support the transportation hubs, and I do support road widening of Wasatch Blvd. **(32.2.9L)** I'd like to see that side walks and bike lanes are installed on Wasatch and all of the major streets (Ft. Union, ect.) so that Cottonwood Heights residents can reduce impact on their commute to the transportation hubs with either walking or biking. **(32.2.6.2.2A)**
- I believe that BCC is equally as big of a problem and contributor to traffic as LCC and one of my major issues with the preferred alternatives is that they do not address crowding and traffic with regards to BCC. **(32.1.1A and 32.20D)**
- As a climber, and specifically a boulderer I am saddened that either alternative would affect climbing in LCC. People have been bouldering and climbing in LCC for well over 50 years, and having grown up here, some of those boulders have significant meaning to myself as well as many others. LCC is world renowned for its bouldering, and the thought that some of the most classic areas will be affected by these two solutions is terrible. Both the gondola and the road widening are not viable or acceptable solutions for me. UDOT and the LCC/BCC communities need to find and try solutions that do not physically alter LCC before we explore other options. **(32.4A, 32.4B, 32.2.9A, and 32.2.2PP)**
- I know there is an expected increase in canyon usage over the next 50 years but this increase is speculative, and there is no reason for us to assume that a gondola or road widening is the best solution without trying other less invasive solutions first. **(32.29R)**
- In addition, it seems that either of these solutions are directly geared towards helping increase usage at the ski resorts. I do not support any measures that directly support Alta or Snowbird, and do not account for other users in the canyon, and on top of that, take away valuable resources from other users. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**
- I do support tolling, and I believe that no private vehicles should be in either canyons, unless they are employees, resident, or approved shuttles. **(32.2.4A and 32.2.2B)** At least for the winter months. I believe this will also help with the crime issues at trailheads, as well as reduce private vehicle accidents. There are many examples of areas that have successfully implemented bus or shuttle only style access programs.
- I do support the snow sheds, and understand how they will help with mitigation to the canyons avalanche problems. This is the only physical change I support for the canyons. **(32.2.9K)**
- I support increased or mandatory bus services, and would like to see a local, and express style system with local buses stopping at all the major trailheads. **(32.2.9A, 32.2.2B, and 32.2.6.3C)** This may change how some use the canyon (for example further walks to certain spots), but it will not take away or destroy resources. Also, increased and or mandatory bus services will help alleviate the congestion and traffic issues in both LCC and BCC immediately. How BCC is not a targeted issue is of big concern to me. **(32.1.1A)**

- I believe that if we do not make the public transportation solution mandatory, we will not truly solve the congestion issues. It's nice to think that people will take the buses, but if the incentive isn't very high, it will not work. **(32.2.4A)** It needs to either be mandatory, or an incentive well beyond a monetary charge. **(32.2.2B)**

In summary, I do not support either of the Draft EIS two preferred alternatives with regards to road widening and the gondola, and would like to see tolling, private vehicle restrictions, and increased bus services from the the transportation hubs to help services both BCC and LCC. **(32.2.9C, 32.2.9E, 32.2.4A, 32.2.2B, and 32.2.9A)**

We cannot let Alta and Snowbird ruin our canyon for their gain. These canyons mean a lot to a lot of people who do not want to see their resources destroyed for the ski resorts.

Thank you.

COMMENT #: 10783
DATE: 9/2/21 11:36 AM
SOURCE: Website
NAME: Jessica Schenkman

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, 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)**

Read from SLCA's Justice, Equity, Diversity, and Inclusion (JEDI) Committee how UDOT's proposals perpetuate environmental marginalization and injustice in the Wasatch Front. **(32.5A)**

COMMENT #: 10784
DATE: 9/2/21 11:36 AM
SOURCE: Website
NAME: Amy Carmichael

COMMENT:

As I've mentioned before, the proposed gondola system will do nothing to change traffic, as it won't run on powder days when needed the most. **(32.2.9E, 32.2.6.5H and 32.7C)** On the days where it does run, bringing more people into the canyon only makes matters worse. **(32.20A and 32.20C)** Plans to actually reduce the number of the people in the canyon should be evaluated prior to this. **(32.1.2D and 32.2.4A)** I also am not in support of wider lanes. Additional buses can be used without doing this. **(32.2.9C and 32.2.9A)**

COMMENT #: 10785
DATE: 9/2/21 11:36 AM
SOURCE: Website
NAME: Scott Lambert

COMMENT:

I favor the Gondola. A Gondola will maximize how many people can access the canyon under any circumstances. Traveling in the European alps they have extensive gondola networks that ease congestion, move people rapidly and rid areas of vehicle congestion. Please, build the gondola system.
(32.2.9D)

COMMENT #: 10786
DATE: 9/2/21 11:36 AM
SOURCE: Email
NAME: Elisa Opt Hof

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Elisa Opt Hof
Mapleton, UT

COMMENT #: 10787
DATE: 9/2/21 11:36 AM
SOURCE: Email
NAME: Mitchell 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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- 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,
Mitchell Johnson
Draper, UT

COMMENT #: 10788
DATE: 9/2/21 11:36 AM
SOURCE: Email
NAME: Alexis 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):

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Sincerely,
Alexis Johnson
Draper, UT

COMMENT #: 10789
DATE: 9/2/21 11:37 AM
SOURCE: Website
NAME: Anthony Rucci

COMMENT:

I am strongly opposed to the gondola solution. **(32.2.9E)** The proposed option serves to benefit only Alta and Snowbird, while only being a supposed "critical" resource for a few storms a year. **(32.1.4D, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** This gondola will ruin the natural view and beauty of the canyon that can never be restored. **(32.17A)** Low impact/cost alternatives exist, and must be fully investigated and vetted prior to making a permanent, irreversible change to the canyon. **(32.2.2PP and 32.29R)** A firm commitment must be made to enforcing mandatory traction laws from Nov to May, while also enforcing tolling at the mouth with potential "fast pass" lanes for eligible riders or carpoolers. **(32.2.2M, 32.2.4A, and 32.2.2Y)** It must be understood that a taxpayer funded endeavor should produce a solution that benefits taxpayers all year long with easier access to all points of recreation along LCC as opposed to the current plan that benefits the private interests of Alta and Snowbird at the top of the canyon. **(32.1.2C and 32.2.6.3C)**

COMMENT #: 10790
DATE: 9/2/21 11:38 AM
SOURCE: Website
NAME: Mandy Jepsen

COMMENT:

One track minded, way to ruin everything for everyone except skiers. (32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C) Wonderful critical thinking, this is an entirely flawless plan. NOT. (32.29G)

COMMENT #: 10791
DATE: 9/2/21 11:38 AM
SOURCE: Email
NAME: Madalyn Opt hof

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Madalyn Opt hof
Mapleton, UT

COMMENT #: 10792
DATE: 9/2/21 11:39 AM
SOURCE: Email
NAME: Christy Delgado

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Christy Delgado
South Jordan, UT

COMMENT #: 10793
DATE: 9/2/21 11:41 AM
SOURCE: Website
NAME: Marjorie Gendler

COMMENT:

I definitely oppose the gondola operation. **(32.2.9E)** The canyon is beautiful but will not be if a gondola is built in it. **(32.17A)** My main objection is that I no longer ski Alta, but I still use the canyon to access hikes in both the winter and summer. The condole will not help us hikers get to trailheads, whereas a bus could make multiple stops. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Put bus stops at the trailheads and have a frequent schedule. **(32.2.6.3C)**

COMMENT #: 10794
DATE: 9/2/21 11:41 AM
SOURCE: Website
NAME: David Arcilesi

COMMENT:

I don't see spending half a billion dollars for a problem that exist 10-12 days each winter. **(32.1.4D)** The Gondola will turn LCC into an amusement park. **(32.2.9E)** Just use the road we have and run more buses. **(32.2.9A)** Charge a \$35 toll for private cars to use the road during peak times. **(32.2.4A)**

COMMENT #: 10795
DATE: 9/2/21 11:41 AM
SOURCE: Website
NAME: Rebecca Roberte

COMMENT:

Please do not destroy LCC by putting in a gondola or widening the road. **(32.2.9E and 32.2.9C)**
Enhance the bus system and cap the ticket sales at the resort. **(32.2.9A, 32.2.4A, and 32.2.2K)** We do not need to wreck this beautiful canyon by putting a structure in it. **(32.17A)** Leave nature alone.

COMMENT #: 10796
DATE: 9/2/21 11:41 AM
SOURCE: Email
NAME: Finn Stack

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Finn Stack
Boulder, CO

COMMENT #: 10797
DATE: 9/2/21 11:41 AM
SOURCE: Email
NAME: David Tillotson

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

COMMENT #: 10798
DATE: 9/2/21 11:42 AM
SOURCE: Website
NAME: Collin Titus

COMMENT:

Hello people reading all these comments, I'm writing today to let you know that at least myself personally am not in favor of the gondola being built. **(32.2.9E)** I'm in favor of snowsheds in certain slide paths and enhanced bussing. **(32.2.9K and 32.2.9A)** I'd also love for UDOT to voice the people's concerns over the Ikon pass, the leading cause of overcrowding at the resorts, that should be the immediate first solution before we build a gondola. **(32.2.2K)** I understand the benefits of it running while the canyon has a slide hit the road, however it's not going to fix the bottom line issue of massive crowds and lift lines, it will likely ruin the canyon if it's built. **(32.20C and 32.4I)** Considering political figures are speaking out against it I think it only makes sense to cancel that idea and try the other ideas first at least. Please remember that the gondola is essentially a permanent structure, a permanent eyesore on a beautiful canyon that needs other ideas used to fix it's issues, add a toll, up the number of busses and just entice people to use the busses. **(32.17A, 32.2.9A, and 32.2.4A)** I've been told people don't wanna use the busses with COVID being a thing, but they want to use a gondola even though that's the same personal issue for them. **(32.2.6C)** I've used the bus plenty and find it efficient on days necessary or when I'm backcountry skiing and go between both S.R. 190 and 210.

Overall just please consider the less extreme ideas before the gondola. **(32.2.2PP and 32.29R)**

-collin titus

COMMENT #: 10799
DATE: 9/2/21 11:44 AM
SOURCE: Website
NAME: Judy Miller

COMMENT:

I am totally against any kind of of public transit up Little Cottonwood Canyon except bus with a designated lane so it is, indeed, faster than individual cars. **(32.2.9B)** Buses can be used in all seasons and drop hikers off in the spring/summer/fall and skiers off in winter. **(32.1.2C and 32.2.6.3C)** Having satellite parking lots--maybe even using TRAX lots seems like a practical idea. **(32.2.2I)** Please do not put up a tram or any other aerial conveyance. **(32.2.9E)** Thank you.

COMMENT #: 10800
DATE: 9/2/21 11:44 AM
SOURCE: Email
NAME: Teri Finlayson

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Teri Finlayson
SouthJordan, UT

COMMENT #: 10801
DATE: 9/2/21 11:44 AM
SOURCE: Email
NAME: Michael Smart

COMMENT:

Dear Utah Department of Transportation (UDOT),

Save the canyons! **(32.29G)**

Sincerely,
Michael Smart
Riverton, UT

COMMENT #: 10802
DATE: 9/2/21 11:45 AM
SOURCE: Website
NAME: Cory Reekc

COMMENT:

I STRONGLY OPPOSE A GONDOLA IN LCC. **(32.2.9E)** Taxpayer monies should absolutely NOT be used to benefit two specific private enterprises. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Alta and Snowbird need to DROP the mega passes that have created an extreme overcrowding issue. **(32.2.2K)** The gondola ONLY serves the resorts.

COMMENT #: 10803
DATE: 9/2/21 11:45 AM
SOURCE: Email
NAME: Maria Nasioti

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the LCC (DEIS):

1). Is the goal to reduce private vehicles in the canyons? **(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). Before you proceed with these transportation alternatives, you have to conduct visitor capacity studies. **(32.20B_ These transportation alternatives will significantly increase the number of visitors accessing LCC and they pose a risk of over-use of LCC, which could result in negative environmental, public safety, and water resource consequences. (32.20A and 32.20C)**
Additionally could negatively impact the visitor experience for both tourists and locals who seek to enjoy recreation and nature from unmanaged crowds. **(32.20C and 32.4I)** These concerns have been raised repeatedly by the public, various groups, and elected officials during the EIS process, but the limited scope of the EIS's has not allowed UDOT the opportunity to fully consider these issues. Why? **(32.20A and 32.20C)**

3). 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 LCC . **(32.4A, 32.4B, and 32.4G)**. Both UDOT proposals threaten iconic climbing throughout Little Cottonwood and at least 64 boulders and 273 boulder problems. **(32.4A and 32.4B)**. The 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 LCC Park and Ride. **(32.4N and 32.4P)**.

4). Year-round visitation whether to a designated ski area or summertime trailhead is not served by a gondola. **(32.1.2C, 32.2.6.5F, and 32.2.6.5G)**

5). Canyon road expansion will impact 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? **(32.13A and 32.13B)**

6). Protection of the fragile environmental conditions is the highest priority for the communities that rely on these Mountains for watersheds and water supply. Any transportation solution for LCC should minimize and mitigate negative environmental impacts, including irreversible damage to the watersheds that provide precious drinking water to more than 450,000 people in the Valley and in the LCC itself. **(32.12A and 32.12B)**

7). Traffic congestion in LCC will still continue even with the gondola because it's highly reliant on private vehicles in the canyon. **(32.2.4A, 32.7B, and 32.7C)** We need to remove private vehicles from our roadways, not add them! Driving to the gravel pit and to the gondola base doesn't eliminate car congestion. **(32.2.2L, 32.2.4A, 32.2.6.2.1C, and 32.2.6.5E)**

8). Taxpayers will pay for that, and that will benefit only private corporations like Snowbird. Spend all that money for 30 days per year? That serves only resort users? Why? **(32.1.2B, 32.1.2D, 32.1.4D, 32.2.7A, 32.7B, and 32.7C)**

UDOT must find a new alternative based on an expanded bus service, coupled with tolling and other traffic mitigation strategies like parking outside of the Canyons that includes dispersed recreation transit needs before any permanent changes are made to LCC that will forever damage it. (**32.2.9A, 32.2.2PP, 32.2.4A, 32.2.6.3C, and 32.1.2D**)

Sincerely,
Maria Nasioti
Salt Lake City, UT

COMMENT #: 10804
DATE: 9/2/21 11:45 AM
SOURCE: Email
NAME: Erica Olsen

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

COMMENT #: 10805
DATE: 9/2/21 11:46 AM
SOURCE: Website
NAME: Pam Smith

COMMENT:

All other options need to be exhausted within the current infrastructure before we irreversibly destroy LCC and disrupt a vital watershed. **(32.29R, 32.12A, and 32.12B)** Canyon users should be incentivized 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 32.2.6.5N)**

The gondola only serves the resorts and most often only those who can pay upwards of \$1K for a season pass. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I think it's ethically wrong for a private company to profit off public lands that only seek to serve the privileged, especially while expecting taxpayers to subsidize the cost.

We should first consider the easiest, cheapest, and most environmentally sound option we have. I believe that we should not move forward with either option until we can definitively say that current infrastructure is inadequate. **(32.2.9C, 32.2.9E, and 32.29R)** Furthermore, any future option should include options for the diverse outdoor community beyond only resort users. **(32.1.2C and 32.2.6.3C)** Installation of either the gondola or additional lane options will forever have an adverse and irreversible impact on land that provides critical resources to the people of Utah. **(32.4I)**

COMMENT #: 10806
DATE: 9/2/21 11:46 AM
SOURCE: Email
NAME: Stephen Hales

COMMENT:

Dear Utah Department of Transportation,

As a three decade user of ALL parts of LCC canyon, I do NOT support a publicly funded solution that serves only private corporations, aka, Alta and Snowbird. **(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,
Stephen Hales
Draper, UT "

COMMENT #: 10807
DATE: 9/2/21 11:46 AM
SOURCE: Email
NAME: Susan Clement

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,
Susan Clement
Salt Lake City, UT

COMMENT #: 10808
DATE: 9/2/21 11:47 AM
SOURCE: Website
NAME: Nathan Rafferty

COMMENT:

Submitted on behalf of Ski Utah:

The recent proposals that the Utah Department of Transportation have outlined as solutions for the ongoing transportation issues in Little Cottonwood Canyon seem to have the whole valley abuzz.

Over the past decade there have been a variety of solutions proposed, but one thing is clear: something needs to be done to mitigate transportation issues in the canyon so that we can all continue to enjoy responsibly recreating in the mountains while still protecting our environment.

Recently, UDOT narrowed the proposed solutions down to two after a number of studies: widening the road and incorporating more buses or building a gondola with a parking station at La Caille.

There are pros and cons to both proposals. However, as a veteran of the ski industry and current president of Ski Utah, a 501(c)6 devoted to promoting the ski industry in Utah, the discourse surrounding this project seems to be about the wrong idea. Many of the comments we've seen, fueled by misinformation and confusion, are debating whether we do something or nothing. Doing nothing is no longer a viable option. **(32.1.4A)**

The question is quite simple: would you rather ride a bus or a gondola in Little Cottonwood Canyon? The answer is also simple: a bus is something you must ride whereas a gondola is something you get to ride. From a user experience standpoint, a gondola is the obvious option. The proposed option would make it easy for guests to park in a large parking garage at La Caille and be swiftly transported up the canyon via gondola cabins that arrive every 15 seconds. It will take approximately 31 minutes to arrive at Snowbird and 37 minutes to arrive at Alta, which is much faster than waiting in traffic up the canyon on a powder day. **(32.2.9D and 32.2.6.5C)**

Speaking as someone who grew up riding the bus every weekend from Foothill Drive to Solitude before I could drive, buses were a great option back then, and UTA has continually done a great job working with all available resources. However, as a state, we have simply outgrown this option. While our calling card has always been The Greatest Snow on Earth, the other aspect Utah is known for is The Greatest Access on Earth. If that access goes away and we can no longer honestly say that we have 8 resorts within 45 minutes of the airport, so too disappears a good portion of our \$1.7 Billion ski industry, 20,000+ jobs and all the economic benefit Utah gleans from it. Access to backcountry terrain has also been a hotly debated topic throughout this discourse. We know that a significant portion of backcountry tours start from Alta and/or White Pine and would also be easily accessible via the gondola.

The gondola solution is also the clear choice from an environmental standpoint. The enhanced bus with road widening involves more asphalt, more concrete, more cars, more room for human error and more emissions. **(32.1.2B, 32.7B, 32.7C, and 32.10A)** It also is still subject to closure due to avalanches or accidents. **(32.7A and 32.2.6.3P)** The gondola, on the other hand, will reduce carbon emissions in the canyon by up to 56%. **(32.10A)** We cannot continue to rely solely on motor vehicles in Little Cottonwood Canyon and expect to preserve it for generations to come.

The gondola is a forward-thinking, long-term solution that helps preserve the canyon while removing cars from the road and emissions from the air. **(32.10A)** It also enables guests to enjoy its beauty in a

new, safe and less invasive way. **(32.17A)** Finally, it provides an emergency access and exit route should a road closure occur. **(32.2.6.5H)**

Finally, the gondola proposal doesn't exist to simply benefit the ski resorts. That's really shallow thinking and an easy straw man. The ski resorts will continue to grow and thrive regardless of which solution is chosen. This decision is about the canyon and the visitor experience, not the ski resorts. The Gondola option will preserve and protect Little Cottonwood Canyon. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

UDOT has extended the period of public commentary until September 3, and we encourage everyone to submit their input. The future of skiing and snowboarding in Little Cottonwood Canyon is in our hands.

COMMENT #: 10809
DATE: 9/2/21 11:47 AM
SOURCE: Website
NAME: Daniel Clayton

COMMENT:

I do not support the idea of a gondola in LCC. The idea ruins the landscape and does not address the issue adequately. **(32.2.9E, 32.4I, 32.17A, 32.7B, and 32.7C)**

COMMENT #: 10810
DATE: 9/2/21 11:47 AM
SOURCE: Website
NAME: Steven Gilman

COMMENT:

- The snow sheds in LCC have been called for in every transportation study in the last 40 years. Build them. **(32.2.9K)**
- Fix the road add Buses as needed. **(32.2.9B)**
- Put some more money into plowing the road. **(32.2.2II)**
- The ski resorts are a 24hr a day operation, the gondola would not serve that. **(32.2.6.5N)**
- Road surface issues are the main reason for Canyon slowdowns. Work on those problems. **(32.2.2II)**
- Add traffic lights to the access roads from the parking lots so traffic keeps moving in the upper canyon. **(32.2.2UU)**
- Add do not pass advisories to the downhill passing lanes on crowded days to prevent the every other phenomenon that stops traffic mid canyon on crowded days. **(32.2.9D)**
- Widen Wasatch Boulevard and 9800 S to 5 lanes, bike lanes and sidewalks both sides. **(32.2.6.2.2A and 32.7E)**

COMMENT #: 10811
DATE: 9/2/21 11:47 AM
SOURCE: Website
NAME: Erica Holland

COMMENT:

I strongly oppose the proposed gondola in favor of bus services. **(32.2.9E and 32.2.9A)** It's a massive waste of money that benefits no one except the resorts and the developers. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The time to access the gondola is prohibitively long. But more importantly to me as an active member of the outdoor community here and a frequent visitor to LCC is that this gondola does not serve the outdoor community beyond getting dropped off at the two resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** There many other trail heads and destinations along the canyon for a variety of activities outside of resort skiing that are inaccessible from the proposed gondola. These spots are part of what makes the canyon so special and it would be a shame for the essence of the canyon to be ruined in a misguided attempt to reduce traffic and environmental impact with a gondola. The bus route options are both more realistic and user friendly. **(32.2.9A, 32.1.2D, 32.2.6.3C, 32.2.6.5G, and 32.4I)**

COMMENT #: 10812
DATE: 9/2/21 11:47 AM
SOURCE: Website
NAME: Camden Clements

COMMENT:

I am an avid rock climber and believe the impacts of this project will greatly effect (destroy) some climbing areas and boulders. **(32.4A and 32.4B)** Please use information from local climbers (and other outdoor sports groups) to avoid damaging these non renewable and limited natural resources. **(32.29G)**

COMMENT #: 10813
DATE: 9/2/21 11:48 AM
SOURCE: Email
NAME: Jack Crognale

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 agree with the above statement whole heartedly.

Sincerely,
Jack Crognale
Sandy, UT

COMMENT #: 10814
DATE: 9/2/21 11:49 AM
SOURCE: Email
NAME: George Sullivan

COMMENT:

Dear Utah Department of Transportation,

No to the gondola project. **(32.2.9E)** The canyons exist for public use and enjoyment, not to serve as expressways to private, expensive ski resorts. No to public funding for this project. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Instead, consider the following:

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

- Tolling to manage canyon capacity **(32.2.4A)**

- Free bus on weekends **(32.2.4A)**

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

- 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)**

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,
George Sullivan
Slc, UT

COMMENT #: 10815
DATE: 9/2/21 11:49 AM
SOURCE: Email
NAME: samantha Tillotson

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
samantha Tillotson
Draper, UT

COMMENT #: 10816
DATE: 9/2/21 11:50 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 **(32.2.9E and 32.2.9C)**

In addition to the items below I want to point out that, if a strategy of widening the road was adopted, not something I would immediately support, the idea that two dedicated bus lanes would be required is false. A single bus lane in the center is all that is required. The high volume traffic times are always one way. The traffic is congested up canyon in the morning and down canyon in the afternoon and evening and the bus lane can be used in that way. The buses can go up the bus lane and down the uncrowded regular lane in the morning and reverse after any half day pass times in the afternoon. **(32.2.2D)**

- 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,
Bill Arthur
Salt Lake City, UT

COMMENT #: 10817
DATE: 9/2/21 11:51 AM
SOURCE: Website
NAME: Thomas Chandler

COMMENT:

Hello,

First I'd like to thank the team there for the hard work of planning transportation solutions for something as complex as the Wasatch Canyons. I'm confident that clear minds and intelligent solutions will prevail.

I'm a lifelong climber, skier and outdoor enthusiast, moved to Utah 23 years ago for the combination of excellent outdoor recreation resources and the amenities and job opportunities of the city. I've been involved with the SLCA as a board member, and have spent a lot of time exploring all corners of the Wasatch with my family. Although I'm a little sad that the canyons are becoming "loved to death", I'm not naive to the fact that this is a fact of life given population increasing, and more people coming here for the same reasons I did.

My main concern with the current proposals is that it seems to be solely focused on the issues in Little Cottonwood. **(32.1.1C)** We now know that the same problem exists in Big Cottonwood as well. Over the past several years BCC has become just as clogged on the busiest days - to the point that the experience of attempting to enjoy Utah's legendary powder in either canyon is simply not worth the effort - in terms of traffic, parking and the experience at the resorts. **(32.1.1A)**

I am against the gondola because I think it's a narrowly focused solution for a very specific user group, benefitting the ski resorts. **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** It seems that this might be a step towards another Olympic bid because of the canyon access issue, while also being something of a tourist attraction that can be promoted by the ski tourism bureau. I can understand that, but this solution would cause a massive change in the character of the canyon for a small user group on specific days (which interestingly is the highest profit user group,...) **(32.1.4D and 32.1.2D)** I appreciate some aspects of the gondola (quieter, no road widening, potential less energy usage) but that does not outweigh the visual impacts, as well as the footprint of towers (and their construction). **(32.17A and 32.13A)**

The road widening is also a short sighted and obscenely destructive option that will forever change the character of the bottom of the canyon, not only for climbers, but for all non motorized users. **(32.4A)** As we know, SLC and LCC specifically has always been a hub for climbing in the U.S., and this is even more significant now that USA Climbing is based here. To destroy a large amount of roadside boulders and trails is an extreme affront to the community, both for the climbers who have fought to protect and steward this resource over the past 30 years, but also for the future generations who will get to enjoy this activity. **(32.4A and 32.4I)**

I encourage your committee to reconsider these options by taking a more zoomed out, wider view of recreation and transportation in the Wasatch, and find a better way to balance environmental protection, commerce, and user experience across all canyons and the urban/wilderness interface. We have a very challenging, but incredible opportunity to set an example of innovative, forward thinking solutions that will benefit first and foremost local residents, local business and visitors, in that order. Please do not place skier traffic as a higher priority over local residents who either do not ski, or cannot afford to ski, but are also avid visitors to the canyons. **(32.2.2PP, 32.2.9A, and 32.29G)**

I am in favor of testing options that include responsible, non-resource destructive changes to the roadway to allow for tolls, more busses, bike lanes, capacity limits and strict vehicle restrictions. **(32.29R, 32.2.4A, 32.2.9A, 32.9A, 32.9B, 32.20B, 32.2.2L, and 32.2.2M)** Destroying significant historical natural resources should never be an acceptable option.

Thank you for the opportunity to comment.
Tommy Chandler

COMMENT #: 10818
DATE: 9/2/21 11:51 AM
SOURCE: Email
NAME: John Curtis

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 Curtis
Salt Lake City, UT

COMMENT #: 10819
DATE: 9/2/21 11:51 AM
SOURCE: Email
NAME: Cathy Bobbe

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Cathy Bobbe
Salt Lake City, UT

COMMENT #: 10820
DATE: 9/2/21 11:51 AM
SOURCE: Email
NAME: Mike Hesslau

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Mike Hesslau
South Salt Lake, UT

COMMENT #: 10821
DATE: 9/2/21 11:52 AM
SOURCE: Website
NAME: Jonny Bigelow

COMMENT:

Short answer: Don't make these massive investments without more experimentation with lower cost, and lower environmental impact solutions!! **(32.29R)** Learning for another season or two to make a generational decision is the right and responsible thing to do.

Longer answer: Skiing at Alta and snowbird, or walking through wildflowers on your way towards Catherine's area in the summer are two of the very best, most beautiful, things you can do in the outdoors. It makes sense why more and more people want to have that experience and cause congestion in the canyons. I'm one of them!

I believe in making modifications to roads and wildlife to enhance access to these opportunities when appropriate. I do not believe, however, there is enough evidence to merit enormous and expensive projects like a road expansion or gondola towers. **(32.2.9C and 32.2.9E)**

Evidence of congestion and over pollution in the canyon is clear, but there has not been iterative experimentation with enhanced bus service on existing roads, and tolling **(32.2.9A and 32.2.4A)**. Even if you just paid hourly employees to restrict certain traffic with tolls at the mouth of the canyon for a portion of high traffic days for a single season we could make a more informed decision on whether or not massive investments are needed. **(32.2.2Y)** Experiment first, gather data, let the community continue to be involved and we will make a much more effective solution than rushing to the current options. **(32.29R)**

If you want volunteers to help with the experimentation of better solutions, put me on your list!"

COMMENT #: 10822
DATE: 9/2/21 11:52 AM
SOURCE: Website
NAME: Kerrie Neal

COMMENT:

Unsure how this is a long term fix. Backcountry ski traffic will only exponentially increase in coming years without a way to accommodate for that traffic. Looks like there is major lack of planning for the bottle neck of traffic that will form for the communities that live at the base of the canyon. Expensive option that will need to be reworked in 5 years. (32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)

COMMENT #: 10823
DATE: 9/2/21 11:53 AM
SOURCE: Website
NAME: Jeremy Collett

COMMENT:

Dear UDOT,

Thank you for addressing the problem of congestion in LCC. As a Salt Lake City resident for the last decade, who frequently accesses LCC in both the winter and summer, I've seen vehicle traffic drastically increase in recent years, and agree that this problem needs to be addressed. With that being said I strongly believe that the enhanced bus service and gondola proposals, are not viable solutions to the problem for the following reasons **(32.2.9C and 32.2.9E)**: 1) both proposals will cause unnecessary environmental destruction to sensitive mountain ecosystems, **(32.13A and 32.13B)** 2) they fall short in addressing the increase of backcountry users who make up a large portion of canyon travelers in winter, **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** and 3) these proposals only apply to LCC while traffic and parking in Big Cottonwood Canyon is equally or worse of a problem. **(32.1.1A)** Lastly it's important to note last season, 2020/2021, was an anomaly due to the COVID 19 pandemic, and we saw far less carpooling, and an increase of single passenger vehicles in the canyons.

My proposal for a solution to the traffic problem in BOTH LCC and BCC is far less expensive, requires minimal development, and benefits both the backcountry community as well as the ski resorts. The central component of my solution is to increase carpooling, and add additional parking at backcountry trailheads. **(32.1.2C, 32.2.4A and 32.2.2Y)** The existing park and rides are far too small and get filled up by 7am busy days. **(32.2.6.1.2C)** Even if people want to carpool, there is currently no good spot for them to meet up and park. **(32.2.4A)** A large parking lot or parking garage at the gravel pit would provide enough additional parking so that everyone who wanted to carpool or ride the bus could actually find a spot. **(32.2.6.2.1C)** Ski resorts should charge for parking for single passenger vehicles, while providing free parking for those who carpool. **(32.2.2K)** Another way to increase carpooling is to legalize hitchhiking in the Cottonwood Canyons, as they have done on Teton Pass in Wyoming. Hitchhiking is a great way to quickly catch a ride up the canyon between bus services, and allow those driving up solo to quickly pick someone up to satisfy ski resort carpool parking requirements. **(32.2.4A and 32.2.2KK)** Lastly, we need to provide more parking at the backcountry trailheads. Backcountry skiing is becoming much more popular and with limited trailhead parking, many skiers end up parking on the side of the road which leads to a slowing of the traffic patterns and inhibits snow removal operations. **(32.1.2D and 32.2.6.2.4A)**

I urge you reconsider both the enhanced bus service and gondola proposals, and instead focus on a far less environmentally destructive and much less costly alternative like the one I have proposed. **(32.2.9C, 32.2.9E, and 32.2.2PP)**

Thank you for taking the time to read my comment.

Sincerely,

Jeremy Collett"

COMMENT #: 10824
DATE: 9/2/21 11:53 AM
SOURCE: Website
NAME: Jonathan Heyse

COMMENT:

I'm in favor of the enhanced bus options. **(32.2.9A)** I would like to see a solution that solves the problem of reducing traffic within LLC, not just getting more folks to the resorts. **(32.1.2B, 32.1.2D, 32.2.4A, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 10825
DATE: 9/2/21 11:54 AM
SOURCE: Website
NAME: Jon Cracroft

COMMENT:

Hello! My name is Jon Cracroft. I was born and raised in Salt Lake City, and our family has called Utah home for several generations. We have all been users of the Cottonwood canyons, mainly for skiing and hiking, but also camping, picnicking, driving/sightseeing, weekend getaways and use of the variety of lodges, mountain biking, road cycling, trail running, photography, event participation, walking, and climbing. And I've also worked as a professional photographer for both of the ski resorts in Little Cottonwood canyon. I have spend countless days of my life in the canyon both working and playing. The current road has mostly always suited my needs for reliable transportation, with the occasional closures for inclement weather and poor road conditions, avalanche mitigation, vehicle accidents, and a few notable long running and large avalanche road crossings that close the canyon for an extended amount of time. These delays are relatively low occurring situations, and I typically get up and down the canyon in a reasonable amount of time. **(32.1.4D)**

I recognize there is frustration among several parties when it comes to the topic of transportation to, amongst, and from Little Cottonwood Canyon. I get it. We want to consistently and predictably get to and from place to place with as little delay, frustration, and friction as possible, and to do it safely. And sometimes, the problems I expressed above don't allow that. I appreciate UDOT making an effort to solve these problem. But, I think the current effort is falling short of solving the problem in a way that creates a long term solution and fully recognizes and addresses all users of the area.

I have read many of the published UDOT/project documents that are publicly available, including the EIS, I've watched the EIS videos, and participated in one of the public hearings, so I feel pretty informed. However, I'm sure there are details I am missing. And frankly probably details that we're all missing.

The problem. What is it exactly? **(32.1.2B)** Stated at the top of the home page <https://littlecottonwoodeis.udot.utah.gov>, it reads: The Utah Department of Transportation (UDOT) began an Environmental Impact Statement (EIS) in the spring of 2018 for Little Cottonwood Canyon (LCC) and Wasatch Boulevard in partnership with Utah "Transit Authority (UTA) and the U.S. Department of Agriculture Forest Service to provide an integrated transportation system that improves the reliability, mobility and safety for residents, visitors, and commuters who use S.R. 210. Ultimately, the partners seek to deliver transportation options that meet the needs of the community while preserving the value of the Wasatch Mountains.

I infer, based on the first two paragraphs of the page reference above, that the problem is: the current transportation solution isn't working, or isn't working as well as is could, or as well as the public wants it to?

I don't believe that all possible options are being presented to the public. The gondola has many flaws and is very expensive. **(32.2.9E)** And the widening of the road for expanded bus service seems like it could work, but leaves many questions. And I'm not convinced that either solution uphold the statement of preserving the value of the Wasatch Mountains.

I'd like to see this transportation study extended and the consideration of an expanded busses, plus vans and shuttles, system considered as another viable options, with hubs located throughout the valley in the most advantageous locations as possible when it comes to convenience in the form of time, friction (ease to get in/out, finding parking, moving equipment, moving kids to and from

buses/shuttles), and the big picture logistics and functionality of a system like this. This is where I feel UDOT and UTA should be putting their efforts. **(32.2.2I)**

I personally would not use the gondola. For one I do not approve of the negative visual effect it would have on the beautiful landscape. **(32.17A)** Seeing giant steel towers lining the canyons would be atrocious. Cables and gondolas would be an offensive sights in such a majestic place. The tower bases will also disturb additional ground and water in the canyons, possibly disrupting sensitive areas. **(32.12A and 32.13A)** Add to that the total transportation time to get from home to destination would include multiple transfers (of equipment, kids, elderly, and/or mobile impaired) and would all add headache and friction. Although it would probably be a rare occasion, I've seen it happen enough that a gondola breaks or is put on wind hold for an undefined amount of time, and passengers are stranded not knowing when they'll be moving again, and how awful would it be to have to do an emergency evacuation from a gondola 200 feet in the air in blizzard conditions, again especially for children and other sensitive groups. **(32.2.6.5K)**

I understand there may be a need to expand the highway to allow for additional bus services. But to give comparison, the road in Zion canyon didn't need to be widened to accommodate their shuttle system. I'd like to see this option researched and surveyed more, but with an emphasis on a broader look at the specific user populations, i.e. skiers, cyclist, hikers, campers, climbers, etc. **(32.2.2B and 32.1.2D)** Surveying all the user groups and allowing an ample amount of public response time is necessary for this to work right. Hikers may be effected differently from climbers, or mountain bikers, or road bikers for example. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** And if we're going to expand the highway we need to consider pedestrian lanes (or additional trail systems) as these canyons are very popular for cycling, walking, and running from bottom to top and back. **(32.1.2B)** This leads to the next concern I have, how do we move a very large amount of people effectively to the transfer points? Instead of having a two transfer points near the base of the canyon, maybe it would be better to have several distributed and dedicated express transfer points in more strategic locations throughout the valley. For example, I live near [REDACTED] on the east side of Salt Lake City. I would be willing to drive my family to a parking garage and catch an express shuttle to a bus station, if the right conditions were met. One the parking garage would need to be convenient and safe to access and leave from. It would need to be well lit, have clean bathrooms, be air conditioned/heated so it was comfortable, and as a bonus have amenities like restaurants or basic concessions, a good example is the parking at City Creek. Additionally the bus transfer station would need the same. And lastly the end locations would need the same. Additionally a comfortable common space at each destination with convenient and safe storage lockers/closets that would take the place of the space I have in my car for storing equipment that I would normally take when going up the canyon. This could be ski lockers, mountain bike valet, a medium size locker for extra clothes/climbing equipment, etc. **(32.6.2.1A and 32.2.3A)**

There are additional traffic control methods that should be considered as well. Tolling is the obvious one to me. And it should be based on congestion, so on very busy days the toll should be higher. There should be an exception for HOV, but instead of 2+ like it is on I-15, I think it should be 3+. **(32.2.4A)**

I have many more thoughts on this topic that I don't have time to include in my comments today. But I'd be happy to participate in a problem solving committee or something of the like to help find a more sustainable, more highly acceptable public solution, that includes approval from the vast user communities.

In conclusion, I do NOT support the gondola option. **(32.2.9E)** I think it's a terrible idea! I could support the expanded bus solution, but with a lot more consideration on how the whole system works. **(32.2.6.3N)** If this is not done right it will be a giant waste of public money!

Thanks!

COMMENT #: 10826
DATE: 9/2/21 11:54 AM
SOURCE: Email
NAME: Riley Hanson

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

COMMENT #: 10827
DATE: 9/2/21 11:55 AM
SOURCE: Website
NAME: Nils Abramson

COMMENT:

I am a 48 year resident using the cottonwood canyons for all season recreation and a ski industry career as a cross country ski area owner (Brighton Ski Touring Center 1979-1986), ski patrol Solitude and food service and caretaker in Alta. I learned to climb and backcountry ski in Little Cottonwood Canyon in the late 70's and 80's. #1 I would recommend charging a user fee for both Little and Big Cottonwood Canyons to both study and support ongoing parking and transportation options. **(32.2.4A and 32.20D)** This was proposed by Utah Senator Francis Farley in the late 70's which if adopted could have provided money to focus on growth and use. #2 I am opposed to the "gondola option" as it addresses only ski area users and parking and does not adequately address non-commercial, non-resort recreation and uses such as backcountry skiing, climbing, hiking, snowshoeing, bird watching and general day use. **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The other problem with the gondola is parking at La Caille and transfer to the gondola will be lengthy and still have only a limited number of parking stalls creating wait times. **(32.2.6.5C and 32.2.6.5J)** The environmental impacts would be permanent and obscene. **(32.4I and 32.17A)** The major draw for out of state corporations to move to Utah and persons like myself were the wild mountains close to work and education. #3 I would approve of an extended canyon bus system with dedicated lanes for both buses (smaller and possibly 4x4) and carpoolers. **(32.2.9B and 32.2.6.3B)** I approve of paid parking in the canyon but request there be parking for non-resort users. **(32.2.2K)** Please rethink the transportation option and include all users not just winter alpine skiers.

COMMENT #: 10828
DATE: 9/2/21 11:55 AM
SOURCE: Email
NAME: Christopher Rondem

COMMENT:

Dear Utah Department of Transportation,

WHY IS UTAH NOT USING PRE-EXISTING INFORMATION TO SOLVE THIS CRISIS? WHY ARE WE NOT BUILDING AVALANCHE BRIDGES IN LCC? WE KNOW WHERE THE AVY PATHS ARE, AND WE KNOW THAT AVY BRIDGES WORK, SO WHY ARE AVY BRIDGES NOT PART OF THE SOLUTION? **(32.2.9K)**

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 Rondem
Salt Lake City, UT

COMMENT #: 10829
DATE: 9/2/21 11:56 AM
SOURCE: Website
NAME: Kristina Lee

COMMENT:

Widening the road for a bus lane does nothing to reduce vehicle traffic in the canyon. **(32.2.9C and 32.7C)** It still is subject to road conditions. **(32.2.6.3P)** We have already studied the options for *years* and added more bus routes. No amount of buses is going to entice drivers to take them (even with a bus lane) as has been seen the last few years. **(32.2.4A)** Traffic jams will still occur, the bus lane will not be respected during a red snake. **(32.7B, 32.7C, and 32.2.6.3B)** A gondola is friendlier to the environment, can handle an Olympics , will entice drivers, and most importantly reduce vehicles in the canyon. Hikers, backcountry skiers and others who are complaining about the gondola will enjoy a less trafficked road just for them to go where they like and enjoy the road conditions as they like. **(32.1.2D)** No one is being restricted or disadvantaged by *the only* solution to fully address the issues of the road: a gondola. **(32.2.9D)**

COMMENT #: 10830
DATE: 9/2/21 11:56 AM
SOURCE: Website
NAME: Matthew Williams

COMMENT:

Hello there!

I'm a lifelong resident of Utah that currently lives in Holladay. I have purposefully stayed here in Utah due to the wonderful opportunity we have to be near such beautiful and accessible mountains. I am a backcountry skier, runner, hiker, and birder and spend around 70 days a year up our local canyons.

After carefully reviewing the Little Cottonwood Canyon EIS, I would love for us to focus on the enhanced bus service plan and to avoid the gondola option at all costs. **(32.2.9A and 32.2.9E)** I don't believe we should alter and forever change the landscape of LCC and pay the \$592 million to do it. **(32.17A and 32.4I)** The gondola will only move the congestion problem and highly benefits private companies that I am not a patron of, that in my opinion are already making it difficult to enjoy our public lands. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

I would love a more robust parking solution at the base of the canyon and reliable and frequent bus service that can take me to the many trailheads where I recreate. **(32.2.6.2.1C, 32.2.9A, and 32.2.6.3C)** If that means I can't access LCC when avalanche danger is high 10 times a year or traffic due to folks trying to access powder skiing so be it. **(32.7A)** Powder skiing will never be more important than protecting our land for future generations. Considering the total capacity of our canyons and limiting human impact should be a priority, not making it easier for even more people to be up there at once. **(32.20B, 32.1.2B, and 32.20C)**

Thank you for your consideration!

COMMENT #: 10831
DATE: 9/2/21 11:57 AM
SOURCE: Website
NAME: Lauren Mahlberg

COMMENT:

Please do not implement the Gondola. Please! **(32.2.9E)**

COMMENT #: 10832
DATE: 9/2/21 11:57 AM
SOURCE: Website
NAME: Klancy de Nevers

COMMENT:

Expanded bus service in Little Cottonwood Canyon, without widening the road, would be the most environmentally sensible solution **(32.2.9A)**. Establish fees or require permits for any vehicular access to the canyon, and provide parking for bus passengers outside the canyon. **(32.2.4A, 32.2.2K, and 32.2.6.2.1C)**

COMMENT #: 10833
DATE: 9/2/21 11:58 AM
SOURCE: Email
NAME: Max Hof

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

COMMENT #: 10834
DATE: 9/2/21 12:00 PM
SOURCE: Website
NAME: Eric Davis

COMMENT:

The gondola option would be a more reliable & safer way to commute to & from the ski areas. It only take one vehicle accident or avalanche across the road to stop traffic for hours. **(32.2.9D and 32.2.6.3P)**

COMMENT #: 10835
DATE: 9/2/21 12:02 PM
SOURCE: Email
NAME: Alisha 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)**
- 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,
Alisha Knight
Sandy, UT

COMMENT #: 10836
DATE: 9/2/21 12:02 PM
SOURCE: Email
NAME: Tim 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,
Tim White
Salt Lake City, UT

COMMENT #: 10837
DATE: 9/2/21 12:03 PM
SOURCE: Email
NAME: Hadley Rampton

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,
Hadley Rampton
Salt Lake City, UT

COMMENT #: 10838
DATE: 9/2/21 12:04 PM
SOURCE: Website
NAME: Elijah Bernesser

COMMENT:

Gondola please! (32.2.9D)

COMMENT #: 10839
DATE: 9/2/21 12:04 PM
SOURCE: Email
NAME: Kendall Wimmer

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)**
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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,
KENDALL WIMMER
American Fork, UT

COMMENT #: 10840
DATE: 9/2/21 12:05 PM
SOURCE: Website
NAME: Coral Montgomery

COMMENT:

I do NOT like EITHER of these options. **(32.2.9C and 32.2.9E)** NEITHER of them conserve the delicate ecosystem of the beautiful canyon, they are TOO EXPENSIVE for taxpayers, and the gondola would be another example of enriching PRIVATE businesses at the expense of taxpayers. **(32.13A, 32.13B, 32.2.7A, 32.1.2B, 32.1.2D, 32.7A, and 32.7C)** I think the best approach is to prioritize the EXISTING BUS SERVICE, or possibly increase it, and give it preference on THE EXISTING ROADWAY over cars, and LIMIT the number of cars allowed in, through tolls, parking availability, just make it EXTREMELY CAR UNFRIENDLY forcing people onto the buses. **(32.2.9A, 32.2.4A, and 32.2.2K)** I care about our canyons, I care about the ecosystem, and I care about preservation. I know that BUSINESS AND DEVELOPMENT is so many peoples focus, but I OBJECT TO THIS. Our canyons need to be PRESERVED, NOT DEVELOPED. **(32.29G)**

COMMENT #: 10841
DATE: 9/2/21 12:05 PM
SOURCE: Website
NAME: Greg Parker

COMMENT:

Not living in Utah, but a frequent skier there, I wholeheartedly support the proposal of a tram to provide transportation to the ski resorts and access to the backcountry in Little Cottonwood Canyon. **(32.2.9D)** I have used similar tram systems in Canada and Europe, which were very aesthetically pleasing, extremely efficient and did not distract from the environment. **(32.17A)** I feel the idea of a tram system would be outstanding in minimizing pollution, while maximizing the overall value and experience offered by Utah's natural resources.

COMMENT #: 10842
DATE: 9/2/21 12:05 PM
SOURCE: Website
NAME: Pete Gasser

COMMENT:

No to the gondola. If Snowbird and Alta complain about it then no to both. **(32.2.9E)**. That kind of money can go to much better causes. Why don't we spend that kind of money helping some other private interest like the Utah Jazz by putting moving sidewalks everywhere downtown? Because it is flat out ridiculous. Focus on areas of higher importance first. **(32.1.2B)**

COMMENT #: 10843
DATE: 9/2/21 12:05 PM
SOURCE: Email
NAME: Ben Rosen

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Ben Rosen
Rockville, MD

COMMENT #: 10844
DATE: 9/2/21 12:07 PM
SOURCE: Email
NAME: William Gowski

COMMENT:

Dear Utah Department of Transportation,

The gondola is a boondoggle for the already rich. **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C).**

Widening the road is unnecessary **(32.2.9C)**

Please, please, please consider trying solutions that leverage our existing resources. **(32.2.2PP)**

Buses and transport hubs. **(32.2.9A)**

Tolls NOW! **(32.2.4A and 32.2.2Y)**

Carpool parking preferences **(32.2.4A)**

ENFORCE TRACTION RULES!!! **(32.2.2M)**

Please...for the sake of the wilderness and the Wasatch experience

Sincerely,
William Gowski
Salt Lake City, UT

COMMENT #: 10845
DATE: 9/2/21 12:08 PM
SOURCE: Website
NAME: Grant Beal

COMMENT:

This is unacceptable! The canyon is not owned by the ski resorts. There are more activities and sports that the canyon provides than just skiing as a climber this would be devastating to not just me but the entire community. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I am a skier as well and still think this is beyond unacceptable, there are many other methods of shuttles and transportation that are not being utilized at all that should be to fix the problem. **(32.2.2PP and 32.2.9A)**

COMMENT #: 10846
DATE: 9/2/21 12:08 PM
SOURCE: Email
NAME: Will Nesse

COMMENT:

Dear Utah Department of Transportation,

I think both proposed options are problematic, but the gondola is especially bad so it runs only during peak days during the winter and has no other utility outside of winter ski resort transport. **(32.2.9E, 32.2.6.5N, and 32.2.6.5F)**

At over half a billion dollars the gondola only attempts to address half of our canyons traffic problems, and not very effectively. **(32.7B and 32.7C)** The peak gondola transport rate is roughly 1000 skiers per hour, when our current car traffic is well over 3000 people per hour. **(32.2.6.5N)** Almost surely those that opt for the gondola would not get their faster. Once on the gondola we can achieve 1000/hour, at a 40minute transit time, but when parking and waiting are considered, the overall speed from one's house in SLC valley up to the resort via gondola is laughably slow. This transit time will seriously curtail available ski day time for anyone who wishes to venture up the canyon. On snowy days currently the traffic backs up on I 215 and Wasatch drive before one even gets near the canyon or any parking structures where one would begin the process of getting to the gondola doors. That would not change with a gondola. **(32.2.6.5E, 32.7A, and 32.7B)**

The marginal benefit of the gondola as a transportation solution is so meagre for its cost that it's ridiculous. The metric for success should reducing the total transit time the typical skier experiences, not the people/per hour transport on the gondola conveyance itself. **(32.7C)**

My other concern is that it does not address the problem this year, or the next, or the year after that. And surely its construction will be delayed by NEPA lawsuits as well. This "solution" is years off. **(32.2.7C)**

The bottom line is the cost is too high and the solution's effectiveness too uncertain to commit to a gondola when other options with far lower cost have not been tried first. **(32.2.9R)**

Instead, a plan that combines tolling, and that preferences buss traffic up the canyon from distributed parking lots in the valley could mitigate congestion at these pinch points and in the canyon itself without even doing any lane widening. **(32.2.2I)** A buss-centric plan could be implemented far faster, and can be flexibly and dynamically phased in rather than an all-or-nothing project. **(32.2.7C)**

It's owed to taxpayers to try to find these incremental and solutions first before bigger things are tried.

Sincerely,
will nesse
Salt Lake City, UT

COMMENT #: 10847
DATE: 9/2/21 12:08 PM
SOURCE: Email
NAME: Linda Metke

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

The remedy for the crowded traffic conditions in Little Cottonwood Canyon must serve more than the skiing community. I have lived in Sandy more than forty years and have been a member of these communities of canyon users: skiers (downhill and X-country), rock climbers, hikers, resort employees, campers, resort guests, and mountain goat- and moose-watchers. I have not been a road or mountain biker nor do I have a cabin/condominium in the canyon. The proposed gondola only serves a small proportion of these communities. **(32.2.9E, 32.1.2B, 32.1.D, 32.2.7A, 32.7B, and 32.7C)** And widening the road for additional bus and auto lanes will negatively impact the canyon's unique majesty. **(32.2.9C and 32.17B)**

A solution needs to accommodate people who want to stop and/or be picked up along the roadway. It needs to get guests and baggage to hotels or to access the two canyon campgrounds in summer and winter. Ideally, private vehicles need to be eliminated from the canyon, with busses and shuttle vehicles providing primary transportation. Busses would provide service to the ski resorts and shuttles would provide services to other communities of users who desire stops along the roadway. The cost for such services will be substantial and should be borne by individuals and entities that benefit from or need them. **(32.2.2B, 32.1.2D, 32.2.2L, 32.2.6.3C, and 32.2.6.5G)**

I envision electric or natural gas-powered vehicles on the road with traditional-sized, scheduled busses taking people to the ski resorts and smaller shuttles scheduled to take canyon visitors to trailheads and campgrounds. **(32.2.2B and 32.1.2C)** (There will be issues with transporting peoples' equipment, surely.) There are parking sites in Sandy at 20th East and 9400 South and across 9400 South at the former Shopko lot. It can be useful to have the vacated Shopko business site available for people to make reservations for canyon use, for example to sell ski passes, schedule transportation to hotels, etc., reserve campsites and to park individuals' cars. The US Forest Service could use that site to their advantage. The parking areas in Sandy would need to be policed securely to give users confidence. **(32.2.6.2.1C)**

Ultimately I would like a streamlined train-tram to serve transportation in the canyon, as in the bygone mining days, to be used with a shuttle service to hiking-climbing-camping sites. **(32.2.9F)**

Sincerely,
Linda Metke
Sandy, UT

COMMENT #: 10848
DATE: 9/2/21 12:08 PM
SOURCE: Email
NAME: David Bird

COMMENT:

Dear Utah Department of Transportation,

NO Gondola! **(32.2.9E)** It will be slow, intrusive and visually disruptive, and only provide benefits to ski resorts and alpine skiers. A gondola will do nothing to help backcountry users, who will still be stuck in traffic trying to get to and from trailheads. Choose an alternative that will benefit all canyon users, not just those who want to go to ski resorts **(32.17A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Do something to benefit all local users and preserve the beauty of Little Cottonwood Canyon! I support a bus system including buses to the canyon from many points in the valley. **(32.2.2I)** Like Utah Backcountry Alliance, I also support:

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)**

Choose an alternative which protects Little Cottonwood Canyon, not a gondola which will create a whole new footprint of intrusion into the canyon. **(32.2.9E and 32.4I)** Adding a bus lane and avalanche sheds will at least not expand the current development footprint much beyond the current road. **(32.2.9B and 32.2.9K)**

Sincerely,
David Bird
Salt Lake City, UT

COMMENT #: 10849
DATE: 9/2/21 12:09 PM
SOURCE: Email
NAME: Savannah Coe

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

COMMENT #: 10850
DATE: 9/2/21 12:10 PM
SOURCE: Website
NAME: Paul Dornfeld

COMMENT:

Building a gondola or widening the road is a poor thought out and bad idea for the canyon. **(32.2.9E and 32.2.9C)** I think there needs to be an exhaustive alternative approach to ways of solving traffic congestion in the canyon. **(32.2.2PP)** Greatly expanding bussing with a parking lot at the base with food and shops along with tolling or even/odd license plate days would be effective at increasing bus ridership. **(32.2.9A, 32.2.4A, and 32.2.2K)** Make the bus free, accessible and better than driving. **(32.2.4A)** Along with great amenities at the base there HAS to be access to FREE lockers at Alta and snowbird. **(32.2.3A)** An expanded bus solution should be explored before we scar the landscape forever. **(32.2.9R)**

COMMENT #: 10851
DATE: 9/2/21 12:10 PM
SOURCE: Website
NAME: Scott Ceasar

COMMENT:

I support the Gondola alternative for Little Cottonwood Canyon (with sufficient parking at the Gondola base station). (32.2.9D and 32.2.6.5J)

COMMENT #: 10852
DATE: 9/2/21 12:10 PM
SOURCE: Website
NAME: Steffie Sotkin

COMMENT:

I am a year round user of LCC. In the winter I ski at both the resorts and the backcountry. In the summer I hike, trail run, mountain bike, and road bike. I live in SLC and have noticed that the traffic CAN get very backed up during certain days in the winter. And while I believe there should be something done to alleviate the traffic, I feel that the gondola option is too expensive an option for what amounts to only a few days of traffic. **(32.2.9E, 32.2.7C and 32.1.4D)** It also seems that it will only make the traffic worse in the surrounding neighbors **(32.2.6.5E)**. The gondola also seems to only benefit the resort skier, and while removing some of the resort skier traffic might make the road less congested for non-resort users, I do not feel it will make enough of a difference for the price tag. **(32.1.2D, 32.7B, and 32.7C)** I feel that the lowest hanging/easiest to implement/cheapest options should be explored first. **(32.2.29R)** Simply providing high frequency bus service should be the first option. **(32.2.9A)** I stand with position of Salt Lake County and Wasatch Backcountry Alliance in that the gondola and road widening are both bad options. **(32.2.9E and 32.2.9C)** Lets go with what we know works before wasting money. 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 #: 10853
DATE: 9/2/21 12:10 PM
SOURCE: Email
NAME: Linda Metke

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

COMMENT #: 10854
DATE: 9/2/21 12:11 PM
SOURCE: Website
NAME: M. Tanner Clagett

COMMENT:

To whom it may concern:

The two proposed plans from UDOT (the gondola and the additional bus lanes) are extremely problematic. These are very aggressive approaches to consider when there exist numerous less-invasive, less destructive, and less costly plans that have not even been considered. **(32.2.9E, 32.2.9C, and 32.2.2PP)**

Little Cottonwood Canyon is a rarity in this country: a beautiful, expansive outdoor recreation hub only minutes from a major metropolitan area. Countless people recreate there and have discovered an appreciation for nature there. Each of the proposed UDOT plans would scar LCC in an irreversible way **(32.17A and 32.17B)** Hiking trails would be destroyed/disrupted, and even worse, numerous world-class climbing boulders would be outright destroyed forever. These are irreplaceable resources, and they have been a major part of outdoor and climbing history in Utah. To some, these may just be "rocks." But as a climber, I can attest to the degree to which these "rocks" are cherished among the local community. They are testing grounds, places of discovery, and hubs within the prolific Utah climbing community. **(32.4A and 32.4B)**

The proposed UDOT plans are irresponsible. No less-intrusive, less-destructive plans have been tested. No tolls have been tested. No increased bus service on the existing roads has been tested. No increased regulation of AWD/4WD vehicles has been tried (I have never once seen any vehicle checks for weather-appropriate tires on snowy days; I have, however, witnessed dozens (more?) of lightweight sedans sliding around the canyon on heavy snow days without consequence. There exist a number of ways to attempt to curb 30-something days of heavy traffic per year other than permanently altering a widely-cherished landscape. **(32.29R, 32.2.4A, 32.2.9A, 32.2.2M, and 32.1.4D)**

Little Cottonwood Canyon is iconic in the Wasatch Range for its stark, sweeping granite walls. Spending time in LCC, one can easily forget, even for a few minutes, that a bustling urban center is just outside its walls. The "world's largest" gondola or expanded highway lanes would demolish that sense of nature, that feeling of away-ness. **(32.4I)**

To embark on either of these destructive plans without first even attempting something less invasive is outright irresponsible. **(32.29R)** I oppose both of the UDOT proposed plans and ask that they be reconsidered in favor of a plan that honors Little Cottonwood Canyon and its users.

COMMENT #: 10855
DATE: 9/2/21 12:11 PM
SOURCE: Website
NAME: Ben Eder

COMMENT:

the gondola option should not be considered. it will decimate the climbing in the area. please consider improving the existing bus services. **(32.2.9E, 32.4B, and 32.2.9A)**

COMMENT #: 10856
DATE: 9/2/21 12:12 PM
SOURCE: Website
NAME: Patricia Iverson

COMMENT:

My vote is for gondola...which will preserve the Little Cottonwood road integrity. **(32.2.9D)**

COMMENT #: 10857
DATE: 9/2/21 12:12 PM
SOURCE: Email
NAME: Jessica 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)**.

I would like to add that the addition of the gondola favors one group of recreation and will negatively impact all the others. I venture into the Cottonwood Canyons to go climbing, and this gondola proposal would make some of those areas inaccessible, either to get to the climbing portion or do the climb itself. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Thank you for your time and I implore you to prioritize our wild areas first over human needs. I am a registered voter. **(32.29G)**

Sincerely,
Jessica Jones
Sandy, UT

COMMENT #: 10858
DATE: 9/2/21 12:13 PM
SOURCE: Email
NAME: Makaelee Braithwaite

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

COMMENT #: 10859
DATE: 9/2/21 12:13 PM
SOURCE: Email
NAME: Todd Walton

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 Walton
Boise, ID

COMMENT #: 10860
DATE: 9/2/21 12:15 PM
SOURCE: Website
NAME: Paul Venable

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Paul Venable
Salt Lake City, UT

COMMENT #: 10861
DATE: 9/2/21 12:15 PM
SOURCE: Email
NAME: Mckoy Feurer

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Mckoy Feurer
Bluffdale, UT

COMMENT #: 10862
DATE: 9/2/21 12:16 PM
SOURCE: Website
NAME: Richard Brady

COMMENT:

Enhance the bus systems and make people ride them! Pretty simple! (32.2.9A and 32.2.4A)

COMMENT #: 10863
DATE: 9/2/21 12:16 PM
SOURCE: Website
NAME: Alaina Schwartz

COMMENT:

Please do not build the gondola. **(32.2.9E)** The construction will destroy environments and lead to more climate change issues. **(32.4I, 32.2.2K, and 32.10A)** Please consider creating more public transportation options. **(32.2.2PP)**

COMMENT #: 10864
DATE: 9/2/21 12:16 PM
SOURCE: Website
NAME: Shane Brunelli

COMMENT:

Not worth the toll on the environment, more access leads to more problems (32.1.2B, 32.1.2D, 32.20A, and 32.2.9G)

COMMENT #: 10865
DATE: 9/2/21 12:16 PM
SOURCE: Email
NAME: John Walsh

COMMENT:

Dear Utah Department of Transportation,

I moved to Utah almost 30 years ago to enjoy the beauty the state has to offer. Without question, the incredible access to the Wasatch, and most often for me, Little Cottonwood Canyon, is unparalleled. This same accessibility has now proven a very big challenge for us along the Wasatch. I find myself skipping powder days because of the stress on the canyon, public resources and myself on these days. Waiting 4 hours to get up or down the canyon isn't acceptable.

We have a lot of opinions out there on what should be done. I support a great deal of what the Wasatch Backcountry Alliance is advocating. Primarily, not jumping into something as permanent and visually disturbing as a gondola. The gondola should be absolutely removed from consideration until more cost effective, less permanent solutions are tried. **(32.2.9E and 32.29R)**

I sometimes travel to ski, and the most impressive transportation system I've seen is in Aspen, Colorado. There are a ton of buses, free to all, always making their routes from town and neighborhoods to the resorts, and back.

I personally advocate for a major investment in bus infrastructure, a potential toll to limit cars and motivate canyon users to use the buses and having time of day dependent directional lane changes. **(32.2.9A, 32.2.4A, and 32.2.2D)** I also think that we could benefit a lot from strategically placed snow sheds. **(32.2.9K)** Some people disagree, but at key slide paths, these could help keep the road open, benefitting both recreation and public safety. **(32.7A)**. I do not support road widening where it could trespass on other recreation, like rock climbing and bouldering in the lower canyon **(32.2.9C and 32.4A)**. I do think 3 lanes up the whole canyon, if it can be done with no destruction of said recreation resources, would be huge. **(32.2.2D)** Two lanes up in the morning, maybe one for buses or carpools only, and two down in the afternoon, would be huge. This is still disturbing to the environment, but we are already disturbing this area every day. **(32.2.2EE)**

Also, being an avid backcountry skier, I need a solution that lets me get to trailheads on the way to the resorts. **(32.1.2D)** A gondola does nothing to address this user group. **(32.2.6.5G)** Backcountry users would still be relegated to the whims of the weather in terms of getting to our destinations.

I support my edited version of the WBCA statement below, in addition to my comments above. 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 **(32.2.29R)**
- Traffic controls **(32.2.4A and 32.2.29R)**
- Double stacking **(32.2.2EE)**
- Managed- and reversible-lane alternatives **(32.2.2D)**

I am against any future ski resort expansion outside of their current footprints.

Sincerely,
John Walsh
Salt Lake City, UT

COMMENT #: 10866
DATE: 9/2/21 12:17 PM
SOURCE: Website
NAME: Thomas Clayton

COMMENT:

I am against both options. **(32.2.9C and 32.2.9E)** The gondola only serves the ski resorts and makes a year round impact on rock climbers, backcountry skiers, hikers, trail runners, and other recreationalists. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, 32.7C, 32.4B, and 32.4G)** It is not fair that all taxpayers will have to foot the bill to help the ski resorts make money while ruining the quality of the canyon.

I am in favor of a toll that gets cheaper the more people you have in the car an increased bussing. **(32.2.4A and 32.2.9A)** Maybe we can make traffic one way only for an hour during peak times? **(32.2.2EE)**

COMMENT #: 10867
DATE: 9/2/21 12:17 PM
SOURCE: Email
NAME: Kirsten Callari

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,
Kirsten Callari
Salt Lake City, UT

COMMENT #: 10868
DATE: 9/2/21 12:17 PM
SOURCE: Email
NAME: Emily Sandack

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,
Emily Sandack
Salt Lake City, UT

COMMENT #: 10869
DATE: 9/2/21 12:18 PM
SOURCE: Website
NAME: Shantell Higbee

COMMENT:

I support the Snowbird Gondola solution! We need better air quality in Utah! **(32.2.9D and 32.10A)**

COMMENT #: 10870
DATE: 9/2/21 12:19 PM
SOURCE: Website
NAME: Kim Noteboom

COMMENT:

Hi

I am opposed to the Gondola. **(32.2.9E)** This will be an eyesore to our canyon. **(32.17A)** Just building it will destroy trees and land. **(32.13A)** It is not needed except 3-4 months out of 12 and only on days when there is a new snow storm. **(32.1.4D)** During the week when no new storm, parking is no problem. I don't currently take the bus because there are not enough parking spaces and buses. **(32.2.6.1.2C)** If there is a big snow storm and the canyon is closed , so be it. I would love to ski but that is nature.

By having a permit parking like Snowbird I believe this cut down on some drivers from going up.

(32.2.2K)

We need more buses not building an eye sore. **(32.2.9A)**

Sincerely

Kim Noteboom

COMMENT #: 10871
DATE: 9/2/21 12:20 PM
SOURCE: Email
NAME: Jaycee Ruiz

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Jaycee Ruiz
South Jordan, UT

COMMENT #: 10872
DATE: 9/2/21 12:21 PM
SOURCE: Website
NAME: Connie Farr

COMMENT:

I prefer the gondola. I have a severe lung issue and fear the increase of bus emissions up the canyon will make the inversion worse in the valley **(32.2.9D and 32.10A)**.

COMMENT #: 10873
DATE: 9/2/21 12:22 PM
SOURCE: Website
NAME: Kelly Jones

COMMENT:

Once again UDOT refuses to look at options that are not car oriented (except for the gondola, while we are at it, why don't we just have a private plane service fly people up). **(32.2.9E)** Other states have had issues with space constraints. They solve the problem without tearing down mountains or filling up water bodies. Look at tolling and bus options. **(32.2.4A and 32.2.9A)**

COMMENT #: 10874
DATE: 9/2/21 12:23 PM
SOURCE: Website
NAME: Tim Niederkorn

COMMENT:

I believe that a solution is necessary to correct traffic issues in LCC. I have been stuck in ~3hr traffic on the ski bus headed down from the resort due to down canyon crashes/accidents. I would be more likely to use public transportation in the canyons if my travel time was known - rather than resting on the fate of other roadway travelers. **(32.1.4A, 32.7C, and 32.29D)**

COMMENT #: 10875
DATE: 9/2/21 12:23 PM
SOURCE: Website
NAME: Nathan Royal

COMMENT:

Hello,

I am staunchly against both of the proposals. **(32.2.9C and 32.2.9E)** I attended both the physical and the virtual hearing to discuss these two preferred alternatives. I have to say, I am in agreement with the majority of comments that I heard. Both of these are terrible alternatives that are meant to increase the bottom-line for the developers who stand to profit and the ski resorts who reap the benefit but don't foot the bill. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

My biggest concern is the environmental impact. Without a capacity study, we don't know what the impact will be of that many people up the canyon on our watershed. I am concerned about the impact of the construction on the watershed as well. **(32.12A, 32.12B, 32.19A, 32.20A, 32.20B, and 32.20C)**

Second, the proposal caters to one type of recreationist. The gondola only makes a stop at the resort and only runs in the winter. What about the climbers, backcountry skiers, trail runners, and hikers? **(32.1.2B, 32.1.2D, 32.2.6.5F, 32.2.7A, 32.7B, and 32.7C)**

Before you ruin amazing trails and climbing areas (not to mention the impact on the community at the mouth of the canyon) with massive damaging infrastructure, why not implement a toll, strictly enforce 4x4 requirements, reward carpooling, and expand bus service to pick people up from around the valley? These are low cost, low impact solutions that can be tried now and may prove to be extraordinarily effective. **(32.2.4A, 32.2.2M, and 32.2.2I)**

The current proposals are clearly about advancing the interests of a small minority. They've been conflagrated by Snowbird's aggressive marketing campaign and they are a colossal mistake that we will collectively reap the consequences of for the next 50 years. Wise up UDOT! Reconsider these worst alternatives.

Thank you,
---Nathan Royal

COMMENT #: 10876
DATE: 9/2/21 12:25 PM
SOURCE: Website
NAME: Aaron Sturtz

COMMENT:

Salt Lake City is unique as a major city because of it's easy access to world class rock climbing. Removing the boulders in Little Cottonwood to make for a wider road is a very short sighted decision- these boulders are a destination that attracts an affluent and educated population to Salt Lake City. Salt Lake has an national identity as an outdoor recreation center. Why undermine this reputation and remove this irreplaceable climbing resource? **(32.2.9C, 32.4A, and 32.1.2B)**

COMMENT #: 10877
DATE: 9/2/21 12:25 PM
SOURCE: Website
NAME: Lynn Butterfield

COMMENT:

No Gondola! Work with what we have and improve the bus system. **(32.2.9E and 32.2.9A)** Make uphill bus hours exclusive, no more cars! **(32.2.2B)**

COMMENT #: 10878
DATE: 9/2/21 12:25 PM
SOURCE: Website
NAME: Mitchell Hymas

COMMENT:

With regards to the two proposed "solutions" for LCC, I am very much against the gondola option. **(32.2.9E)** The gondola is NOT a transportation solution, but is instead a tourist attraction. **(32.7C)** It is reckless and inappropriate to utilize taxpayer money to fund a marketing stunt for two private ski areas (Alta and Snowbird). The gondola solution is pandering to those two entities and does absolutely nothing to address the wider LCC user base as there is no plan for trailhead accommodation or non-ski season use. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Although not ideal due to the environmental impacts of widening the road, the expanded bus service is my preferred option... so long as, there are planned stops for trailheads, expanded hours, and disincentivization of private vehicle use. **(32.2.9B, 32.2.6.3C, and 32.2.4A)** I feel that there are multiple measures that could be taken prior to committing to a full roadway expansion. I'd like to see additional options on the table, for example: tolls for private vehicles (with some sort of annual pass for locals); expanded transit center infrastructure (expanded park and ride lots, upgraded restroom facilities, etc.); expanded buses (more frequent schedules, incorporation of trailheads, year-round scheduling); more rigorous enforcement of vehicle capability (traction devices, actual legal ramifications and consequences for violators); expansion of remote avalanche mitigation infrastructure (to reduce artillery use, expedite mitigation work, and reduction of road closure time). **(32.2.4A, 32.2.6.2.1C, 32.2.6.2.3C, 32.2.6.3N, 32.2.2M, 32.2.9K, and 32.7A)**

The two options proposed by UDOT do not do enough to address the traffic and congestion problem in LCC and do irreparable harm to the environment and aesthetic of the canyon. **(32.7B, 32.7C, 32.17A, and 32.17B)** Beyond all, however, the gondola option is an affront to the LCC user base as it panders to two private businesses, improperly uses taxpayer funds, and does NOT take into account the wider user base of the canyon. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I implore UDOT to fully consider the public commentary to select and implement a solution that is actually a solution. We don't need to further Disneyland-ify Little Cottonwood Canyon.

COMMENT #: 10879
DATE: 9/2/21 12:25 PM
SOURCE: Website
NAME: Cole Peck

COMMENT:

I am fully against the use of a gondola or widening of the roads in little cottonwood. **(32.2.9E and 32.2.9C)** The climbing and the limited accessibility allow the area to be open, clean, and special. The addition of a gondola would destroy the serenity of little cottonwood as well as many boulders and routes that have existed before the canyon was even named. **(32.4A, 32.4B, and 32.4I)** Please reconsider other alternatives because this land is special and the voices of people that access it regularly should have loudest say.

COMMENT #: 10880
DATE: 9/2/21 12:26 PM
SOURCE: Website
NAME: Paul Zuckerman

COMMENT:

I do not wish to spend my taxes to build a gondola to deliver skiers to the private ski resorts. **(32.2.9E)** This strikes me as welfare for corporations. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** This is not a question of how to get more people up the canyon but more about how many people can this natural treasure tolerate. **(32.20A, 32.20B, and 32.20C)** A gondola would be an insult to this place. **(32.4I)**

COMMENT #: 10881
DATE: 9/2/21 12:26 PM
SOURCE: Email
NAME: David Nix

COMMENT:

Dear Utah Department of Transportation,

Neither!

Both proposals fail to protect LCC and will cost a ridiculous amount of tax payer dollars. The gondola serves JUST Alta and Snowbird. Talk about a HUGE give away to these businesses. **(32.2.9C, 32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Both proposals WILL NOT relieve congestion in the canyon they will just increase the number of people beyond the current capacity cap (# parking spots). **(32.1.2D, 32.7C, 32.20A, and 32.20C)**

I ask you to stop all efforts and follow the advice of the WBC:

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 Nix
Salt Lake City, UT

COMMENT #: 10882
DATE: 9/2/21 12:26 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)**
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- 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 #: 10883
DATE: 9/2/21 12:27 PM
SOURCE: Website
NAME: Sarah Ricketts

COMMENT:

I already submitted a comment and now I have more comments:

I am against the Gondola solution because it does not solve the majority of the issues in Little Cottonwood. **(32.2.9E, 32.7B, and 32.7C)** It costs too much money for not solving the majority of the issues and the environmental impact is too high. We need to focus on solving the problem and not altering /destroying the beauty of Little Cottonwood Canyon for future generations. **(32.17A and 32.4I)** The Gondola would be a good alternative for only about 10 days each year - those days when the snowfall / avalanche danger is too high to open the road. Let's NOT spend \$500 million to solve the problem on only 10 days / year. **(32.1.4D)**

We need an accessible and inclusive solution to help with canyon travel year round. Hiking trailheads can be just as congested during the summer as ski area parking lots in the winter. **(32.1.2C and 32.2.6.3C)**

The solution needs to incentivize people to NOT drive up the canyon to reduce traffic congestion but to also help keep our Utah air cleaner.

Can we enhance the park and rides at the base of the canyons? **(32.2.6.2.1C)**

Can we implement some type of toll for private vehicles going up the canyon? **(32.2.4A)**

Can we have more buses driving up the canyon more often? **(32.2.9A)**

What about making the gravel pit into a massive transit center? **(32.2.6.2.1C)** That would help alleviate traffic in BOTH Big and Little Cottonwood Canyons (while the Gondola only helps LCC). If the transit center had ample parking, shops, restaurants and buses leaving every 5 minutes, more people would be inclined to use the public transportation. **(32.2.6.3N)** If the canyon is closed for avy work, have people queue up at the transit center. Once the canyon re-opens, several bus loads get to go first while private cars have to wait. This would incentivize bus use and also reduce congestion in the neighborhoods at the base of the canyons. **(32.7A)**

If UDOT enforces the use of AWD and snow tires / traction devices for the entire winter season, we would see less cars stuck up the canyons. What about closing the canyons to private cars during storms? **(32.2.2M and 3.2.2B)**

We should not spend \$500 million to forever change LCC to solve an issue that only crops up a few days each winter."I agree with most of Alta's Interim Solutions except for expanding parking. More parking spaces will encourage more cars to drive up (if you build it, cars will come). **(32.2.2K)** We need to incentivize fewer cars to reduce the impact on the canyon and help lower pollution levels. **(32.2.4A)**

COMMENT #: 10884
DATE: 9/2/21 12:27 PM
SOURCE: Website
NAME: Don Eggert

COMMENT:

I am extremely opposed to the "Gondola A" or "Gondola B" alternatives because they would create significant visual impacts and would only serve the existing alpine ski resorts. **(32.2.9E, 32.17A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Any new transportation solution should benefit all canyon users, including hikers, cyclists, and back-country skiers. Over the next couple decades, these uses will become much more important than resort skiing as global warming shortens the ski season. **(32.2.2E)**

I support the "Enhanced bus with roadway widening for peak-period" alternative. **(32.2.9B)** However, a much more cost-effective and environmentally-friendly alternative would be to increase bus availability on the existing road and to restrict personal vehicle use in the canyon similar to how Zion National Park has successfully managed their canyon transportation. **(32.2.2B)**

COMMENT #: 10885
DATE: 9/2/21 12:27 PM
SOURCE: Email
NAME: Jill Haslam

COMMENT:

Dear Utah Department of Transportation,

I remember before both Zion National Park and Yosemite National Park had buses. It was very similar to what Little Cottonwood Canyon and Big Cottonwood Canyon are experiencing now. While it may be inconvenient for some, and cost quite a bit of money, I believe that the same approach as Zion National Park is what would be best for Little Cottonwood Canyon. During certain times of day, and certain times of year, cars can drive up the canyon as well as buses. However, the majority of the time it would be a bus-only system. During the fall, spring, and summer there would be stops at all major canyon trails as well as resorts. During winter there would be designated stops at certain trails for snow-shoers and back-country skiers, but the majority of the time it would be stops at the resorts. Just like Zion, buses always have the right of way. No additional lanes would need to be built. **(32.2.2B, 32.1.2C, and 32.2.6.3C)**

Thanks for listening to my opinion.

Sincerely,
Jill Haslam
Holladay, UT

COMMENT #: 10886
DATE: 9/2/21 12:29 PM
SOURCE: Website
NAME: Alisha Aston

COMMENT:

What makes the canyon so attractive to people is the beauty and the escape of nature. Putting up a gondala will have a direct impact on that beauty, the wildlife, our water, and the nature. There is no need to further destroy the sacredness of this beautiful canyon. **(32.2.9E, 32.17A, 32.12A, and 32.13A)**

COMMENT #: 10887
DATE: 9/2/21 12:29 PM
SOURCE: Website
NAME: Teri Dibble

COMMENT:

The last day of comments I find the need to express (again) my disappointment in the willingness of UDOT taxpayer dollars. Goals of reliability, mobility & safety are somewhat narrow. **(32.1.2B)** Private ski industry is the winner again. FEW days a year do closures occur due to slides. **(32.1.4D)** Too many users in a definitive space. **(32.20B)** Not enough autos removed from our roads. **(32.2.4A)** Not enough effort to change & improve transportation habits. Not enough consideration to residents who will be adversely impacted. **(32.29G)** Less expensive & less impact efforts should be made before proceeding with forever damaging gondola option. **(32.2.2PP, 32.29R and 32.2.9E)** PLEASE have some sanity...stop the endless studying and try some easy basic steps to mitigate auto traffic & poor AQ before embarking on such an egregious plan. **(32.29R and 3.10A)** Thanks.

COMMENT #: 10888
DATE: 9/2/21 12:29 PM
SOURCE: Email
NAME: Erik 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,
Erik Berg
Sandy, UT

COMMENT #: 10889
DATE: 9/2/21 12:30 PM
SOURCE: Website
NAME: Robert Brown

COMMENT:

refusing refusing to build Gondola to much traffic. (32.2.9E and 32.2.6.5E)

COMMENT #: 10890
DATE: 9/2/21 12:30 PM
SOURCE: Website
NAME: Josh Reeser

COMMENT:

We do not want a gondola. **(32.2.9E)** We do not want a larger road. **(32.2.9C)** We want nature. Leave it as is. Put some busses in if you need, but leave it how it is. We have intruded on the beauty of the mountains enough. **(32.2.9A, 32.17A, and 32.17B)**

COMMENT #: 10891
DATE: 9/2/21 12:30 PM
SOURCE: Website
NAME: Bob Nehren

COMMENT:

I am strongly in support of the gondola option and hope USOT will reach decision to proceed with that plan. The alternative of widening the road for mass transit lanes and avalanche tunnels would be only a partial fix, greatly impacting the canyon environment and still be hampered by severe weather situations. **(32.2.9D, 32.2.9C, 32.2.6.5Z, 32.4I, and 32.2.6.3P)**

COMMENT #: 10892
DATE: 9/2/21 12:30 PM
SOURCE: Email
NAME: Shawn Wright

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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 need to invest in our public transportation, buses buses buses!!! **(32.2.9A)**

Sincerely,
Shawn Wright
Holladay, UT

COMMENT #: 10893
DATE: 9/2/21 12:31 PM
SOURCE: Website
NAME: Jake Zollinger

COMMENT:

Leave nature alone. Charge a toll and use buses. Anticipate a future when ski industry will falter with warming climate (32.2.4A, 32.2.9A, and 32.2.2E)

COMMENT #: 10894
DATE: 9/2/21 12:32 PM
SOURCE: Website
NAME: Jo Clay

COMMENT:

We need a regional plan for this area that connects high speed rail, bus, and vehicle. **(32.1.1C and 32.2.2I)** The proposed plan with a gondola addresses only ski traffic on powder days. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** It provides state dollars that directly support 3 private groups: Alta, Snowbird, and developers who own land that would be used by the construction of the gondola.

We need a plan that promotes public transportation need throughout the year. **(32.1.2C)** We need road development that ensures the safety of pedestrians and bikes. I encourage a two lane road for car traffic and two lanes for public transportation and a bike/pedestrian path on the side of the road. **(32.2.9B)** Bikes and pedestrians should not walk next to traffic without a barrier of some kind. **(32.9A and 32.2.6.3H))**

In addition, the speed limit needs to be reduced to 35 mph. As I've driven throughout salt lake county, I've noticed that few roads similar to Wasatch Blvd have speed limits above 35 to 40 mph. **(32.2.6.2.2A)**

COMMENT #: 10895
DATE: 9/2/21 12:34 PM
SOURCE: Website
NAME: Kelsey Hanson

COMMENT:

I very strongly object to the use of public funds and resources on a project that serves private companies (ski resorts) and would restrict access to public lands that add value to the entire community through access to outdoor recreation. **(32.1.2B, 32.1.2D, 32.2.7A, 32.4A, 32.4B, 32.4G, 32.7B, and 32.7C)** The environmental impact studies show extensive damage to the LCC ecosystem and recreational areas that are unacceptable. **(32.13A, 32.13B, and 32.4I)** I will not support such a project either morally or financially as a tax payer.

COMMENT #: 10896
DATE: 9/2/21 12:34 PM
SOURCE: Email
NAME: Amanda Antinori

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,
Amanda Antinori
Park City, UT

COMMENT #: 10897
DATE: 9/2/21 12:35 PM
SOURCE: Website
NAME: Ray Wagner

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 #: 10898
DATE: 9/2/21 12:37 PM
SOURCE: Website
NAME: Jenny Rudin

COMMENT:

I just moved here to climb and HAVENT even gotten a CHANCE to experience all that little cottonwood has to offer for me. Don't let me miss out on the experience that could change my perspective on climbing forever. DONT RUIN It FOR ME (32.4A, 32.4B, and 32.4I)

COMMENT #: 10899
DATE: 9/2/21 12:38 PM
SOURCE: Website
NAME: Kimberly Deem

COMMENT:

No gondola in LCC **(32.2.9E)**

-Improve bus routes/canyon road/add snow sheds -more busses **(32.2.9A and 32.2.9K)**

-more parking at the mouth of the canyon/transit center **(32.2.6.2.1C)**

-more parking at the resorts (make them pay for it) **(32.2.2K)**

-Get rid of Ikon pass **(32.2.2K)**

-Toll tourists, NOT locals **(32.2.4A)**

Overall I dislike both options. resorts need to BE held accountable **(32.2.9C, 32.2.9E, and 32.2.7A)**. They need more parking. **(32.2.2K)** I do NOT want to lug my family (small children) onto a gondola in ski gear. the car is much more comfortable and serves as our home base with snacks and extra layers etc. Gondolas and busses are inconvenient. **(32.2.4A and 32.2.3A)**

COMMENT #: 10900
DATE: 9/2/21 12:39 PM
SOURCE: Website
NAME: Bernard Stolp

COMMENT:

Bernard Stolp
September 2, 2021

Comment on the Wasatch Mountain transportation plan:

Let me introduce this comment by stating that I think the primary and most important role of the Wasatch Mountains is as a public water supply for the more than 1 million people living in Salt Lake Valley. Parking lots at the ski resorts, at trailheads within the canyons, and areas near the mouth of the canyons (the primary recharge area) all have the potential of negatively impacting the valley water supply. Any plan that is adopted needs to be screened with water quality as a primary criterion **(32.1.2F)**. With that said, the Wasatch are filled with people that have diverse interests that vary from thrill seeking adventurers to philosophical wanderers. The Wasatch Mountains define and sustain life in Salt Lake Valley.

The plan options currently under consideration are somewhat biased towards winter recreation, especially the ski areas. Other uses of the canyon need to be weighted higher. These uses include picnicking, walking, climbing, backcountry-skiing, camping. These activities would not be served by a gondola type transportation plan, because they are distributed throughout the canyon. The plan needs to be inclusive of all these activities, not just the ski resorts in Little Cottonwood Canyon. The plan proposed below incorporates some of the ideas described in the 'Save Our Canyons, Recreation and Transportation Issues' document. I endorse those comments, and have included additional comments below. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

In fairness to a wide range of abilities and interests, we need to make Little and Big Cottonwood Canyons easy to access for a wide range of economic conditions and physical abilities. The Silver Lake Trail in Big Cottonwood Canyon, which is heavily used, is an example that meets these criteria. With that, the transportation infrastructure in the Cottonwood Canyons should be expanded to meet an inclusive majority of Wasatch Front residences. **(32.1.2B, 32.1.2D, 32.2.7A, 32.5A, 32.7B, and 32.7C)** Transportation needs to be biased toward summer recreation, which is a much more attainable option for most people in Salt Lake Valley. **(32.1.2C)** A pair of shoes, small day pack, and a sweater are much more affordable than the equipment (and lift pass) required for winter recreation. The transportation plan for the Cottonwoods should be tailored to accommodate a high level of flexibility. **(32.2.6.3D)**

I suggest a van-based public transit approach (which is also suggested in some of the alternatives listed by UDOT) that incorporates dispersed valley-wide pick-up locations and is managed using a modified version of the Uber/Lyft model. **(32.2.2I and 32.1.2C)** I think this approach to be a reasonable alternative to managing traffic within the canyons. This alternative would include an enclosed 'HUB' at the location of the current parking lot north of the mouth of Big Cottonwood Canyon. With all private vehicle parking discontinued. Dispersed pick-up locations could be established at schools, parks, and other public spaces across the valley. **(32.2.2FF)** The pick-up locations would include free private vehicle parking. The number of people waiting at each location would be constantly monitored via cell-phone based geo-fencing and or by direct hailing. Van traffic would be routed to the pick-up areas using these data. Maximum wait time should be optimized to no more than 15 minutes

Vans from each pick-up location would transport people directly (no intermediate stops) to the enclosed HUB so that there was no waiting outdoors in the summer or winter. The HUB could include a food court and some space for general outdoor related retail (possibly ski/snowshoe rentals in the winter).

Transport up the two canyons can be a mixture of standard buses (for people heading to the ski resorts) and vans (for people that want to be dropped off at any desired location along the main canyon roads). Pick-up by vans should also occur anywhere along the main canyon roads. **(32.2.6.2.3C)** Times between van arrivals/departures should be timed so the maximum waiting time is no more than 15 minutes. This includes from the HUB and all dispersed valley pick-up areas. Again, van arrivals/departures should be tracked and managed using the Uber/Lyft methods. For all transportation, nominal fees could (but preferably not) be required.

This description is cursory, but the main idea is clear. Lots of vans, a somewhat smaller number of standard buses. Maximum wait times of 15-minute. And drop-off/pick-up anywhere along the main canyon roads. **(32.2.2KKK)**

As an aside, it would be good if the transport plan included a conjunctive agreement with the Wasatch-Cache National Forest for funding to improve and expand the current trail system. This should include replacing steep/eroding stretches of the existing trail system and replacing them with switchbacks and/or slightly longer contoured trails. And there should be a considerable expansion of strolling and handicap accessibility trails. Plus, a limited effort to improve the existing mountain biking trails. Shared hiking/biking use seems to more or less work, but always has the potential of creating conflict. There are many bike-centric recreational opportunities within a short distance of Salt Lake Valley. This component is not a transportation issue, but is added to make the Wasatch more accessible to a broader segment of Salt Lake Valley residents. **(32.29KK)**

Once vans are filled to 2/3's capacity, passengers can request a drop-off point at any location in the canyon. People interested in climbing can request a drop-off at a specific crag. Hikers can request a trailhead. Winter recreational users can request a back-country drop off, or a tubing hill, or a ski resort. As the system matures, and usage patterns are logged, algorithms can be employed to minimize drive times and van stops. And optimize the dispersed pick-up locations throughout the Salt Lake Valley. **(32.2.2KKK)**

Whatever transport system is chosen, private vehicle use in the canyons should be severely limited. **(32.2.4A)** This system of vans is extremely flexible, and can develop in ways that minimize waiting times and optimize van capacity. And identify the 'best' pick-up location configuration. As the success (or not) of the system becomes quantified, adjustments can be made to improve the overall system. As electric vehicles mature, the fleet should change in that direction.

Thank you for considering these suggestions.

COMMENT #: 10901
DATE: 9/2/21 12:39 PM
SOURCE: Website
NAME: Bahaa Chmait

COMMENT:

We should do it right for the environment. Sometimes it's just that simple. **(32.29G and 32.29D)**

COMMENT #: 10902
DATE: 9/2/21 12:39 PM
SOURCE: Website
NAME: Nina Quarequio

COMMENT:

The most ridiculous thing I have ever heard. It is actually comical. That large parking structure will be an eyesore and urban blight at its finest. How will giant towers and all the additional infrastructure not affect the environment...come on! **(32.2.9E, 32.4M, 32.12A, 32.13A, and 32.17A)** Not to mention how ugly they will be, oh and by the way no one will ever use the Gondola. **(32.2.4A and 32.7C)** Sound like a graft opportunity to me and a giant money grab from developers who are already planning to destroy the environment with their hideous La Caille development (which I find astonishing was even approved). Adding all that additional traffic to Wasatch, yeah that really makes sense. **(32.2.6.5E)** The thing I really don't understand is why anyone would want to get up the canyon during an avalanche when all the resorts are closed and those unfortunate to already be there need to shelter in place. **(32.2.6.5H)** Either widen the existing road, add more parking at the resorts or add more busses. **(32.2.2P, 32.2.2K, and 32.2.9A)**

COMMENT #: 10903
DATE: 9/2/21 12:39 PM
SOURCE: Email
NAME: Deborah M. Shelley Gabriel

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 M. Shelley Gabriel
Salt Lake City, UT

COMMENT #: 10904
DATE: 9/2/21 12:39 PM
SOURCE: Email
NAME: Erik Krause

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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- 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,
ERIK KRAUSE
Salt Lake City, UT

COMMENT #: 10905
DATE: 9/2/21 12:40 PM
SOURCE: Email
NAME: Victoria Bird

COMMENT:

Dear Utah Department of Transportation (UDOT),

As a conservation biologist, native Utah, and avid recreator I am deeply disturbed by the proposal to build a gondola in Little Cottonwood Canyon. **(32.2.9E)**

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Victoria Bird
Salt Lake City, UT

COMMENT #: 10906
DATE: 9/2/21 12:41 PM
SOURCE: Website
NAME: Jeff Boyczuk

COMMENT:

Paying for projects that deliver more profit for Alta/Snowbird by using taxpayer dollars is wrong. If they want to pursue these projects, they should be held responsible for funding. **(32.2.7A)**

Alternate solutions:

1. Get rid of IKON pass. This pass does not offer a season pass to Alta/Snowbird, so it incentivizes increased out of state traffic. Major congestion would be resolved if this pass was discontinued at these resorts. **(32.2.2K)**
2. Install snow sheds to allow for continuous travel even during high avalanche conditions. **(32.2.9K)**
3. Bus stops at popular backcountry touring trailheads. This would cut down on vehicles in LCC. **(32.1.2D and 32.2.6.3C)**

COMMENT #: 10907
DATE: 9/2/21 12:41 PM
SOURCE: Website
NAME: Jaymes Ullrich

COMMENT:

We need to preserve these areas! **(32.29G)** There are other options to complete your project. These areas provide respected recreational spaces for people, and should be protected. **(32.2.2PP)**

COMMENT #: 10908
DATE: 9/2/21 12:41 PM
SOURCE: Website
NAME: Madeline Evans

COMMENT:

This is a natural space that many people are willing to sacrifice for. Before making irreversible changes to the canyon such as widening the road and taking out many natural features or installing a gondola, paid parking, shuttle service expansions and restricting the amount of cars able to enter the canyon during winter months. **(32.2.9C, 32.2.9E, 32.17A, 32.17B, 32.2.2K, 32.2.9A, and 32.2.4A)** There could be more regulation on cars making sure they are capable (4 wheel drive, winter tires, chains, etc.) or not allowed in the canyon or parking reservations. **(32.2.2M and 32.2.2K)**

COMMENT #: 10909
DATE: 9/2/21 12:41 PM
SOURCE: Email
NAME: Trece Swanson

COMMENT:

Dear Utah Department of Transportation,

I am pleading with you to NOT put a gondola in LCC. I do not think this is the solution.

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,
Trece Swanson
Salt Lake City, UT

COMMENT #: 10910
DATE: 9/2/21 12:42 PM
SOURCE: Email
NAME: Eric Olafson

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,
Eric Olafson
Salt Lake City, UT

COMMENT #: 10911
DATE: 9/2/21 12:43 PM
SOURCE: Website
NAME: Jack Hill

COMMENT:

I absolutely do not want the gondola. **(32.2.9E)** The biggest traffic problems come from 7am - 10am and 3pm - 5pm on the weekends during the winter. **(32.1.2B)** It is not worth building a gigantic gondola that will only serve two giant corporations. This blatantly disregards other activities in the canyon such as climbing (climbing boulders will need to be destroyed), hiking, and biking. It will produce a large eye sore that will hurt the canyon forever. **(32.4B, 32.17A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

I do not believe widening the road is necessary either however I stand by this much more than the gondola. **(32.2.9C)** Again, we are attempting to fix a problem that only occurs on the weekend and in the winter. **(32.1.4D and 32.1.2C)** Other, less destructive, options exist to mitigate this traffic. **(32.2.2PP)**

I understand the logical difficulty because everyone wants to get up the canyon as early as possible for fresh snow however we should not just cater to these individuals.

Please reconsider the options. I love Little Cottonwood and would hate to see it destroyed more than it already has to cater to the ski resorts. Keep other activities in mind when proposing canyon changing solutions. **(32.4I)**

COMMENT #: 10912
DATE: 9/2/21 12:43 PM
SOURCE: Email
NAME: Matthew Tillotson

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

COMMENT #: 10913
DATE: 9/2/21 12:44 PM
SOURCE: Website
NAME: Sabrina Buckley

COMMENT:

I am a tax paying resident of Salt Lake City and I prefer the BUS option. **(32.2.9A)**

COMMENT #: 10914
DATE: 9/2/21 12:44 PM
SOURCE: Email
NAME: Lee Lesburg

COMMENT:

I would like to comment on the Little Cottonwood Canyon EIS. I write these comments as a snowboarder, all-season cyclist, and occasional user of Little Cottonwood Canyon (but I am not a resort passholder). When I do access the canyon during winter, it is generally via the current bus system (which meets my needs just fine).

The EIS was clearly thorough and the outputs are high quality documents. I agree that the two preferred alternatives (enhanced bus with roadway widening and gondola from La Caille) are indeed the preferred alternatives. I agree that impact to the watershed requires careful consideration but I believe that watershed impacts can be mitigated under either of the preferred alternatives. (In other words watershed considerations should shape implementations but should not prevent either decisions or actions. We must do *something*.) **(32.12A and 32.12B)**

The EIS envisions a transportation system for skiers and snowboarders, which typically have two attributes: (1) they carry a lot of gear in awkward footwear; (2) they often travel in groups that include children. With these two attributes in mind, I encourage UDOT to select a final solution that prioritizes the FEWEST TRANSFERS and the SHORTEST TRAVEL TIME for MOST PEOPLE on MOST DAYS. From my review of the EIS documents, that solution is clearly the ENHANCED BUS ALTERNATIVE with ROADWAY WIDENING. **(32.2.9B)**

Yes I understand the reliability arguments that people make in favor of the gondola solution on heavy snow days. In my opinion, those days are not frequent enough and the benefits are not great enough to justify building an entirely new and inflexible mode of transportation that serves just two private businesses at the top of the canyon **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** --- and that imposes a longer travel time, to everyone, and multiple transfers, to many people, on all other days! **(32.2.6.5J)** The gondola will be an attractive solution on days when ground transportation is delayed by snow removal. On all other days, skiers and snowboarders will prefer to drive their private vehicles, regardless of the cost and regardless of the travel time. **(32.2.4A)**

As a Utah taxpayer, I am very happy to fund any solution that works and that people use. I do not want to fund an underutilized spectacle. We already "have a bus system that works. The most effective, lowest risk, and most flexible solution for Little Cottonwood Canyon is to widen roads where we need to, enhance the bus system, and make it the no-brainer mode of transportation for every resort user all winter long. (And in the meantime we should enhance the bus service as much as we can without any roadway widening.) **(32.29R and 32.6.5A)**

Thanks for reading and thanks for preparing and sharing the EIS documents.

Lee

COMMENT #: 10915
DATE: 9/2/21 12:44 PM
SOURCE: Email
NAME: Robert Sylvester

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,
Robert Sylvester
Millcreek, UT

COMMENT #: 10916
DATE: 9/2/21 12:45 PM
SOURCE: Website
NAME: Ron Schwartz

COMMENT:

I support the enhanced bus service in peak- period shoulder Lane to address traffic on Wasatch Blvd during the ski season. **(32.2.9B)** I also support developing the shoulder for pedestrians and bikes to have a safe place to walk/run/ or cycle. **(32.9A and 32.2.6.2.2A)**

The speed limit needs to be reduced to 35 mph. Currently cars drive 50-60 mph through the area making it unsafe for vehicles to enter the road and unsafe for pedestrians and bikes. **(32.2.6.2.2A)**

COMMENT #: 10917
DATE: 9/2/21 12:46 PM
SOURCE: Website
NAME: Abrielle Davies

COMMENT:

These decisions are irreversible. The impact on our backyard is great. Looking to the East and seeing veins of machinery instead of the majesty of mtns is a travesty. **(32.2.9E and 32.17A)**

COMMENT #: 10918
DATE: 9/2/21 12:46 PM
SOURCE: Website
NAME: James Guilkey

COMMENT:

While I would prefer that neither of the proposed modifications to Little Cottonwood Canyon be made, (I'm in favor of tolls, restrictions on single passenger vehicles and increased transit), of the proposed options, I believe that road widening should be preferred over a gondola for the following reasons. **(32.2.9B and 32.2.9E)**

1. A gondola will be a scar on the visual landscape to anyone looking across the canyon. **(32.17A)**
2. A gondola will ONLY support the ski resorts, but will not provide service to users of the backcountry, both during the ski season and the rest of the year. This includes backcountry skiers, hikers and rock climbers, to name a few. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Parking at most trailheads in LCC is well beyond capacity most weekend days, year around. A bus option would serve a greater proportion of Utah tax payers. **(32.1.2C and 32.2.6.3C)**

I am flabbergasted that the State is willing to spend roughly half a billion dollars to subsidize these businesses that are owned by out of state interests. **(32.1.2B)** But, if they're going to do so, then I would hope the money is spent in a way that all users of this public resource can utilize.

COMMENT #: 10919
DATE: 9/2/21 12:46 PM
SOURCE: Website
NAME: Noah Wetzel

COMMENT:

Greetings!

Thank you for all the efforts in organizing this information and making it available to the public. With that said, I'm a little hesitant to vote pro Gondola...even though it would solve many congestion issues. It seems like with road snow structures and more buses, a similar result could be achieved. However, if voting against the gondola, I'm concerned that property allowing parking structures or Gondola's in the future will be impossible to acquire. **(32.2.9A, 32.2.9K, and 32.2.9E)**

The population is certainly growing, and transporting more people into LCC will only demand future growth of the ski area into places such as Grizzly Gulch, which also might be inevitable. My concerns are regarding the current state of our climate and water in the west...I'd hate to see a gondola built, and then have things change down the road to where it wouldn't be needed. **(32.2.2E and 32.2.6.5A)**

To be honest, I'm not sure how to vote on this one. So complex. Is there a way to reserve those plots of land for potential future development of parking lots/gondola? Or if we move towards the bus route, do we forgo that future option? **(32.29LL)**

The canyon traffic is absolutely out of control, and perhaps what we need is a lottery system for season passes and or lift tickets and travel. **(32.2.2K)** If I had to vote, I'd vote against the Gondola, because I think we should pursue other options first, and see what the results are. **(32.29R)**

Tough call, but I hope the feedback, and your knowledge makes this decision easier. Best of luck, we all love Little Cottonwood Canyon.

COMMENT #: 10920
DATE: 9/2/21 12:48 PM
SOURCE: Website
NAME: Nicholas Erickson

COMMENT:

Please put a train up this canyon, **(32.2.9F)**

Less visual impact on landscape **(32.17D)**

More environmentally friendly than having even more cars on the road **(32.1.2D and 32.7C)**

Service can be adjusted depending on need

Most cost-effective long-term solution for the area. Would ultimately connect to the TRAX systems in the valley **(32.2.2I and 32.2.7E)**

COMMENT #: 10921
DATE: 9/2/21 12:48 PM
SOURCE: Website
NAME: Lester Clark

COMMENT:

More environmentally friendly than having even more cars on the road and most cost-effective long-term solution for the area. **(32.29D)**

COMMENT #: 10922
DATE: 9/2/21 12:48 PM
SOURCE: Website
NAME: Linda Metke

COMMENT:

The remedy for the crowded traffic conditions in Little Cottonwood Canyon must serve more than the skiing community. I have lived in Sandy more than forty years and have been a member of these communities of canyon users: skiers (downhill and X-country), rock climbers, hikers, resort employees, campers, resort guests, and mountain goat- and moose-watchers. I have not been a road or mountain biker nor do I have a cabin/condominium in the canyon. The proposed gondola only serves a small proportion of these communities. **(32.2.9E, 32.1.2B, 32.1.D, 32.2.7A, 32.7B, and 32.7C)** And widening the road for additional bus and auto lanes will negatively impact the canyon's unique majesty. **(32.2.9C and 32.17B)**

A solution needs to accommodate people who want to stop and/or be picked up along the roadway. It needs to get guests and baggage to hotels or to access the two canyon campgrounds in summer and winter. Ideally, private vehicles need to be eliminated from the canyon, with busses and shuttle vehicles providing primary transportation. Busses would provide service to the ski resorts and shuttles would provide services to other communities of users who desire stops along the roadway. The cost for such services will be substantial and should be borne by individuals and entities that benefit from or need them. **(32.2.2B, 32.1.2D, 32.2.2L, 32.2.6.3C, and 32.2.6.5G)**

I envision electric or natural gas-powered vehicles on the road with traditional-sized, scheduled busses taking people to the ski resorts and smaller shuttles scheduled to take canyon visitors to trailheads and campgrounds. **(32.2.2B and 32.1.2C)** (There will be issues with transporting peoples' equipment, surely.) There are parking sites in Sandy at 20th East and 9400 South and across 9400 South at the former Shopko lot. It can be useful to have the vacated Shopko business site available for people to make reservations for canyon use, for example to sell ski passes, schedule transportation to hotels, etc., reserve campsites and to park individuals' cars. The US Forest Service could use that site to their advantage. The parking areas in Sandy would need to be policed securely to give users confidence. **(32.2.6.2.1C)**

Ultimately I would like a streamlined train-tram to serve transportation in the canyon, as in the bygone mining days, to be used with a shuttle service to hiking-climbing-camping sites. **(32.2.9F)**

COMMENT #: 10923
DATE: 9/2/21 12:49 PM
SOURCE: Website
NAME: Asa Hart

COMMENT:

No (32.29D)

COMMENT #: 10924
DATE: 9/2/21 12:50 PM
SOURCE: Website
NAME: Hanna Olsen

COMMENT:

I grew up in Sandy just five minutes down the road from Little Cottonwood Canyon. My dad taught in the Mountain School at Snowbird before my sisters and I were born, and then again for years when we were kids. Every Saturday and Sunday he set us free on the mountain while he worked, and we'd meet up at the end of the day for a few laps with him. Every once in a while, we'd head over to Alta for free after three laps on Sunnyside. I was extremely lucky to grow up skiing at Snowbird, but the mountain isn't what it used to be.

To begin, I would like to express my opposition for both of the "preferred" alternatives. **(32.2.9C and 32.2.9E)** I can't imagine either of them are preferred by anybody except Snowbird and Alta, given they will benefit from the increased revenue. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Out of the 124 alternative concepts, UDOT has chosen the two most destructive and permanent projects. I strongly disagree that UDOT is attempting to "preserve the values of the Wasatch Mountains" with either of these preferred alternatives. Sure, the enhanced bus or gondola might be effective methods to haul people up the canyon, but neither are sufficient to solve the problem at hand. And the problem is capacity. **(32.20B)**

Ski resorts have a capacity limit just as a building does. Say a road near a popular restaurant gets widened, it doesn't mean the restaurant can seat any more people at one time than it previously could. Just the same, increasing transportation capacity up the canyon does not increase capacity on the mountain. Perhaps you've solved the issue of travel time with these projects, but what are you going to do about hour-long lift lines once the gondola or bus drops us off? I would personally 'prefer' more than just a few runs a day. **(32.20C)**

UDOT has identified mobility and reliability to be an issue up LCC. I can agree that congestion up the canyon is worsening and I've noticed the increase in traffic firsthand. Surely something has to be done by 2050, but what about mobility and reliability on the slopes? Our canyons are resource limited. There is only so much space and snow to go around. The resorts cannot safely or comfortably accommodate the additional traffic. Winter sports are less safe and less enjoyable when you're dealing with lift lines and masses of people. **(32.20C)**

With regard to the enhanced bus lane, the concept of Induced Travel Demand applies. This is the idea that widening a road counterintuitively leads to an increase in traffic. Increasing roadway capacity simply encourages more people to use that road, failing to reduce congestion. As would be the case in Little Cottonwood Canyon. **(32.7C, 32.20E and 32.2.4A)** Furthermore, I think the visual impacts are a major drawback to this project. **(32.17B)** I imagine a good chunk of the mountain will have to be ripped up to add additional lanes. It would be unsightly and detrimental to our watershed. **(32.12B)** Not a promising solution considering the road will only be relevant during peak periods in the winter. **(32.1.2B)**

I am disheartened that a gondola was up for consideration at all, let alone one of the preferred alternatives. I don't believe this 55-minute excursion is in anyone's best interest. The Gondola Alternative B fact sheet does not include other factors that are important in making this decision. To begin with, ecosystems on the forest floor will be disrupted. We share our canyon with many species who depend on it for survival while we just use it for enjoyment. Shouldn't we advocate for those who can't speak up for themselves? **(32.13A)** What's more, the gondola would significantly impact the climbing community. The spectacular quartz monzonite that makes up the canyon walls attracts

climbers all over the world who would be devastated to see their boulders replaced with gondola towers. **(32.4B)** Do we really want to stick a giant, permanent piece of infrastructure up our gorgeous canyon? **(32.4I)** We should preserve what's left of the canyon's wilderness. Little Cottonwood Canyon is not an amusement park and should not be developed as such. In no way is this project, "seeking to conserve the natural ecosystem for future generations".

So, how can we solve the capacity problem without physically transforming the canyon? I have come up with a few alternative solutions that should be considered and tested before any \$500 million dollar changes are made to a 30,000-year-old canyon. **(32.29R)** The first is a permit system. Similar to Snowbird's reservation system during the pandemic, parking permits would be purchased and sold out on a first come first serve basis. Didn't get a permit? Take the bus. **(32.2.2K)** Cars parked at either resort without one would be ticketed. One solution might be a pay booth at the mouth of the canyon. Like Millcreek canyon, visitors would have to pay a fee upon leaving the canyon, hopefully deterring excess automobile traffic. Perhaps the booth could cap the number of cars entering the canyon, with the exception of homeowners and employees. **(32.2.4A and 32.2.2L)** Another option is to raise single day and season pass ticket pricing. Skiing is expensive already, but increased rates would keep some people off the mountain if they can't afford it. **(32.2.2K)** Or what if we just created additional park-n-ride lots and had extra buses running to shuttle people up and down the canyon? **(32.2.9A)** Maybe with an incentive to get people to use them. **(32.2.4A)** I'm no genius and I understand each of my solutions will have its kinks, but I can't seem to understand why we're resorting to such extreme solutions so suddenly. The goal should be to find a solution that meets the capacity limits of both S.R. 210 and the Snowbird and Alta resorts. We need to find a way to make what we currently have continue to work. We can't exploit our resources like they're infinite.

As was stated in the EIS, Bill 277, Highway General Obligation Bonds Authorization, funds projects that "have a significant economic development impact associated with recreation and tourism within the state" and that "address significant needs for congestion mitigation." This tells me that UDOT (and the other agencies involved) have neither the integrity of LCC nor its recreationists in mind, but rather Utah's economy and more specifically two private businesses. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I would hate to see this spectacular landscape be permanently transformed for capital gain. **(32.4I)** Nature is not real estate, this canyon is not ours to develop, it has rights of its own and they should be respected. We are connected to the land we come from; the future of the Little Cottonwood Canyon is very important to me and many others. It would be a huge mistake to go through with either of these preferred alternative projects. I appreciate your time and I thank you for considering my review of the Final Draft EIS.

COMMENT #: 10925
DATE: 9/2/21 12:50 PM
SOURCE: Website
NAME: Dustin Jones

COMMENT:

I have been a resident of Sandy for over 35 years and live near the mouth of little cottonwood canyon. I am 100% against the gondola. **(32.2.9E)** It does not make sense at all. I am concerned about the total cost (I think the long term cost will be much higher. **(32.2.7C)** The views of the canyon will obstructed. **(32.17A)** Keep the natural wild look! What happens when there are mechanical failures? The entire system shuts down and then people are left to drive **(32.2.6.5K)** I feel the dedicated bus lane is the best option. **(32.2.9B)** Add a toll road (maybe cheaper for residents or cheaper in the summer. That will force people to carpool or take the bus. **(32.2.4A)**

COMMENT #: 10926
DATE: 9/2/21 12:50 PM
SOURCE: Website
NAME: Denise Ritter

COMMENT:

i support the Bus, because The visual impacts of a gondola will forever destroy the main reason why most people want to go to these mountains. **(32.2.9A, 32.2.9E, and 32.17A)** This is a big issue. an even better option would be to have train service up the canyon, Most cost-effective long-term solution for the area. and love riding TRAINS. **(32.2.9F)**

COMMENT #: 10927
DATE: 9/2/21 12:50 PM
SOURCE: Email
NAME: Jake Lamping

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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). One of the biggest problems contributing to congestion in the canyon is the lack of enforcement of the traction law. Every year more and more tourists hear about the amazing skiing there is to be had in the cottonwoods. Many of these people are not experienced in driving through snowy canyons and often attempt getting to the resort without 4x4, AWD, or snow tires. They then get stuck, and cause the whole canyon to back up. This problem persists every deep powder day and would easily be solved if the traction law was strongly enforced. **(32.2.2M)**

There is no logic in implementing a huge project such as the gondola until we have tested other solutions that are more cost effective and environmentally friendly. **(32.29R and 32.2.2PP)** A more advanced public transportation system along with strict enforcement of the traction law will help reduce congestion in little cottonwood canyon.

Sincerely,
Jake Lamping
Draper, UT

COMMENT #: 10928
DATE: 9/2/21 12:51 PM
SOURCE: Website
NAME: Nicholas Schumacher

COMMENT:

Not in agreeance with a Gondola. (32.2.9E) Bus lane I'm okay with. (32.2.9B) Okay with the snow tunnels too. (32.2.9K) Would like UDOT to look at a Train option. (32.2.9F)

COMMENT #: 10929
DATE: 9/2/21 12:51 PM
SOURCE: Website
NAME: Gus Gochnour

COMMENT:

Bus service is the most reasonable short-term solution. (32.2.9A and 32.29R) However long term I still think Train service is the best option to alleviate the problems in the canyon. (32.2.9F) My reasoning is:

- a. Less visual impact on landscape (32.17D)
- b. More environmentally friendly than having even more cars on the road (32.1.2D and 32.7C)
- c. Service can be adjusted depending on need
- d. Most cost-effective long-term solution for the area. (32.2.7E)
- e. Would ultimately connect to the TRAX systems in the valley (32.2.2I)

COMMENT #: 10930
DATE: 9/2/21 12:51 PM
SOURCE: Email
NAME: Nicole Henrie

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

For years I have found solace in the mountains. Ive been abused and had some really hard trials in my life. The Gondola is going to disturb the beauty of the mountains significantly. People will be able to watch everything from up high. There would be no privacy. Sure there are trees but not enough. Stop trying to disturb the mountains when it's the one place that shouldn't be built on commercially. It's a place for peace, self - reflection, and to get away from the city. So stop trying to bring more of the city into the mountains. **(32.2.9E, 32.17A, and 32.4I)**

Sincerely,
Nicole Henrie
Sandy, UT

COMMENT #: 10931
DATE: 9/2/21 12:52 PM
SOURCE: Website
NAME: Charlotte Thalhammer

COMMENT:

I support the Enhanced Bus option. **(32.2.9A)**. It's the best short term solution, as it has a low visual impact on the landscape in the canyon. **(32.29R)**. For the future however, train service up the canyon will be the best long-term solution for the area. **(32.2.9F)**

COMMENT #: 10932
DATE: 9/2/21 12:52 PM
SOURCE: Website
NAME: Leonie Oppliger

COMMENT:

train service up the canyon **(32.2.9F)**

COMMENT #: 10933
DATE: 9/2/21 12:52 PM
SOURCE: Website
NAME: Alex Chamberland

COMMENT:

Enhanced Bus System!! **(32.2.9A)**

We should not build a gondola until we've given the current bus system a chance. **(32.2.9E and 32.2.9R)** Charge parking for ski resort parking lots to encourage people to use the existing bus systems. **(32.2.2K and 32.2.4A)** Invest in more buses to increase pickup frequency to make it more appealing. **(32.2.6.3N)** We need to create more incentive to get people to use the busses. **(32.2.4A)** Widening the road should only happen if still needed after truly giving the current system a chance. **(32.2.9R)** A gondola would absolutely kill the beauty of the canyon while only benefitting the resorts that are essentially causing the issue since they are bringing more and more people to the mountain every year. A gondola does no good if it drops you at a ski resort that has hour long lift lines anyway. **(32.2.9E, 32.17A, 32.1.2D, 32.2.7A, 32.7B, 32.7C, and 32.20C)**

Vail is destroying Park City, don't let it happen to the cottonwoods. We need to stop letting the greed of the corporate side of the ski industry ruin all of the great things Utah has to offer. **(32.4I)**

COMMENT #: 10934
DATE: 9/2/21 12:52 PM
SOURCE: Email
NAME: Jessica Bybee

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Jessica Bybee
Highland, UT

COMMENT #: 10935
DATE: 9/2/21 12:53 PM
SOURCE: Website
NAME: Megan Ware

COMMENT:

Bus service is the most reasonable short-term solution.

*Train service up the canyon - more environmentally friendly. (32.2.9A, 32.29R, and 32.2.9F)

COMMENT #: 10936
DATE: 9/2/21 12:53 PM
SOURCE: Website
NAME: Leonie Oppliger

COMMENT:

train service up the canyon **(32.2.9F)**

COMMENT #: 10937
DATE: 9/2/21 12:53 PM
SOURCE: Website
NAME: Christine Peterson

COMMENT:

I support the LCC gondola as the better transportation option. **(32.2.9D)**.
Thank you for allowing all to have the opportunity to voice our choice and support of LCC

COMMENT #: 10938
DATE: 9/2/21 12:53 PM
SOURCE: Website
NAME: Holden Clarke

COMMENT:

Both options are a waste of tax dollars and serve only Snowbird and Alta at the end of the day
(32.2.9C, 32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)

COMMENT #: 10939
DATE: 9/2/21 12:54 PM
SOURCE: Website
NAME: Mathis Burton

COMMENT:

Please do not destroy little cotton wood canyons amazing boulders! (32.4A and 32.4B)

COMMENT #: 10940
DATE: 9/2/21 12:54 PM
SOURCE: Website
NAME: Betty Brocker

COMMENT:

I prefer having busses over the gondola due to the visual impact. **(32.2.9A, 32.2.9E, and 32.17A)** However, the bus would still increase traffic unless private cars are banned in the area (which I think would be great for the environment anyways). **(32.2.2B)** An electric train still comes to mind, too, and I'm wondering why this option was dropped since this sounds like an environment friendly and sustainable option. With a train building company in the area this would also help the local economy. **(32.2.9F and 32.2.3B)**

COMMENT #: 10941
DATE: 9/2/21 12:54 PM
SOURCE: Email
NAME: Miren Jayo

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,
Miren Jayo
Boise, ID

COMMENT #: 10942
DATE: 9/2/21 12:55 PM
SOURCE: Website
NAME: Craig Richwine

COMMENT:

I have read Alta's take on this access problem. I am of the opinion that something has to be done to "unclog" LCC. Alta and the Bird aren't going anywhere, so lets make it less of a nightmare to get there. And as far as the alternative transportation choices, I am with them on it being a gondola. **(32.2.9D)** Both will require resources. But I believe the gondola will not impact the canyon like more buses and more asphalt and more exhaust from the buses will. **(32.13A, 32.13B, and 32.10A)** Although I also know you have negatives for any solution this big.

Has there been thought given to 25 years into the future? **(32.1.2B)** What if the road is not changed and the gondola is outgrown? **(32.2.6.5N)** Where will posts be placed to keep from destroying the canyon's natural habitat and beauty? **(32.2.6J and 32.17A)** If the road eventually has to be widened, can the posts for the gondola be placed where they won't be in the way of the road being widened eventually to allow for more capacity 25 or 30 years from now? **(32.2.6J)** In other words. place them where they cause the least damage plus do not have to be dug up in order to eventually widen the road as well? Because I see that coming also in the future if our skiing and boarding population continues to grow like I have seen it grow in the last 25 years. **(32.1.2B)**

Just my take on some questions that may or may not have already been addressed. I was a ski instructor at the Bird and also a volunteer race crew member for the Snowbird Alpine race team for many years. So both resorts are near and dear to me.
Craig Richwine

COMMENT #: 10943
DATE: 9/2/21 12:56 PM
SOURCE: Website
NAME: Aaron Olson

COMMENT:

- a. The visual impacts of a gondola will forever destroy the main reason why most people want to go to these mountains. This is a big issue. **(32.2.9E and 32.17A)**
- b. Widening of the roadways has the potential to significantly increase traffic in the canyons. **(32.2.9C, 32.2.6.3B, 32.2.4A, and 32.7C)**
- c. Bus service would be the most reasonable short-term solution. **(32.29R)**
- d. Gondola only serves the ski resort and not the whole community. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 10944
DATE: 9/2/21 12:56 PM
SOURCE: Website
NAME: Nathan Ormond

COMMENT:

They best way to increase movement up the slope and reduce our carbon footprint is build a line for a commuter train. **(32.2.9F and 32.10A)** This also would allow SLC to effectively grow their public transit giving access to the mountains from Downtown SLC. **(32.2.2I)**

COMMENT #: 10945
DATE: 9/2/21 12:56 PM
SOURCE: Website
NAME: Hugh Ferguson

COMMENT:

I have seen the gondola promotional video. I think that it is a very well produced video. I think it is from an obviously a very pro gondola marketing stance. I have also read a bunch of the UDOT EIS. I think they are misrepresenting it with the video. **(32.2.6E)**

The two positives of the gondola as I see it are the ability to move people up and down in SOME bad weather more consistently and the lesser carbon footprint to run vs vehicles. Though still coal fired power plants are creating the electricity to run I believe. **(32.10A)**

Many things I don't like about it. Starting at the location at the bottom with no congestion and a nice looking parking structure? Would this really be the case? **(32.2.6.5E)** We've all driven that road a lot and there would still be the same volume of cars going up the canyon. Just more volume at the two resorts once you finally get up there. **(32.2.4A and 32.7C)**. How do you get there from all points? You can use some of the trip time numbers that have been given, but I think they could end up being quite a bit longer than stated. When you factor in getting from your home or hotel to the base of the gondola or the bus terminal. Parking, Moving gear, waiting in line for you gondola or shuttle bus to the gondola. Seems like a huge incentive to get in your personal car and drive up the canyon. **(32.2.4A)** Impact of huge towers in the canyon. **(32.17A)** No off loading points for any other interest other than ski areas. (Back country access for hiking, skiing, rock climbing...) **(32.2.6.3C and 32.2.6.5G)**

Does not help with canyon congestion. **(32.7C)** an incentive to drive for most I believe. (37 minute tram ride, but how long a line to get into the tram? 30 on both ends?) could be around 2 plus hours of time to just go up and down the canyon On a good day at the right time I can be parked door to door from my house in under 37 minutes. **(32.2.6.5C)**

Who pays? I know there is trickle down effect from a booming ski economy, but lots of benefit for few and two ski areas with big costs. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Also this gondola only addresses LCC. BCC still has a bunch of congestion problems. **(32.1.1A)** A bus system that works could work for both Canyons. **(32.20D)** Seems like the only big winners from the gondola are the company that wins the contract to provide the Gondola and the two Ski areas that will get more skier visits from the added uphill capacity the Gondola would provide. **(32.20C)**

Bottom Line: I support more a better bus system with expanded bus or HOV lanes and snow sheds. I think the Gondola would be a big permanent mistake. **(32.2.9B, 32.2.9K, and 32.2.9E)**

Hugh Ferguson

COMMENT #: 10946
DATE: 9/2/21 12:57 PM
SOURCE: Website
NAME: Julie Mason

COMMENT:

Little Cottonwood Canyon Environmental Statement

I support extending bus service in Little Cottonwood Canyon. **(32.2.9A)** It is the safest, most environmentally friendly and the most logical solution. Lets slow down this whole process and start first by enhancing the bus service up the canyon and build more parking areas around the valley so people will use the bus system. **(32.2.2I and 32.2.6.2.1C)**. The next few years with enhanced bus system will give us a better idea of the next step. **(32.2.9R)**. No one wants to look at big gondola towers going up the canyon. **(32.2.9E and 32.1.7A)**. There are many types of re-creationists using the canyon and they are not all resort skiers! **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. The gondola proposal is a joke and a Disneyland attraction. The cost of building these monsters will be twice as much as the initial estimate. **(32.2.7C)** Lets preserve and protect this canyon, (the views, the wildlife, the water, the vegetation) while we still can with successful and thoughtful management planning!
There is so much more that can be done first before millions of tax payer dollars are wasted.
Thank You

COMMENT #: 10947
DATE: 9/2/21 12:57 PM
SOURCE: Website
NAME: Jordan Johnston

COMMENT:

I don't love either option, but if I picked one it would be bus. (32.2.9B) I hate the idea that the gondola only serves the ski resorts. (32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C) What about the rest of the canyon during the summer? (32.1.2C, 32.2.6.5F, and 32.2.6.5G) If you're going to add a transit system shouldn't it make sense year round? (32.1.2C) I know its not an option but having a train that could connect with TRAX would be amazing. (32.2.2I) The idea of hopping on the train in SLC and ridding it all the way to the canyon is honestly the only option that makes sense. And what about future expansion due to higher volumes of people wanting to be in the canyon... The gondola can't be scaled like a bus or train. (32.2.6.5A)

COMMENT #: 10948
DATE: 9/2/21 12:57 PM
SOURCE: Email
NAME: John Sperry

COMMENT:

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

The transportation problem is caused by ski resort expansion. **(32.1.2B)** The sustainable solution is simple: restrict resort footprint and usage to what can be conveniently supported by the existing road. **(32.20B and 32.2.2K)** Resorts must plan for no growth in skier usage. Resorts are lucky to have what they've got, and should focus on operating the best experience within their current footprint and skier capacity. **(32.20C)** They do not need to expand to survive...and their expansion is ruining the canyons and causing problems for everyone. The current congestion is the result of poorly planned and chronic over-expansion by the resorts, facilitated by lax oversight. The current LCC access situation sets a perfectly reasonable limit on "skier supply rate". **(32.2.2K)** It is high time that the resorts solve their own problem by planning to match their skier capacity to what the current roads can conveniently support. Giving the ski resorts a Gondola does nothing to hold the line on canyon capacity and is just another capitulation to unsustainable management habits of the ski resorts. **(32.20A and 32.20C)**

Further points as suggested by SOC:

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

COMMENT #: 10949
DATE: 9/2/21 12:58 PM
SOURCE: Website
NAME: Gene Mills

COMMENT:

Please build a train, moving more people faster demonstrates efficiency in leadership **(32.2.9F)**

COMMENT #: 10950
DATE: 9/2/21 1:00 PM
SOURCE: Website
NAME: Shelley Petra

COMMENT:

I've climbed these bouldering areas for 20 years. Now I am taking my kids there too. It would be a tragic loss for us and other climbers. Let's figure out a solution that protects the spaces we use. **(32.4A, 32.4B, and 32.2.2PP)** Thank you.

COMMENT #: 10951
DATE: 9/2/21 1:00 PM
SOURCE: Website
NAME: Charles Fallon

COMMENT:

Before a long-term infrastructure project is decided on, a trial period of enhanced busing should be tested. **(32.29R and 32.2.9A)** Toll the road to reduce car traffic and encourage bus ridership. **(32.2.4A)** Nudge people to start using the mass transit solution that we already have. If there is a significant improvement in canyon traffic after a year of enhanced busing, then it's time to consider widening the roadway for an even greater improvement. If the buses do not create a marked improvement, then the gondola or train solution should be more heavily favored. **(32.29R)**

The gondola does not serve all canyon users and only serves to increase the usership and profits of the ski resorts and pass-holders. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 10952
DATE: 9/2/21 1:00 PM
SOURCE: Website
NAME: Dan Clark

COMMENT:

Gondola PLEASE!!! (32.2.9D)

COMMENT #: 10953
DATE: 9/2/21 1:00 PM
SOURCE: Website
NAME: Roxan Anderes

COMMENT:

Seems to me the best solution is. Gondola most logical and sensible (32.2.9D)

COMMENT #: 10954
DATE: 9/2/21 1:02 PM
SOURCE: Website
NAME: Rachel Curzon

COMMENT:

Please do not destroy Little Cottonwood Canyon for the widening of a road or gondola. **(32.2.9C and 32.2.9E)** We love climbing here as a family and it would be a shame to lose it to infrastructure development. **(32.4A and 32.4B)** Thank you!

COMMENT #: 10955
DATE: 9/2/21 1:02 PM
SOURCE: Website
NAME: Michael Tsuji

COMMENT:

Little Cottonwood Canyon is a unique and integral part of the identity of the Wasatch Front. The rapidly increasing population of the Salt Lake Metro Area combined with the world class skiing, hiking, climbing and biking has led to our current state of needing a sustainable transportation solution that serves all of the aforementioned activities. The two highlighted preferred alternatives (Enhanced Bus Service in Peak-Period Shoulder Lane and Gondola Alternative B) will cause irrevocable damage to this precious and finite resource that many of us cherish. **(32.2.9E, 32.2.9C, and 32.4I)** Additionally, the Gondola Alternative will only serve the ski resorts while ignoring the needs of the other recreational users of the canyon. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I am in favor of an Enhanced Bus solution combined with peak-period tolling of personal vehicles. **(32.2.9A and 32.2.4A)** This solution will reduce traffic without requiring any new construction within the canyon proper. Little Cottonwood Canyon is an invaluable piece of the fabric of our community and we should seek to maintain access for all users while limiting the environmental and visual impact of any proposed transportation solution. **(32.17A and 32.17B)**

COMMENT #: 10956
DATE: 9/2/21 1:02 PM
SOURCE: Website
NAME: Chris Conradi

COMMENT:

I support the bus service option. **(32.2.9A)** This seems to be the most reasonable short term solution. **(32.2.9R)** Widening the road way will only cause more traffic to go up the canyon and damage further the beauty of the canyon (more parking structures etc). **(32.2.9C, 32.2.4A, and 32.17B)** Gondola structures would clutter up the beauty of the canyon as well. **(32.2.9E and 32.17A)** No one wants to see a bunch of cables and towers scattered between the beautiful canyon. **(32.4I)**.
The most ideal solution in my mind would be to have a train system linked to trax/front runner. **(32.2.2I)**
This would be more environmentally friendly, have less visual impact on the landscape and service can be adjusted to time of year and need (similar to temp bus solution) **(32.17D)**

COMMENT #: 10957
DATE: 9/2/21 1:03 PM
SOURCE: Website
NAME: David Evans

COMMENT:

widening the road will not stop (1) closing the road for avalanche control (2) car/truck slide-offs closing the road (3) More cars more pollution... **(32.7A, 32.2.6.3P, and 32.10A)** High-capacity gondola technology is currently operating in places like Oakland Bart station to the Oakland airport. A gondola would be almost pollution-free. **(32.2.9D and 32.10A)**

COMMENT #: 10958
DATE: 9/2/21 1:03 PM
SOURCE: Email
NAME: Randall Pettit

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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 is altering the entire canyon and its natural beauty. Not to mention all the pollution and construction and the time this will take to do. I don't think this is a good move for Utah. Please consider these things. **(32.17A, 32.4I, 32.19A, and 32.2.7C)**

Sincerely,
Randall Pettit
Herriman, UT

COMMENT #: 10959
DATE: 9/2/21 1:04 PM
SOURCE: Email
NAME: Christopher Sorenson

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 sorenson
Park City, UT

COMMENT #: 10960
DATE: 9/2/21 1:05 PM
SOURCE: Website
NAME: Emily Yale

COMMENT:

I strongly oppose the Gondola B alternative. It would have a devastating impact on the climbing in LCC, destroying hundreds of classic climbs. **(32.4B)** I also oppose the Enhanced Bus Service option as it would still result in the destruction of climbing in the area. **(32.2.9C and 32.4A)** UDOT did not sufficiently consider options that would not permanently alter the canyon, such as increasing bus traffic without widening the road and implementing tolls to reduce traffic. **(32.2.9A and 32.2.4A)** At minimum, the Gondola option must not be pursued. **(32.2.9E)** Destroying recreation opportunities for any activity that's not skiing just to further line the pockets of two crowded resorts is unacceptable. **(32.4B and 32.4I)**

COMMENT #: 10961
DATE: 9/2/21 1:08 PM
SOURCE: Website
NAME: Nancy Holman

COMMENT:

I prefer the gondola. (32.2.9D) A bus system will be still be needed but the gondola is better for the environment (32.2.2W)

COMMENT #: 10962
DATE: 9/2/21 1:09 PM
SOURCE: Website
NAME: Eric Johnson

COMMENT:

Go for the gondola! (32.2.9D)

COMMENT #: 10963
DATE: 9/2/21 1:09 PM
SOURCE: Email
NAME: Laurel Carlson

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Laurel Carlson
Salt lake city, UT

COMMENT #: 10964
DATE: 9/2/21 1:10 PM
SOURCE: Website
NAME: Michael Price

COMMENT:

I think a train system like this would be a good alternative: <https://dailyhive.com/mapped/epic-voyage-swiss-alps-train-ride> (32.2.9F)
It works in Canada.

Best regards,

Mike

COMMENT #: 10965
DATE: 9/2/21 1:10 PM
SOURCE: Email
NAME: Erin Thunell

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,
Erin Thunell
Salt Lake City, UT

COMMENT #: 10966
DATE: 9/2/21 1:11 PM
SOURCE: Website
NAME: Stefan Baer

COMMENT:

Bus-Service would be the most reasonable short-term solution **(32.2.9A and 32.2.9R)** Nevertheless the best option would be the train. **(32.2.9F)** In a long-term perspective it is the most cost-effective solution and could be connected to the existing TRAX network. **(32.2.2I)** If been travelling a lot in Europe, especially the trains in the Swiss Alps are the best proof for this solution.

COMMENT #: 10967
DATE: 9/2/21 1:11 PM
SOURCE: Email
NAME: Knick Knickerbocker

COMMENT:

Dear Utah Department of Transportation,

I am NOT in favor of the two options that have been presented by Alta & Snowbird as these ignore the needs and preferences of backcountry users such as hikers, snowshoers & backcountry skiers. There are no options for these outdoor enthusiasts to park and enjoy the backcountry trails and area that are not within the boundaries of the ski areas. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, 32.7C, 32.2.6.3C, and 32.2.6.5G)**

Why we don't have a fee system like Millcreek canyon has had for years is beyond my comprehension. Larger parking areas near the mouths of the canyons with more year around bus or shuttle van services is needed NOW. **(32.2.4A and 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:

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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,
Knick Knickerbocker
Murray, UT

COMMENT #: 10968
DATE: 9/2/21 1:12 PM
SOURCE: Website
NAME: Nicole Williams

COMMENT:

As a resident of Holladay, as well as a skier, hiker, and naturalist, I understand first hand the beauty and recreational opportunities that Little Cottonwood Canyon provides Utahns and visitors to our great state.

Because of this, and after reviewing the draft LCC EIS, I have many concerns about the proposed gondola alternative. **(32.2.9E)** The proposed gondola would be extremely costly, permanently and irreversibly change the landscape of Little Cottonwood, and only really benefits those with business interests in Alta and Snowbird ski resorts. **(32.4I, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I also have concerns that this option would only push the canyon traffic lower into residential neighborhoods, and wouldn't actually create a solution. **(32.2.6.5E)**

Rather than an extreme and costly gondola option, I hope that UDOT chooses to focus on an enhanced bus service alternative. **(32.2.9A)** This alternative would be less of a burden to taxpayers and would be a less drastic option to test. I've tried many times to take buses up the canyon, but often buses don't come, they're nearly empty, or they don't stop at any of the major trailheads for those traveling to areas outside the two ski resorts. **(32.2.6.3N and 32.2.6.3C)** With expanded service, additional buses, and a system that places preference on buses traveling up the canyon rather than cars, our bus system could thrive and become an amazing option for locals and visitors alike. **(32.2.4A)**

Thank you for your consideration and time.

COMMENT #: 10969
DATE: 9/2/21 1:12 PM
SOURCE: Email
NAME: Natalia Vongphakdy

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Natalia Vongphakdy
Eagle mountain, UT

COMMENT #: 10970
DATE: 9/2/21 1:13 PM
SOURCE: Website
NAME: Leah Frazer

COMMENT:

Most importantly, Please do not widen the road. **(32.2.9C)** The destruction of the natural environment would be devastating, as would the loss of world class climbing- one of the reasons many people move to SLC. **(32.13B and 32.4A)** I'm a skier and unless the gondola is free or maybe \$5, I would opt to drive, so that is also probably not a solution. **(32.2.4A)**

COMMENT #: 10971
DATE: 9/2/21 1:14 PM
SOURCE: Website
NAME: Paul Flanagan

COMMENT:

I firmly believe that the gondola is the superior option. **(32.2.9D)** Firstly, as a local Utah resident, I have ridden the bus in the past and it is a poor experience, it shakes, smells, and you end up holding a lot of your things. Ever since I purchased a truck, I have had absolutely no incentive to ride the bus, in fact, I will be paying to park at Alta instead of the bus. **(32.2.4A)** The bus is equally susceptible to road conditions as my truck so that is a non-starter for me. **(32.6.3P and 32.2.9C)** The gondola holds the biggest advantage to every single option, and that is the fact that snow conditions and avalanche danger have no effect on the operation of the gondola. **(32.2.6.5H and 3.2.6.5K)** Not only would I drive less if the gondola were built, but any chance of snow would push me to the gondola. Upon these conditions my experience with the gondola would be significantly superior than a bus and I would choose the gondola more frequently than my own truck, while I would avoid the bus at all costs. It does not rely upon humans to drive, so it is also by far and away the safest option. The tourism the gondola would bring would pay for the gondola. People ride the tram in the summer just to ride the tram, all it requires is power at that point and it pays for itself. **(32.20A)** I understand that people want to keep their view of the canyon as pristine as possible, but the gondola would reduce traffic noise drastically with less cars on the road. **(32.1.2D, 32.7C, and 32.11D)** Ultimately, as a resident and I think most tourists would steer clear of the bus, while the gondola would give the cottonwoods something unique than the rest of the world. The gondola could also be used for the Olympics in a potential bid and receive IOC funding while the bus would be an eye sore on paper. **(32.1.5F)**

COMMENT #: 10972
DATE: 9/2/21 1:14 PM
SOURCE: Website
NAME: Harry Davis III

COMMENT:

Out of the two available options, I believe the bus service option is the most reasonable short-term solution. **(32.2.9B and 32.29R)** The gondola would have an immensely negative impact on the appearance of the canyon. **(32.2.9E and 32.17A)**

Ideally, a train service would be the most beneficial. **(32.2.9F)** This service would provide a minimal impact to the canyon appearance, overall more environmentally friendly mode of transportation, flexible service along the entire canyon route, and the best long-term cost-efficiency. **(32.17D, 32.2.6.6A, and 32.2.7E)**

COMMENT #: 10973
DATE: 9/2/21 1:16 PM
SOURCE: Website
NAME: Rachel Detwiler

COMMENT:

No gondola. **(32.2.9E)** Increase bus service/parking at base of canyon. Encourage resorts to have patrons sign up for parking as snowbird did last year. **(32.2.9A and 32.2.2K)**

COMMENT #: 10974
DATE: 9/2/21 1:17 PM
SOURCE: Website
NAME: Michael Garey

COMMENT:

I would support the option with the lowest costs and lowest impact on natural landscape--a toll system with carpool reductions and/or public transit waivers. **(32.2.9A and 32.2.4A)**

COMMENT #: 10975
DATE: 9/2/21 1:17 PM
SOURCE: Email
NAME: Sara Linz

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Sara Linz
Cincinnati, OH

COMMENT #: 10976
DATE: 9/2/21 1:17 PM
SOURCE: Email
NAME: Crystal Bruner Harris

COMMENT:

Dear Utah Department of Transportation,

The residents don't want a gondola... the ski resort owners do. Please listen to the residents. **(32.2.9E and 32.2.9N)**

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)**
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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,
Crystal Bruner Harris
Holladay, UT

COMMENT #: 10977
DATE: 9/2/21 1:18 PM
SOURCE: Website
NAME: Mackenzie Warner

COMMENT:

Please don't destroy the climbing! (32.4A and 32.4B)

COMMENT #: 10978
DATE: 9/2/21 1:18 PM
SOURCE: Email
NAME: Audrey 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)**
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Sincerely,
Audrey Smith
Ogden, UT

COMMENT #: 10979
DATE: 9/2/21 1:20 PM
SOURCE: Website
NAME: Holly Amos

COMMENT:

Please protect the world renowned historic and irreplaceable climbing of Little Cottonwood Canyon!
(32.4A, 32.4B, and 32.26B)

COMMENT #: 10980
DATE: 9/2/21 1:20 PM
SOURCE: Website
NAME: Joel Zenger

COMMENT:

I am deeply concerned about traffic mitigation in Little Cottonwood Canyon. But I am absolutely opposed to the proposed Gondola option. **(32.2.9E)** LCC is one of the most beautiful canyons in Utah and putting a massive Gondola up the canyon would be a travesty. **(32.17A and 32.4I)** The only beneficiaries of the Gondola would be the ski resorts who would use it to increase the number of skiers at their resorts, which is their primary concern. **(32.20A, 32.20C, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I think the best option would be explore using more effective and more frequent shuttle buses that would allow access to other parts of the canyon. A toll system should also be put in place immediately. **(32.2.9A, 32.2.6.3C, 32.2.4A, and 32.2.2Y)** Avalanche shedding should have been installed years ago and should be planned for in the future **(32.2.9K)**.

COMMENT #: 10981
DATE: 9/2/21 1:21 PM
SOURCE: Email
NAME: Grace Lee

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Grace Lee
Pacifica, CA

COMMENT #: 10982
DATE: 9/2/21 1:22 PM
SOURCE: Website
NAME: Kevin Jakob

COMMENT:

Buses will add to the pollution we are trying to fight. Therefore Gondola is a preferred option. (32.10A, 32.2.9C, and 32.2.9D)

However the best idea overall is to build a train line, because it both helps to reduce pollution and is having bigger capacity than a gondola, therefore being more resource efficient. (32.2.9F and 32.10A)

COMMENT #: 10983
DATE: 9/2/21 1:22 PM
SOURCE: Website
NAME: Ryan Vlietstra

COMMENT:

I would ask that UDOT please stop considering the gondola option, as that only benefits a small number of user types, has a higher negative impact on both the existing resources and recreation areas, has a negative impact on the visual aspect of the canyon, requires too many resources to complete, and also would take a very long time to build. **(32.2.9E, 32.4I, 32.13A, 32.17A, 32.2.7C, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

I only support the bus service as roadway widening also negatively impacts the existing resources. **(32.2.9A, 32.2.9C, 32.13B)** It is attainable in the short term, can serve more than just the resorts, requires far less resources to implement, and can have an adjustable schedule based on need. **(32.2.9R, 32.2.6.3D, and 32.2.6.3C)**

COMMENT #: 10984
DATE: 9/2/21 1:22 PM
SOURCE: Website
NAME: Dayton Deloach

COMMENT:

Keep our canyons as is! **(32.2.9G)** The only people benefitting from these expansions are those in high positions. This canyon is home and has been for decades. We don't want your big money touching our sacred canyons! **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 10985
DATE: 9/2/21 1:22 PM
SOURCE: Website
NAME: Alaina Marti

COMMENT:

Dear UDOT,

Thank you for taking the time to read public comments on the preferred proposals. This is a big decision. I'm sure you've heard from several upset individuals and communities. You're doing good for our community in considering all these comments. I'm a middle school teacher whose lived in Utah one year. I teach my kids about the history of this place, its people, and its economy. They love their home, and are very proud to be from a state with such strong recreational economic activities such as skiing, mountain biking, and climbing. They also care that their home is sustained.

These two proposals are huge projects that are going to be costly to the natural environment. **(32.13A and 32.13B)** In the research that I've done on these proposals, the enhanced bus system is the best option. **(32.2.9A)** I do believe it would improve the traffic flow within the canyons. It would be more efficient and less costly. Most importantly, it would keep beautiful Little Cottonwood Canyon gondola-free. **(32.2.9E)** It would be less destructive to the rocks, plants, and animals that call LCC home -- and have for millions of years before humans were here. Our human footprint in LCC is heavy. Although we have the ability to do so, tearing up the canyon off the main road is not a decision we should make as people who care about this land -- nor to teach our children to do so. **(32.29G)**

Alaina Marti

COMMENT #: 10986
DATE: 9/2/21 1:22 PM
SOURCE: Website
NAME: Andoni Odencrantz

COMMENT:

An enhanced bus service as well as large mobility hubs at the bottom of the canyon will take cars off the road. **(32.2.9A)** Eventually, LCC would be able to restrict access to cars during winter time except for buses, employees, and other outside users. **(32.2.2B)** All Alta and Snowbird customers would simply ride buses up. This would allow the buses themselves to go up quickly and efficiently without worry. During peak periods buses could be leaving the hubs every 2 minutes or so. **(32.2.2B)**

COMMENT #: 10987
DATE: 9/2/21 1:23 PM
SOURCE: Website
NAME: Adrian Martino

COMMENT:

I am very strongly against the proposal to either widen SR210 or install a gondola up Little Cottonwood Canyon. **(32.2.9C and 32.2.9E)** I moved to the Salt Lake valley five years ago to enjoy the climbing and skiing of LCC. Since moving here, I have worked in the canyon for four years at Alta. I know, firsthand, the traffic problem that happens on a regular basis during peak periods in the winter. I completely agree that this problem needs to be addressed. However, I do not think that either of these options will address the problem effectively. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

My main concern is that both options will permanently change Little Cottonwood. **(32.4I)** I would like to see the current infrastructure be used more effectively before making any permanent, drastic changes. **(32.29R)** An expanded bus service that utilizes the existing road infrastructure should be explored before the road is widened or a gondola installed. **(32.2.9A)** The right changes to the current bus system could alleviate the traffic problem while also serving more user groups, having less of an impact on the natural environment, and be more cost effective than either of the two options currently proposed in the EIS. **(32.1.2D and 32.2.6.3C)**

Thank you for taking the time to hear the public's opinion. Little Cottonwood Canyon is a true gem of the Salt Lake valley and it would be a real shame to permanently alter it before trying everything we can to make due with what we already have.

COMMENT #: 10988
DATE: 9/2/21 1:23 PM
SOURCE: Email
NAME: Chloe Emery

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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 life long Utah resident, I have always been in awe of the beauty right in our backyard. Little Cottonwood Canyon is a place to escape from the hustle and bustle of the world. It is home to thousands of different species of wildlife and is unlike any other place "in the world. In a world where our planet and animals are constantly suffering from rapid urbanization, it is crucial to protect the remaining natural beauty that we can. This project is absolutely unnecessary and would to see it succeed would absolutely break my heart. **(32.1.2B)** Today I am writing to plead with you to protect our wildlife and the beauty that draws people to our wonderful state. **(32.29G)** There are other options for accomplishing the goals that would not wreck the beautiful views and the ecosystem. **(32.2.2PP)**

Sincerely,

Chloe Emery
Sandy, UT

COMMENT #: 10989
DATE: 9/2/21 1:25 PM
SOURCE: Website
NAME: Meggi Pack

COMMENT:

As a nearby resident, I prefer the Enhanced Bus Service in Peak-Period Shoulder Lane option with additional mobility hubs as needed. **(32.2.9B)** This option retains the beauty and natural landscaping while also being more accessible for all income levels. **(32.17B and 32.5A)**

COMMENT #: 10990
DATE: 9/2/21 1:25 PM
SOURCE: Email
NAME: Chris 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:

- 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,
Chris Watkins
Salt Lake City, UT

COMMENT #: 10991
DATE: 9/2/21 1:25 PM
SOURCE: Email
NAME: Sarah Davis

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, from my house, you can see up the entire canyon with NO obstructions. Please don't ruin Utah's scenery and nature **(32.17A and 32.17B)**. Add a toll road instead that charges quite heavily. You will pay that way or take the bus. **(32.2.4A and 32.2.9A)**

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

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

COMMENT #: 10992
DATE: 9/2/21 1:26 PM
SOURCE: Website
NAME: Martin Bigatti

COMMENT:

DO NOT BUILD THIS GONDOLA (32.2.9E)

COMMENT #: 10993
DATE: 9/2/21 1:27 PM
SOURCE: Website
NAME: Chris Watkins

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

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COMMENT #: 10994
DATE: 9/2/21 1:27 PM
SOURCE: Website
NAME: Andrea Sparks

COMMENT:

My preferred solution is the alternatives that combine snow sheds, larger park n' rides, no street parking, tolls, and single occupancy restrictions. **(32.2.9K, 32.2.6.2.1C, 32.2.9P, and 32.2.4A)**

These solutions seem far more reasonable and less invasive to both the natural landscape of the canyon and surrounding residents than either of the "preferred" solutions. **(32.2.9C and 32.2.9E)**

I grew up right at the base of Little Cottonwood Canyon and my mom still lives there. As such, I understand both the dire need of traffic abatement solutions and the local natural and community needs. Both of the proposed solutions would significantly impact the natural beauty of the canyon and the residents surrounding it. It would turn quiet neighborhoods into major thoroughfares and, I fear, only increase the traffic to and into the canyon rather than reduce it. Once a solution is in place, those who have avoided the canyon because of the traffic issues will soon flock to it, and the solution will not be enough. **(32.4L, 32.4M, 32.2.6.5E, 32.17A, 32.17B, 32.7B, and 32.7C)**

To me, the only traffic solution is one that focuses on crowd abatement, not forms of transportation that will serve to further increase the crowds in the canyon. **(32.20B and 32.1.2B)** I would also support summertime measures, such as no roadside parking, as a solution to the growing issue of overcrowding in the canyon year-round. **(32.1.2C and 32.2.6.2.4A)**

Thank you for considering alternate solutions and for allowing the community to respond to and submit ideas. Hopefully you will seriously consider alternative solutions to help preserve the canyon and community.

COMMENT #: 10995
DATE: 9/2/21 1:27 PM
SOURCE: Email
NAME: Philip Bossart

COMMENT:

Dear Utah Department of Transportation (UDOT),

I 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 a long time skier at Alta and Snowbird. However, I believe that servicing the ski areas should not be the primary consideration for travel up the canyon. 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. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

We need to do more to protect the environment in the canyons and limit ski area expansion. **(32.29G)**

Thank you.

Phil Bossart

Sincerely,
philip bossart
salt lake city, UT

COMMENT #: 10996
DATE: 9/2/21 1:28 PM
SOURCE: Website
NAME: Russell Weber

COMMENT:

I don't support either measure as of right now. **(32.2.9C and 32.2.9E)** It seems like the first step should be putting limits on where the cars are going to park by putting up much higher parking fees. **(32.2.2K and 32.2.4A)** Just because you have a bus or a gondola doesn't mean that people will use it. More than likely, unless there is an incentive, people will just continue to drive up. However, hiking parking prices may incentivize people to use the existing systems in place to get to the slopes mitigating the need for either solution. **(32.2.4A)** One solution or another may still be needed, but unless due diligence has been done, I'm not convinced that a change is needed. **(32.1.2B)** Then again, I haven't been skiing up that canyon in a long time (parking prices may have already changed). Also, I don't know why people haven't thought outside of the box on this matter. There are more than just 2 options for the traffic problem. **(32.2.2PP)** How about a subway up? Hyper-loop it maybe even (It would be a perfect test track under ground). **(32.2.2C)** What about opening up an entrance to the ski resorts on the other side of the mountain? **(32.2.2N)** As an engineer, it's deeply concerning that I've heard no public discourse on why these are the only two solutions. If I was forced to choose one of the two terrible options that my lawmakers have come up with today, I would choose the bus option because it would have the lesser impact from the mountain tops where people hike.

COMMENT #: 10997
DATE: 9/2/21 1:29 PM
SOURCE: Website
NAME: Carlos Rioseco

COMMENT:

How many places in the world have a beautiful gondola ride up to the winter/summer resorts and skiing destinations? Not many...this would be revolutionary here in North America! **(32.2.9D)**
Do we in Utah want to be one of the 'pioneers' with such an environmentally friendly user and tourist attraction, or one of the many with more boring and weather condition-limiting buses, and more invasive cement roads? **(32.2.9C and 32.2.6.3P)** Let's be bold and visionary, and say NO! to the ever-expanding and invasive road building infrastructure in our beautiful state!
Let the canyon be an experience, not just a destination!

COMMENT #: 10998
DATE: 9/2/21 1:30 PM
SOURCE: Website
NAME: Lindsay Bockstein

COMMENT:

Of the two (2), the road expansion, with additional busses in service, is the more desirable option as a short term solution. **(32.2.9B and 32.29R)** The visual impact of the gondola will forever be a nuisance for those who enjoy the canyon and not just the Resorts in season. **(32.2.9E, 32.17A, and 32.4I)** The gondola does not provide for the whole community, and simply caters to the Resorts in the canyon. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Creating additional stops over in the future is a time intensive and expensive endeavor. **(32.2.6.5G)** The gondola further, does not contribute to the overall necessary improvement of public transport infrastructure **(32.7C)** Continued expansion and improve of public transportation in Utah should be the focal point of UDOT's long term goal with special attention given to transportation means which can contribute to improving air quality via low-zero emissions modern transportation options that the people would be enthusiastic to ride. Rather than increase traffic in the canyon further, UDOT should reconsider the train service **(32.2.9F)** A passenger rail in the canyon allows for future stops to be added with ease, a modern comfortable experience with less overall visual impact to the canyon, is more fiscally responsible, can service the entire community rather than the Resorts and connect to the existing rail system furthering the development of public transport infrastructure while improving air quality. **(32.10A)** A long term solution should consider the overall impact on the community as a whole, and not just seasonal visitors. **(32.1.2B)**

COMMENT #: 10999
DATE: 9/2/21 1:30 PM
SOURCE: Email
NAME: Richard Hendron

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

COMMENT #: 11000
DATE: 9/2/21 1:31 PM
SOURCE: Website
NAME: Karen Heath

COMMENT:

I believe that since the resorts will gain the most benefit from which ever choice is made, they should be contributing a significant amount to the construction of whatever alternative is chosen. **(32.2.7A)** Second, I do not believe that you can force people onto either buses or a gondola unless it is more expensive not to take either a bus or the gondola. Therefore, you need to plan on putting up a toll booth and charging all vehicles a toll to go up the canyon, except the residents of LLC and perhaps the employees of the resorts **(32.2.4A)**. Looking ahead to the future, the best plan with the least environmental impact is the gondola, as long as there is adequate parking available. **(32.2.9D and 32.2.6.5J)**

Please not that I live [REDACTED], and I have seen the traffics jams that happen on not only the weeks ends, but EVERY time it snows.

There has to be a better way to inform drivers that the canyon is closed before they even get to Wasatch at 7200 or start driving up 9400 South and at least 1300 East. The closing of the canyon causes horrific problems with traffic-EVERY TIME it snows. **(32.7A and 32.7C)**

Wasatch is and will continue to be a commuter route-no efficient alternative exists to any resident needing to go downtown, who lives East of at least 1700 East. To not widen it and fix the speed limit at a speed that will allow traffic to flow during rush hour is just insane. And that only adds to the problem on snow days. **(32.2.6.2.2A)**

Thank you

COMMENT #: 11001
DATE: 9/2/21 1:33 PM
SOURCE: Website
NAME: Andreas Jacob

COMMENT:

I support the Bus service. **(32.2.9A)** A Gondola would serve only the Ski resort and not the hole community. **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. I don't like the visual impact of a Gondola system to the mountain. **(32.17A)**

COMMENT #: 11002
DATE: 9/2/21 1:33 PM
SOURCE: Email
NAME: Casey 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)**
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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,
Casey Hunt
Salt Lake City, UT

COMMENT #: 11003
DATE: 9/2/21 1:34 PM
SOURCE: Website
NAME: Cheryl Liu

COMMENT:

I am an avid user of LCC year round. I climb extensively in the canyon in the summer (1-2 times a week), typically hold a LCC ski resort pass, and tour frequently in the winter (1-2 times a week). I do not think that the gondola is the appropriate solution. **(32.2.9E)**

There needs to be an incentive to take public transit. **(32.2.4A)** I would much rather sit in my car in traffic for an hour or two than jammed on a bus, standing, with my ski boots on, in the same car traffic (which is the experience that prompted me to avoid taking the bus). **(32.2.4A)** It would be great if the resorts could provide at least free lockers for users who take public transit, and an extra bonus if there was a perk like opening the lifts early those who regularly come by bus. **(32.2.3A)**

The gondola is a gimmick that largely benefits the ski resorts and tourists, but is funded with tax payer dollars and does not help the people who are paying for it. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** If the infrastructure we are building is going to be an eyesore all year round, it must support all recreation, including winter weekend crowds as well as daily users in the summer. **(32.1.2C, 32.2.6.3C, and 32.2.6.5G)** While it may be faster to take the gondola on big power days, it is not as appealing of an option on low crowd days (like daily weekday users), and detrimental for summer (and backcountry skiing/hiking) users by reducing the capacity of already crowded parking lots. **(32.1.2C and 32.4P)**

Additionally, the traffic up the canyon is only part of the problem. On days where the canyon is backed up, the resort lines are as well. **(32.20C)** Being able to increase the thoroughfare on the road isn't going to help if the ski resorts are already at capacity on busy days, as lift lines on those days can be 30-45 minutes long.

COMMENT #: 11004
DATE: 9/2/21 1:34 PM
SOURCE: Website
NAME: Kyle Sipple

COMMENT:

I'm incredibly against a tax payer-funded gondola being built into one of the most beautiful canyons in the whole country, especially when it will only be used a third of the year at most. **(32.2.9E, 32.2.7A, and 32.17A)** I can't believe we'd consider creating that kind of eyesore in such a treasured place. I support required bussing to get up the canyon on weekends for the resorts. **(32.2.9A and 32.2.2B)** It breaks my heart that people are okay with the gondola idea.

COMMENT #: 11005
DATE: 9/2/21 1:35 PM
SOURCE: Website
NAME: Lance Manning

COMMENT:

Totally in favor of the Gondola project. **(32.2.9E)** I believe it will cut back on the emissions problem, etc. and provide an alternate means of canyon (ski resort) access. **(32.10A)** However, I am NOT in favor of the implementation of a toll road for those of us who just want to go up the canyon for a day trip, hiking in lower parts of the canyon, or even being able to access the higher trails above Alta - especially in the off season. **(32.2.4A)** Maybe an annual resident pass or local rate would make it less restrictive. I am also concerned about adequate parking being available at La Caille, and what might happen to this fabulous resort/restaurant/wedding venue. How will this project effect the normal operation of this venue? **(32.2.6.5J and 32.4L)**

COMMENT #: 11006
DATE: 9/2/21 1:35 PM
SOURCE: Website
NAME: Adam Fisher

COMMENT:

If the gondola can keep moving people during avy mitigation work. I vote for it! **(32.2.9D and 32.2.6.5H)**

COMMENT #: 11007
DATE: 9/2/21 1:35 PM
SOURCE: Website
NAME: Derek Whiting

COMMENT:

Little Cottonwood Canyon is one of my favorite places in all of Utah. Whenever I turn the corner up the canyon from Wasatch drive, regardless of season, I get a smile on my face, a sense of calm, and also excitement for the adventures to come. I cannot fathom turning the corner and seeing massive gondola towers. **(32.2.9E and 32.17A)** The thought of having such a huge visual eyesore in the canyon is a huge disappointment. **(32.4I)** Additionally, the gondola would be used MAYBE 3-4 months of the year, for 2 private companies??? That seems absolutely ridiculous. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. I don't really feel like the expanded bus lane is a reasonable idea either, but it is the better of the two. **(32.2.9C)** I am a climber, so the thought of losing hundreds of world renown boulder problems is concerning. The impact of widening the road and the gondola towers greatly affects all users of the canyon, not just skiers/snowboarders in the winter. **(32.4A, 32.4B, and 32.4I)**.
In summary - NO to the gondola and NO to the widened road. **(32.2.9E and 32.2.9C)**
My suggestion for a solution would be to expand the number of busses (not the road) and create infrastructure to make it easier for people to park and ride up. Right now there is zero incentive to take the bus. **(32.2.9A and 32.2.4A)** There could be a fee structure for cars entering the canyon where the more riders within a vehicle, the less overall cost. **(32.2.4A)** Turn taking the bus into an incentive. Or maybe we need to consider the fact that the Wasatch has finite resources/occupancy and there is a good chance we're at that threshold. **(32.20B)**
Thanks for the chance to voice an opinion. Again, No gondola or expanded roads please.

COMMENT #: 11008
DATE: 9/2/21 1:36 PM
SOURCE: Website
NAME: Paxon Fischer

COMMENT:

I am in favor of a widened road and bus route. **(32.2.9B)**

COMMENT #: 11009
DATE: 9/2/21 1:36 PM
SOURCE: Website
NAME: Mimi Levitt

COMMENT:

NO GONDOLA!!! Buses are the way to go!!!!!!!!!! (32.2.9E and 32.2.9A)

COMMENT #: 11010
DATE: 9/2/21 1:36 PM
SOURCE: Email
NAME: Ron 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)**.

The Gondola seems to primarily serve the two ski areas in LLC. They in turn serve paying customers who historically have been the most heavy (vehicle) user group in LLC. The heavy vehicle use has taken away much of what attracts other user groups and has become the main issue behind the new proposals. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** There are many of us who use and love LLC that are not in any way supportive of Alta nor Snowbird in their continual greed driving their own interests at the expense and solitude of so many others along the Wasatch Front. NO to the Gondola. **(32.2.9E)** The infrastructure alone required for this to happen seems totally out of context with common sense and respect for the amazing resource we have now, let's not ruin it for the purpose of breathing a few more years of life into a dying industry. **(32.4I)** Private vehicle use will only increase over time from multiple user groups. **(32.2.4A)** We need to take time to get this right. We also need to limit private vehicle use in LLC, it hurts to say that but we are all ruining what we love and it has to stop through careful planning not through seat of the pants pie in the sky solutions that just sound good at first thought. **(32.2.4A and 32.2.2PP)**

Sincerely,
Ron Smith
Salt Lake City+UT, UT

COMMENT #: 11011
DATE: 9/2/21 1:37 PM
SOURCE: Website
NAME: Douglas Brown

COMMENT:

Little Cottonwood Canyon is my favorite place in the world. Just minutes from Salt Lake City I can find myself surrounded by flawless granite walls, towering peaks, and endless ski lines. Despite what Alta and Snowbird would have you believe, only a tiny fraction of what the canyon has to offer can be accessed by lifts you pay to ride at the resorts. Away from the two resorts that profit off our lands, lovers of the canyon can find serenity and solitude in the wilderness. While close to the city, there is a feeling of remoteness just a short way from the road. I cherish this place and would do anything to defend it. Why then, are we clamoring to permanently alter this wild place? **(32.1.2B)** The proposed gondola will potentially solve a traffic problem that exists for maybe 10 days a year, if powder days happen to line up on weekends, but it will serve as a reminder of our disregard for wild and beautiful places 24 hours a day, 365 days a year. **(32.2.9E, 32.1.4D and 32.4I)** Why are we rushing to build this monstrosity, or even to expand the road and destroy beloved boulder problems before even exploring simple solutions like limiting private vehicle travel during peak times and increased bus services on our existing roads? **(32.4A, 32.4B, 32.2.9A, and 32.2.4A)** Increased bus service to both canyons could solve the problems the gondola aims to, while catering to all canyon users, not just ski resort guests. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** It is not the responsibility of the taxpayers to ensure as many guests arrive at Alta and Snowbird on powder days, and permanently altering the canyon to do so would be an embarrassment and a disgrace to those who live in and cherish the canyon and recreate in it year round. I plead with you to explore every single option, many of which have been I aid out by those much smarter than I, before considering further altering the landscape of the sacred canyons we love." **(32.2.2PP)**.

COMMENT #: 11012
DATE: 9/2/21 1:38 PM
SOURCE: Website
NAME: Alexandra Hurst

COMMENT:

If I had to choose, I'd say we should widen the roads and do more busses. **(32.2.9B)** Ideally, I'd vote to gut the ski resorts of parking so all skiers have to bus up **(32.2.2B)** That would free up the canyon substantially for busses, as well as leave the option of driving up if someone is accessing the canyon for other reasons.

COMMENT #: 11013
DATE: 9/2/21 1:40 PM
SOURCE: Website
NAME: Kai Bjorkman

COMMENT:

Buses only on weekends and high traffic mornings/limit number of cars up canyon. Do not widen road and do not put up gondola. (32.2.9A, 32.2.4A, 32.2.9C, and 32.2.9E)

COMMENT #: 11014
DATE: 9/2/21 1:41 PM
SOURCE: Website
NAME: Kim Buesser

COMMENT:

I moved to Salt Lake 4 years ago and found my community bouldering in Little Cottonwood Canyon. I'm still here because of the canyon access and the amazing bouldering available. Taking this away will destroy community in Salt Lake as well as overall want to live here. Don't destroy this part of our community **(32.4A, 32.4B, and 32.4I)**

COMMENT #: 11015
DATE: 9/2/21 1:42 PM
SOURCE: Website
NAME: Andrea Behling

COMMENT:

Changes to public transport for canyon transportation is much preferred, less expensive, and less impactful overall. Please consider removing the gondola idea. **(32.2.9A and 32.2.9E)**

COMMENT #: 11016
DATE: 9/2/21 1:43 PM
SOURCE: Website
NAME: Brad Fuller

COMMENT:

I would like to comment on the proposed options for improving Little Cottonwood transportation challenges. As an individual who has recreated in the canyon for over 35 years in both winter and summer, including being a season pass holder at both Alta and Snowbird. I propose that surface transportation options including expanded bus service and an additional third lane make the most sense for helping solve this problem. **(32.2.9A and 32.2.2D)** Expanded seasonal bus service means recreationists from across the valley can get on a bus near where they stay or live (ex. downtown, U of U, Daybreak) and not just near the mouth of the canyon. **(32.2.2.I)** It just doesn't make sense for people to continue to drive to the canyon mouth and then get on a bus or gondola. **(32.2.6.2.1D and 32.2.6.5E)** Surface transportation is the most flexible and adaptable for the most number of recreationists through the seasons. **(32.1.2C)** For example, the proposed gondola solution leaves out hikers and increasingly popular backcountry skiing. The gondola would also be under utilized and even idle through most of the summer and even the skiing shoulder seasons during the week. **(32.20A, 32.1.2B, 32.1.2D, 32.2.6.5F, 32.2.7A, 32.7B, and 32.7C)**

Although a gondola would be an impressive engineering feat, it's a solution that just doesn't work best for this problem. **(32.7C)** Improving the existing road with a third lane and expanded bus service is the right choice!"

COMMENT #: 11017
DATE: 9/2/21 1:43 PM
SOURCE: Website
NAME: Ellis Batishchev

COMMENT:

I believe that the "lesser of the two evils" will be the bus option. **(32.2.9B)** The bus option would be least of the short term environmental impact, and has the potential to be less cost especially. The best option, and what should be considered, is introducing a train line. **(32.2.9F)** The canyon has had old mining tracks, which means that it is plausible to install an updated track. The cog rail would be the best train for this, and this type of train is already used around the world in extremely snowy environments. These trains can be manufactured in UT (bringing more money into the economy) and customized to the needs of the canyon/people. **(32.2.6.6A)** Not only does it have less environmental impact, but it can be used to collect fares, and can also be advertised as a tourist attraction. This option is the best long term solution with the least cost impact, and can directly connect to the already established city tramlines. **(32.2.2I)**

COMMENT #: 11018
DATE: 9/2/21 1:43 PM
SOURCE: Website
NAME: Sameer Mohammad

COMMENT:

The solution must be most environmentally friendly, because the smoke and air quality from the overall consequences of climate change makes me feel like moving away from the inversion. **(32.10A)**
Widening the road and using buses back and forth is not direction to a cleaner SLC. **(32.2.9C)** We need cars off the road. The best solution seems like having a clean train transport would be best for the long term. **(32.2.9F)** We need to take bigger strides towards building train infrastructure as a Nation.
The gondola will take away the natural mountain look, but better than more road pollution. **(32.17A and 32.10A)**

COMMENT #: 11019
DATE: 9/2/21 1:44 PM
SOURCE: Email
NAME: James Nielson

COMMENT:

I think both options are poor choices. **(32.2.9E and 32.2.9C)** The bus option is preferable but far too expensive. Other options need to be explored and enacted. **(32.2.2PP)** Tolls, car pooling and buses need to be tried and perfected before anything else is done that has such a permanent effect on the Canyon and wastes tax dollars. **(32.2.9A, 32.2.4A, and 32.2.9R)**

Thank you
James Nielson

COMMENT #: 11020
DATE: 9/2/21 1:48 PM
SOURCE: Website
NAME: David Hackbarth

COMMENT:

I support the criticism of both proposals that the Mayor of Salt Lake and the County of Salt Lake have submitted as comments on the two proposals. **(32.2.9C and 3.2.9E)** A more measured approach focusing on substantial avalanche control improvements, some road straightening, tolling and bus service. **(32.2.9K, 32.2.9A, and 32.2.4A)** Sending a billion dollars on a gondola is a huge mistake environmentally and its operation will be limited in any conditions also **(32.2.6.5H)**. Clearly there is a simple limit to what the canyon can handle if it is indeed a part of the US national forest. **(32.20C)** Did Hackbarth

COMMENT #: 11021
DATE: 9/2/21 1:48 PM
SOURCE: Website
NAME: Robert Volker

COMMENT:

I request that UDOT reject the two proposed alternatives: the Enhanced Bus Service in Peak-Period Shoulder Lane and the Gondola. **(32.2.9C and 32.2.9E)** Both of these proposals are irrevocably flawed because the focus is on the wrong objectives of mobility and reliability, and completely ignore the environmental carrying capacity of Little Cottonwood Canyon. **(32.1.2B and 32.20B)** Moving more people into a limited natural environment is unequivocally a threat to the canyon ecosystem, natural habitats, flora and fauna, and human experience of awe and wonder in the small but splendid canyon. **(32.13A, 32.13B, 32.4I, 32.17A, and 32.17B)**

UDOT must explore the other stated alternatives in the Draft EIS as the primary alternatives, such as tolling and single occupancy restrictions, snow sheds, mobility hubs, and trailhead parking. **(32.2.9A and 32.2.9K)** Focus must be on environmental concerns which limit, not increase, the number of visitors in the canyon. **(32.1.2B and 32.1.2F)** Limiting the number of canyon visits is an unfortunate consequence of the increased demand for human activities within the canyon. Even the economic interests within the canyon would be better served by providing a quality outdoor experience rather than allowing usage to exceed what has historically been a maximum capacity day. The number of people is the problem, and not simply the number vehicles. **(32.20B and 32.1.2B)**

COMMENT #: 11022
DATE: 9/2/21 1:48 PM
SOURCE: Email
NAME: Lauren Reber

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,
Lauren Reber
Salt Lake City, UT

COMMENT #: 11023
DATE: 9/2/21 1:48 PM
SOURCE: Email
NAME: Erik Kish-Trier

COMMENT:

Dear Utah Department of Transportation,

I am a resident of UT and live near the Cottonwoods. I am deeply troubled by the anticipated road/gondola developments in LCC. I do not think it is the time to take such a drastic step in such a fragile area **(32.2.9C and 32.2.9E)** Road use is artificially inflated currently due to pandemic driven single-occupancy vehicles. Also the recent increase in multi-area ski passes.

Please please hold off and let the dust settle. Let's let things re-equilibrate and try all the tools we already have at our disposal first.

Implement a Tolling System NOW **(32.2.4A, 32.2.2Y, and 32.2.29R)**
Enforce traction rules **(32.2.2M)**
Increased funding to support more buses **(32.2.9A)**
Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
Express bus routes from locations all across the valley **(32.2.2I)**
Shuttles & vans to trailheads **(32.2.6.3C and 32.1.2D)**
Restrict Single Occupancy Vehicles on holidays and weekends **(32.2.4A)**

Sincerely,
Erik Kish-Trier
Salt Lake City, UT

COMMENT #: 11024
DATE: 9/2/21 1:49 PM
SOURCE: Website
NAME: Norma Wills

COMMENT:

I support a phased-in approach to expanded bus service in LCC as outlined by Salt Lake County Mayor Wilson's response to the EIS. **(32.29R)** In order to serve all canyon users all year long, not just skiers during the winter months, bus service is the much better option. **(32.1.2C and 32.2.9A)** Utilizing buses also allows for flexibility as needs change over time. **(32.2.6.3D)**

COMMENT #: 11025
DATE: 9/2/21 1:49 PM
SOURCE: Website
NAME: Amy Carmichael

COMMENT:

In addition to being totally ineffective, the proposed gondola will destroy resources for climbers, hikers, and basically anything that isn't part of two businesses. **(32.2.9E, 32.4B, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Non-invasive plans have not been explored and should be instead of this. **(32.2.2PP)**

COMMENT #: 11026
DATE: 9/2/21 1:50 PM
SOURCE: Website
NAME: Lance Manning

COMMENT:

Totally in favor of the Gondola project. **(32.2.9D)** I believe it will cut back on the emissions problem, etc. and provide an alternate means of canyon (ski resort) access. **(32.10A)** However, I am NOT in favor of the implementation of a toll road for those of us who just want to go up the canyon for a day trip, hiking in lower parts of the canyon, or even being able to access the higher trails above Alta - especially in the off season. **(32.2.4A)** Maybe an annual resident pass or local rate would make it less restrictive. I am also concerned about adequate parking being available at La Caille, and what might happen to this fabulous resort/restaurant/wedding venue. How will this project effect the normal operation of this venue? **(32.2.6.5J and 32.4L)**

COMMENT #: 11027
DATE: 9/2/21 1:50 PM
SOURCE: Website
NAME: Kevin Packer

COMMENT:

I love the idea of the Gondola. **(32.2.9D)** It will be the least impactful to the canyon and another great asset it will produce and reduce way more emission gases **(32.10A)**

COMMENT #: 11028
DATE: 9/2/21 1:50 PM
SOURCE: Website
NAME: Susie Mills

COMMENT:

Definitely think buses could be better with the right incentive. **(32.2.9A and 32.2.4A)** Any thoughts on why the toll/canyon pass idea was overlooked? **(32.2.4A and 32.2.2K)** It seems this is has had positive impact in other areas If executed correctly. Could weed out 2 wheel drivers on snow days, provide a source of revenue potentially, and cut down on the number of drivers while increase the number of bus takers. **(32.2.2M)** As a small business owner and canyon resident I need to drive up the canyon and need udot to figure out a practical solution. **(32.2.4A)** We don't need a gondola, it would not solve anything and people would use it as a tourist attraction **(32.2.9E and 32.7C)**.

COMMENT #: 11029
DATE: 9/2/21 1:51 PM
SOURCE: Website
NAME: Tim Olson

COMMENT:

We live with 2 young kids on [REDACTED], in a neighborhood with many young families. Speed limits should be lowered and Wasatch should be improved for access & safety, not expanded. **(32.2.6.2.2A)** A dedicated bus lane during ski season would be a huge help. **(32.2.9B)** A gondola is a cool idea, but will create other problems and much more expensive than necessary. **(32.2.9E)**

In talks with many people living in the neighborhood, all have agreed that there really should be a stop light at Wasatch & Kings Hill. That is a very dangerous intersection with the blind corner and people flying around the bend at 60+ mph. **(32.2.6.2.2A)**

Improvement, not expansion is what is necessary.

Thanks!
Tim Olson

COMMENT #: 11030
DATE: 9/2/21 1:51 PM
SOURCE: Email
NAME: Alec Spottiswood

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,
Alec Spottiswood
Lehi, UT

COMMENT #: 11031
DATE: 9/2/21 1:52 PM
SOURCE: Website
NAME: Brooke Stencil

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Brooke Stencil
Salt Lake City, UT

COMMENT #: 11032
DATE: 9/2/21 1:52 PM
SOURCE: Website
NAME: Brandon Budge

COMMENT:

I stand with the mayor, Jenny Wilson. We need to try common sense solutions before putting up a 500 million dollar gondola. **(32.2.9E)** The gondola is not adaptable. And where is the talk about canyon capacity? **(32.20B)** We can't keep pushing more and more people into little cottonwood canyon. The gondola is not the option we need.

COMMENT #: 11033
DATE: 9/2/21 1:53 PM
SOURCE: Website
NAME: Nold Voitke

COMMENT:

I WANT A TRAIN RUNNING UP THERE. SWISS TECHNOLOGY (32.2.9F)

COMMENT #: 11034
DATE: 9/2/21 1:53 PM
SOURCE: Website
NAME: Earlene Russell

COMMENT:

As a life time resident of Utah and lover of our nature, mountains and snow, I do NOT agree with a gondola being built in Little Cottonwood Canyon. **(32.2.9E)** I feel if the state was to expend funds for this project, it would be to the benefit of few and not the majority of the state. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Yes, we benefit by the tourist traffic in Utah but the gondola would not benefit those hikers, nature lovers the majority of the year through out other seasons. I do not agree with such a large expenditure of personal and tax funds for the sport based largely on winter snow. **(32.1.2B)** God is in charge of the winter weather. This commercial venture does NOT benefit the majority of the state nor our visitors. Please don't destroy the natural beauty of the canyons. **(32.4I and 32.17A)**

COMMENT #: 11035
DATE: 9/2/21 1:53 PM
SOURCE: Website
NAME: Dylan Scott

COMMENT:

Please consider the influence the proposed solution will have on irreplaceable resources such as rock climbs and views of the canyon. **(32.4A, 32.4B, and 32.29G)** Little cottonwood is a magical place that should be revered and preserved, not marred by the installation of highway lanes and a gondola. **(32.17A, 32.17B, 32.2.9C and 32.2.9E)** Those solutions are temporary, and it is time to begin looking into the future if we want resources like little to last for future generations. The only real solution is to begin limiting access to the canyon, and this may be a disturbing fact, but it is a necessary one for us to face if we want to care for our land. **(32.20B)** It is about time we stop trampling on the earth like it is our doormat, and we have an opportunity on a global scale (best snow on earth) to show what long term solutions may look like. I am begging anyone with power to read this and be moved to think about their children's children, and how they will experience the canyon. Stuffed with highways and gondolas? Or a natural testament to the ability of man to work with nature, and care for it for a change. **(32.29G)**

COMMENT #: 11036
DATE: 9/2/21 1:53 PM
SOURCE: Email
NAME: Aaron London

COMMENT:

Dear Utah Department of Transportation,

The EIS does not specify how long it will take to unload cars, inspect cables and towers, and then reload cars during avy control work, which is something we ought to know before accepting the gondola alternative. **(32.2.6.5H and 32.2.6.5K)**

Furthermore, the environmental impact analysis is fundamentally flawed because the document does not state how much electricity the gondola alternative will use annually. **(32.18A and 32.10A)** Given that it will be electricity from Rocky Mountain Power which is 75% fossil fuel based for the foreseeable future, the carbon footprint of the gondola alternative needs to be accurately specified. Instead we get hand waving and greenwashing, which is unacceptable. **(32.10A)**

Sincerely,
Aaron London

COMMENT #: 11037
DATE: 9/2/21 1:54 PM
SOURCE: Website
NAME: Daniel Agee

COMMENT:

Please do not pursue either idea. **(32.2.9C and 32.2.9E)** I do not want Little Cottonwood to be over-developed. **(32.20F)**. I understand that the Salt Lake City area is growing, but there is still plenty of growth for Parley's Canyon and Big Cottonwood opens up quite a bit more near the top. Little Cottonwood is special and should not be overdeveloped. **(32.20F)** I do not want to see a gondola up the canyon. Also, with Snowbird's expert level runs and Alta being skier only, these resorts do not need to be more accessible to tourists. Please do not destroy beautiful land in the canyon to expand the road for increased bus service and please do not build an ugly gondola that will result in increased traffic and parking along the Wasatch Blvd corridor. **(32.17A, 32.17B, and 32.2.6.5E)** This is also why I am a member of Save Not Pave. We do not need more pavement through here. **(32.2.6.2.2A)**

COMMENT #: 11038
DATE: 9/2/21 1:54 PM
SOURCE: Website
NAME: Dan Carvajal

COMMENT:

Neither of the two plans for LCC are acceptable to me. **(32.2.9C and 32.2.9E)** They're each a a large waste of taxpayer money as well as present a real threat to how communities all over the Wasatch Front use LCC. **(32.2.7A)**

Toll cars in the canyon during ski season, increase buses, and finally build the parking infrastructure to support buses instead of paying lip service to the idea. **(32.2.4A, 32.2.9A, and 32.2.6.2.1C)**

COMMENT #: 11039
DATE: 9/2/21 1:55 PM
SOURCE: Email
NAME: Lauren Reber

COMMENT:

Dear Utah Department of Transportation,

The gondola would only support the resorts and tourists, NOT Utah locals. **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** We should be spending our tax dollars on a solution that actually will benefit us, instead of the resorts and tourists. We don't need more people coming, we need to manage what we have already. Requiring carpooling and bus usage on weekends in the winter will do far more than a gondola that will take longer and serve fewer people. **(32.2.4A, 32.2.9A, and 32.7C)** The gondola would only function for the resorts and only in the winter, it's a ridiculous solution that would cost a ridiculous amount of money. It is unnecessary and would not solve the issue. **(32.7B and 32.7C)**

Sincerely,
Lauren Reber
Salt Lake City, UT

COMMENT #: 11040
DATE: 9/2/21 1:56 PM
SOURCE: Website
NAME: Alex Peters

COMMENT:

I strongly disagree with the gondola proposal, I believe that the congestion issues can be mitigated by simply updating the current public transportation options. Mainly buses, to better enable the current system to function with the increased number of people. **(32.2.9E, and 32.2.9A)**

COMMENT #: 11041
DATE: 9/2/21 1:56 PM
SOURCE: Website
NAME: Stephanie Bartholomew

COMMENT:

No the the gondola. No to widening the road. **(32.2.9E and 32.2.9C)** Yes to more buses. Agree with the city mayor's ideas about more buses and more parking for buses. **(32.2.9A or 32.2.2I)**

COMMENT #: 11042
DATE: 9/2/21 1:56 PM
SOURCE: Website
NAME: Dylan Scott

COMMENT:

Please consider the influence the proposed solution will have on irreplaceable resources such as rock climbs and views of the canyon. **(32.4A, 32.4B, and 32.29G)** Little cottonwood is a magical place that should be revered and preserved, not marred by the installation of highway lanes and a gondola. **(32.17A, 32.17B, 32.2.9C and 32.2.9E)** Those solutions are temporary, and it is time to begin looking into the future if we want resources like little to last for future generations. The only real solution is to begin limiting access to the canyon, and this may be a disturbing fact, but it is a necessary one for us to face if we want to care for our land. **(32.20B)** It is about time we stop trampling on the earth like it is our doormat, and we have an opportunity on a global scale (best snow on earth) to show what long term solutions may look like. I am begging anyone with power to read this and be moved to think about their children's children, and how they will experience the canyon. Stuffed with highways and gondolas? Or a natural testament to the ability of man to work with nature, and care for it for a change. **(32.29G)**.

COMMENT #: 11043
DATE: 9/2/21 1:56 PM
SOURCE: Email
NAME: Chris Bachorowski

COMMENT:

Dear Utah Department of Transportation,

I am an avid resort skier, backcountry skier, hiker and a former Alta ski instructor.

I care about the future of the canyon, and I cannot support short-sighted efforts. **(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).**

Sincerely,
Chris Bachorowski
Park City, UT

COMMENT #: 11044
DATE: 9/2/21 1:57 PM
SOURCE: Website
NAME: Kyle Minnick

COMMENT:

Train (32.2.9F)

COMMENT #: 11045
DATE: 9/2/21 1:57 PM
SOURCE: Website
NAME: Keon Aarabi

COMMENT:

As a Murray utah resident I am pro gondola. **(32.2.9D)** I think that it will enhance our canyon, provide better access, reduce pollution, free up the road for travel by car when needed, and even attract tourism. **(32.10A and 32.7C)** All the people who are against it I believe are acting selfishly, and only thinking of themselves. The bottom line is the gondola will provide access to the canyon to everyone, not just people who have a car they can drive up the canyon. It is an access issue, not a “oh the poor rock climbers might lose a couple places to climb” issue. We should be looking to improve Utah not reduce access and limit who can use our natural resources. **(32.1.2B and 32.1.2D)**

COMMENT #: 11046
DATE: 9/2/21 1:58 PM
SOURCE: Website
NAME: Logan Hastings

COMMENT:

My name is Logan Hastings. I have been a resident of Salt Lake County for 5 years. While I do not know what the most pristine condition of Little Cottonwood used to look like, I know that right now we are presented with an opportunity to determine the entire future of Little Cottonwood and development in the Wasatch at large. We should take the gravity of this opportunity more seriously than the effort put forth so far by UDOT, and look to a more holistic approach to transportation in the Wasatch as reflected in the collaborative processes behind the Mountain Accord and the Central Wasatch Commission. **(32.1.2E)** Both gondola and road expansion alternatives are haphazard attempts that do not resolve the roots of the traffic problem in Little Cottonwood. **(32.2.9E, 32.2.9C, 32.1.2B, 32.7B, and 32.7C)**

A gondola in Little Cottonwood would be irresponsible, allowing private resorts to exclusively profit off the degradation of the natural landscape without alleviating the need for private passenger vehicles in the canyon. **(32.1.2D and 32.2.4A)** Additionally, the two terminus areas do not serve year round visitation or alleviate trailhead parking issues, further missing the mark on solving LCC's transportation issues and catering to the resorts. **(32.2.6.2.4A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7C, and 32.7B)** UDOT's own proposal says the gondola won't reach in reducing the number of vehicles in the canyon (p.2-16). **(32.2.2BB)** The gondola alternative heavily relies on private vehicles in and around the mouth of the canyon, and only opens the way for more vehicles. **(32.2.6.5E and 32.2.4A)** The root of the problem is not increasing traffic flow or decreasing traffic time; rather it is decreasing the number of private vehicles in the canyon. **(32.2.4A and 32.1.2D)**

While UDOT should invest in an enhanced bus service, the Canyon shoulder-lane road expansion component of the alternative will have even more irreversible impact than a gondola on the natural landscape and the 1,200 plant and animal species that rely on that ecosystem. **(32.4I, 32.17B, and 32.13B)** Why not expand the bus system first, and see if it can alleviate traffic to an acceptable level? **(32.2.9A and 32.29R)**

Traffic congestion in LCC will still continue until public transportation is able to connect people from their point of origin (homes, hotels, etc) to access points across the Wasatch Mountains- not just in Little Cottonwood, not just in the winter. **(32.2.2I and 32.1.2C)** Expanding public transportation 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. I urge UDOT to consider an Enhanced Bus service alternative without a road expansion, and to stop considering the gondola alternative. **(32.2.9A)**

COMMENT #: 11047
DATE: 9/2/21 1:58 PM
SOURCE: Website
NAME: Noah Hodson

COMMENT:

A gondola will ruin the views we should put in in train like the ones they have at European resorts.
(32.2.9E, 32.17A, 32.17D, and 32.2.9F)

COMMENT #: 11048
DATE: 9/2/21 1:59 PM
SOURCE: Email
NAME: Spencer Peterson

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,
Spencer Peterson
Salt Lake City, UT

COMMENT #: 11049
DATE: 9/2/21 2:00 PM
SOURCE: Website
NAME: Curtis Nowack

COMMENT:

There is a thriving climbing community in the area. This would ruin a wonderful area for a large community and destroy much of the natural beauty that is there. **(32.4A, 32.4B, 32.4I, 32.17A, and 32.17B)**. Please don't do this and make a cash grab somewhere else.

COMMENT #: 11050
DATE: 9/2/21 2:00 PM
SOURCE: Website
NAME: Ty Nilsson

COMMENT:

I don't believe either option - bus lane or gondola - is an adequate solution to this issue. (32.2.9C and 32.2.9E)

COMMENT #: 11051
DATE: 9/2/21 2:01 PM
SOURCE: Website
NAME: Troy Johansson

COMMENT:

Bus service would be the most reasonable short-term solution, but train service up the canyon that would eventually connect to the TRAX system. (32.2.9A, 32.2.9R, 32.2.9F, and 32.2.2I)

COMMENT #: 11052
DATE: 9/2/21 2:02 PM
SOURCE: Website
NAME: Bryce Johnson

COMMENT:

How is a train not being considered? **(32.2.9F)** the Gondola idea is ridiculous, and the bus idea is no better than what already exists. **(32.2.9E and 32.2.9C)**

COMMENT #: 11053
DATE: 9/2/21 2:02 PM
SOURCE: Website
NAME: Ella Bagley

COMMENT:

Please consider implementing other alternatives besides an expanded road for busses and the gondola. **(32.2.2PP, 32.2.9E, and 32.2.9C)** Both of these options will be very invasive and disrupt the already tampered with ecosystem of Little Cottonwood Canyon. **(32.13A and 32.13B)** The gondola towers will destroy priceless habitats/ecosystems. **(32.13A)** Additionally the gondola will destroy historic climbing sites in the Wasatch. **(32.4B)** The gondola will not mitigate the capacity Irobls at either ski resort and will not serve to any other outdoor recreation activities besides Alta and snowbird skiers. **(32.20C, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 11054
DATE: 9/2/21 2:03 PM
SOURCE: Website
NAME: Katie Locke

COMMENT:

I prefer the bus method. Zion National Park uses buses/shuttles and even though there are a lot of people it seems so work great. **(32.2.2B)** We have gone multiple times and we like that it limits the people that can come up to maintain the beauty of the area and it is easy to use and quick. The downside to the gondolas are they would obstruct views and bring a mechanical feeling to the beautiful canyon that we would have to look at all year rather than just in busy times of winter. **(32.2.9E and 32.17A)** it would benefit tourist but not those that have looked at the canyon and loved to explore it their entire lives. It would be a very unfortunate choice **(32.4I)**.

COMMENT #: 11055
DATE: 9/2/21 2:03 PM
SOURCE: Website
NAME: Tyler Bruzda

COMMENT:

I'm strongly against the gondola. **(32.2.9E)** First try an improved bus service before ruining the landscape of a beautiful canyon that the gondola will only be used maybe half of the year. **(32.17A, 32.2.9A, 32.2.6.5F, and 32.29R)**

COMMENT #: 11056
DATE: 9/2/21 2:03 PM
SOURCE: Website
NAME: Ralph Warner

COMMENT:

I am for:

entrance fees for personal vehicles in the canyon **(32.2.4A)**

more bus transit **(32.2.9A)**

more parking at the base of the canyon **(32.2.6.2.1C)**

reservations to use canyon with preference to local residents **(32.2.2K)**

I am against: Large infrastructure investments including gondolas, funicular rails, road widening, etc. **(32.2.9E, 32.2.9C, 32.2.9M, and 32.2.2U)**

COMMENT #: 11057
DATE: 9/2/21 2:04 PM
SOURCE: Website
NAME: Rosane Coleman

COMMENT:

For those high impact days when the traffic is brought to a halt due to congestion during ski season, the fall, weekends and holidays. I would offer other options rather than just those two suggested by UDOT, the gondola or widening the road, which would be a permanent destruction of the canyon and it's iconic rock formations. **(32.2.9E, 32.2.9C, 32.4I, 32.17A, and 32.17B)**

Encourage more frequent use of electric buses and toll roads. **(32.2.9A, 32.2.6.3F, and 32.2.4A)** Only allow permits for cars to residents and essential workers. All other vehicles should have a park and ride option using the electric buses as transportation to hiking trails, boulder routes and ski resorts. If having vehicles is a necessary option make the toll high enough to discourage high traffic use. Also have an option for low income families who want to enjoy our outdoors. **(32.2.2B, 32.2.6.2C, 32.2.4A, and 32.5A)**

Another option is to offer yearly passes to residents of Utah like in Millcreek Canyon, except make them more expensive than Millcreek. Again with the option for low income families. **(32.2.4A and 32.5A)**

If widening the road or Gondola are our only choices, it seems that the cost is put on the backs of Utah taxpayers, not the ski industry. **(32.2.7A)** This creates a loss of iconic boulder problems that are renowned worldwide, as well as hiking trail heads that will either be lost or moved. **(32.4A and 32.4B)** Now with Sport Climbing in the Olympics and one of our own, Nathaniel Coleman, has won a silver medal in the 2020 Olympics, we can expect to have an explosion of people interested in coming to Utah to discover our beautiful canyons.

We need to preserve our canyons for use to all, not just one industry. The ski resorts have out priced most local residents who can not afford the luxury of skiing. But local residents can take the opportunity to enjoy our beautiful mountains. Please do not destroy the beauty of Little Cottonwood Canyon by erecting an unsightly gondola. Or destroying iconic rock formations that are part of climbing's history by widening the road. **(32.2.9E, 32.2.9C, 32.17A, and 32.4A)**

Sincerely,
Rosane Coleman

COMMENT #: 11058
DATE: 9/2/21 2:04 PM
SOURCE: Email
NAME: Tyler Bruzda

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 Bruzda
Salt Lake City, UT

COMMENT #: 11059
DATE: 9/2/21 2:05 PM
SOURCE: Website
NAME: Seth Rasmussen

COMMENT:

Guys, these are portions of nature that can never be replicated never seen again or enjoyed again if destroyed. I beg of you to look past profit, to look past inconvenience (traffic). **(32.1.2B)** And see the opportunity we have to keep just some of our nature retreats semi sacred. LLC was once like AF canyon. But now look at it. Developed beyond belief, when is destroying our land to make them more profitable enough. Please reconsider these plans. - A 24 year old guy who just wants my children to someday enjoy what I can. **(32.1.2B, 32.2.9G, and 32.29G)**

COMMENT #: 11060
DATE: 9/2/21 2:06 PM
SOURCE: Website
NAME: Catherine Gerhardt

COMMENT:

Why don't we widen the road? Or perhaps toll the canyon to encourage car-pooling? Or perhaps adding a bus lane that only buses can use in addition to giving out rebates for ski lift ticket costs to individuals that ride the bus up the canyon. **(32.2.9B and 32.2.4A)**

The gondolas will destroy climbing boulders in the canyon. **(32.2.9E and 32.4B)** The gondolas will only run in the winter (they are a huge expense for only being used for a portion of months out of the year). **(32.2.6.5F)** Plus, how do we know that the gondolas won't be damaged by avalanches or shut down every time there is a huge snowstorm? **(32.2.6.5H and 32.2.6.5K)** This would just mean that we spent all this money and built a huge, ugly, destructive gondola and then canyon traffic from cars and buses will still occur during heavy snow (which is when the majority of traffic happens anyway).

Why are tax payers dollars being used for this project? **(32.1.2B)** This gondola project would only financially benefit the two ski resorts. Why don't these ski resorts pay for the gondola? I would much rather my tax dollars go to improving roads, parks, public spaces in the heart of the city where they will benefit the majority of people living in the city. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 11061
DATE: 9/2/21 2:06 PM
SOURCE: Website
NAME: Kevin Dennis

COMMENT:

Are you guys crazy!? You haven't tried the most basic steps to deal with traffic in LCC!! Charge people to use road; don't allow single occupants; free buses; on storm days don't allow cars - only buses; enforce the traction provisions. **(32.2.4A, 32.2.9A, 32.2.2B, and 32.2.2M)** You will absolutely ruin ruin ruin the canyon by putting in a gondola!!!!!! **(32.2.9E and 32.4I)**

COMMENT #: 11062
DATE: 9/2/21 2:06 PM
SOURCE: Website
NAME: Lindsay Scholl

COMMENT:

Please do not ruin the beautiful nature in the canyons by installing unsightly man-made technology. **(32.17A and 32.2.9E)** It will disrupt the canyon ecosystem and the nature that we all know, love, and visit the canyons to experience. **(32.13A and 32.4I)**

COMMENT #: 11063
DATE: 9/2/21 2:06 PM
SOURCE: Email
NAME: Brian Behle

COMMENT:

Dear Utah Department of Transportation,

I think there are many options before launching into a gondola or a dedicated bus lane. **(32.2.9E and 32.2.9C)** There should be a baseline developed at what is decided maximum capacity is for all Salt Lake connected canyons. **(32.20B)** The watershed should be a primary concern. **(32.1.2F, 32.12A and 32.12B)** Right now you are only thinking about maximizing growth and profits and it could well be at the average citizen's expense. **(32.1.2B)** We left the Wasatch due to its overcrowding and it is disturbing to see plans that are only focused on how to serve bigger crowds. **(32.1.2B, 32.20A and 32.20C)** There is a point where enough is enough, the Wasatch is there. Better bussing, tolling, van pooling, and connection to Salt Lake infrastructure need to be examined far ahead of either of your plans **(32.2.9A, 32.2.4A, and 32.2.2I)**.

Sincerely,
Brian Behle
Cashmere, WA

COMMENT #: 11064
DATE: 9/2/21 2:07 PM
SOURCE: Website
NAME: Jeffrey Freedlund

COMMENT:

I do not support any tax payer money to primarily benefit private business. (32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C) I do not support widening the road or a gondola. (32.2.9C and 32.2.9E)

COMMENT #: 11065
DATE: 9/2/21 2:07 PM
SOURCE: Email
NAME: Jeff Rodgers

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Jeff Rodgers
Salt Lake City, UT

COMMENT #: 11066
DATE: 9/2/21 2:08 PM
SOURCE: Email
NAME: Denise Paredes

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
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Sincerely,
Denise Paredes
Slc, UT

COMMENT #: 11067
DATE: 9/2/21 2:09 PM
SOURCE: Website
NAME: Nick Joy

COMMENT:

I support widening lanes plus extended bus service. (32.2.9B) The gondola seems expensive and detrimental to the environmental landscape. (32.2.9E, 32.13A, and 32.17A)

COMMENT #: 11068
DATE: 9/2/21 2:10 PM
SOURCE: Email
NAME: Tom Goth

COMMENT:

Dear Utah Department of Transportation,

Avalanche snow sheds before any other proposal should be priority number one. **(32.2.9K and 32.2.9R)** Without snow sheds, frequent road closures and back ups into the valley will continue to occur indefinitely. How much money and effort is spent each year digging out the road? This will occur in perpetuum. **(32.7A)**

Unless the gondola were free or the road was tolled as much as the gondola, why would anyone take the gondola? **(32.2.4A)** The game theory of gondola use seems completely ignored. That the gondola would not run in the summer belies the fact that this is a resort subsidy. **(32.1.2C and 32.2.6.3F)** As a resident this is a pretty vulgar pro-ski resort proposal for tourism only and makes no sense for residents. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Sincerely,
Tom Goth
Salt Lake City, UT

COMMENT #: 11069
DATE: 9/2/21 2:13 PM
SOURCE: Website
NAME: Daniel O'Connor

COMMENT:

If the state is picking up the cost on these transportation issues the Bird and Alta should be required to remove themselves from national pass programs like Ikon/Epic which put an additional 18% more skiers years in the canyon. **(32.2.7A and 32.2.2K)** I also would not want to see a year round fee situation for the LCC but that is probably inevitable **(32.2.4A)**.

COMMENT #: 11070
DATE: 9/2/21 2:14 PM
SOURCE: Email
NAME: Kelly Webb

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.

One last thought, is getting rid of the Icon pass being considered as an option. It has greatly increased the traffic and crowds up both Big and Little Cottonwood Canyon. It hurts the local consumers whole experience for the profit of large corporations. **(32.2.2K)**

Sincerely,
Kelly Webb
Holladay, UT

COMMENT #: 11071
DATE: 9/2/21 2:14 PM
SOURCE: Email
NAME: Emmett Ross

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,
Emmett Ross
Murray, UT

COMMENT #: 11072
DATE: 9/2/21 2:15 PM
SOURCE: Website
NAME: Mark Monasmith

COMMENT:

Hello, I vote for the gondola if ample parking is also available at La Calle. **(32.2.9D and 32.2.6.5J)**
Thank you

COMMENT #: 11073
DATE: 9/2/21 2:16 PM
SOURCE: Website
NAME: Anthony Gulla

COMMENT:

Hello,

I believe that the Enhanced Bus alternative is the best solution to this issue. **(32.2.9A)** Salt Lake City and the surrounding area has been a staple of the climbing community for some time now and Little Cottonwood Canyon has been at the heart of this community. Interfering with this tradition to enhance the profitability of the ski resort would be an exercise in hypocrisy. **(32.1.2B, 32.1.2D, 32.4A, and 32.4B)** Businesses providing outdoor adventure are meant to help people experience the beauty and wonder of our natural resources. Putting a gondola that spans the entire length of a canyon does the exact opposite. **(32.4I)** With climate change issues at the forefront of the public lexicon it is more important than ever to understand how these types of projects affect not just the immediate area but society as a whole **(32.10A)**. Thank you for your time.

A concerned citizen,

Anthony Gulla

COMMENT #: 11074
DATE: 9/2/21 2:16 PM
SOURCE: Email
NAME: Rachel Emily Pickering

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Rachel Emily Pickering
Herriman, UT

COMMENT #: 11075
DATE: 9/2/21 2:16 PM
SOURCE: Website
NAME: Mason Davis

COMMENT:

Please find a less impactful way to deal with congestion. It is worth the effort for the preservation of this canyon. **(32.2.2PP and 32.29G)**

COMMENT #: 11076
DATE: 9/2/21 2:16 PM
SOURCE: Website
NAME: Andy Rich

COMMENT:

I favor the road widening with enhanced bus service. **(32.2.9B)** However, I also think that Wasatch Blvd does not need to be widened. **(32.2.9L)** And parking lots throughout LCC to support dispersed recreation (and minimize roadside parking) should be developed. **(32.2.6.2.4A and 32.4P)** Thanks

COMMENT #: 11077
DATE: 9/2/21 2:16 PM
SOURCE: Email
NAME: Kathryn Torello

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,
kathryn torello
Sandy, UT

COMMENT #: 11078
DATE: 9/2/21 2:17 PM
SOURCE: Website
NAME: Kathryn Shelton

COMMENT:

REALLY LIKE THE LOOK OF THE gONDALA (32.2.9D)

COMMENT #: 11079
DATE: 9/2/21 2:17 PM
SOURCE: Email
NAME: RJ Duernberger

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,
RJ Duernberger
Kamas, UT

COMMENT #: 11080
DATE: 9/2/21 2:18 PM
SOURCE: Website
NAME: Gregory Gavin

COMMENT:

Improved bus service is the only viable option. NO GONDOLA! (32.2.9A and 32.2.9E)

COMMENT #: 11081
DATE: 9/2/21 2:19 PM
SOURCE: Website
NAME: Nate Brown

COMMENT:

I have carefully studied the UDOT proposals and listened to the two public comments videos provided on UDOT's website. I have been an avid user of Little Cottonwood Canyon for 40 years, which includes many, many years of resort skiing, backcountry skiing, hiking, climbing, biking and even working in the canyon. The 2 proposals are far too expensive at more than half a billion dollars and will just make an expensive sport even more unaffordable for local skiers as the cost will eventually, in some way, be passed on down to the skiers. **(32.2.9C, 32.2.9E, and 32.2.4A)** The proposals are also far too destructive to our beautiful canyon to solve a problem that happens about 20 times a year, and greatly hurts the climbing community near the base of the canyon. **(32.17A, 32.17B, 32.1.4D, 32.4A, and 32.4B)** The transportation times are too long for most local skiers to want to use the proposed systems. **(32.2.4A)** Additionally, the resort lift capacity is not changing and the lift lines are already far too long now **(32.20C)**. On a powder morning the lift lines are already ridiculous, even on the snowiest of mornings when traffic is hampered due to the weather. Why increase transportation up the canyon when the resorts can't handle what is already there?!!! **(32.1.2B and 32.7C)**

The best solutions would be to do the following:

1. Build snow sheds at only the very worst 2 or 3 avalanche paths to maintain traffic flow, safety and minimize destructive construction. **(32.2.9K)**
2. Increase existing bus service, but do not widen the road or add lanes in the canyon. Once up the canyon a little way the traffic flows well even on the worst of days. **(32.2.9A)**
3. Add just one (1) southbound express bus lane on Wasatch Blvd from BCC to the mouth of LCC. This alone will incentivize people to use the bus because this is the area with the worst traffic problem **(32.2.6.2.2A)** Please don't wreck Wasatch Blvd with more than one lane added!!!
4. Snowbird should continue to use the FREE parking reservation system they used last year to limit the number of skiers and cars. Alta should adopt the same system. This will also help with the end user experience by eliminating overcrowding. We don't need to increase skiers' cost and travel times to limit the number of cars. It can be done for free!!!! **(32.2.4A, 32.2.2K, and 32.20C)**
5. Increase the snow removal and de-icing capability. **(32.2.2M and 32.2.2I)**
6. Increase the busing and canyon transportation services for tourists who don't know how to drive in the canyon. **(32.2.9A)**
7. Tolling will cause increased traffic congestion at the tolling site, which we are trying to reduce, and is totally not necessary to reduce the number of cars in the canyon as the parking reservation system will solve. **(32.2.4A and 32.2.2K)**

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

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

COMMENT #: 11082
DATE: 9/2/21 2:19 PM
SOURCE: Website
NAME: Yvette Melby

COMMENT:

As a long term resident of Salt Lake City and someone who enjoys the canyons, I would like to see a way to mitigate traffic without destroying climbing boulders, and also potentially limiting the number of cars that can access the canyons in a day. I'm not necessarily opposed to a gondola. **(32.2.9E)** And if the road is widened PLEASE add a protected bike lane. **(32.9A)**

In summary:

- 1) protect the boulders **(32.4A and 32.4B)**
- 2) limit the number of cars that access the canyon (either through a booth or a gandola depending on the environmental impact **(32.2.4A)**)
- 3) If the road is widened add a protected bike lane. **(32.9A and 32.2.6.3H)**

COMMENT #: 11083
DATE: 9/2/21 2:19 PM
SOURCE: Email
NAME: William Morris

COMMENT:

Dear Utah Department of Transportation,

I would like to see immediate actions with minimal capital spending be implemented before resorting to either road widening or the installation of a gondola. **(32.2.9C and 32.2.9E)** The installation of a gondola is something I completely oppose because it only serves one set of user groups: customers of Alta and Snowbird. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Little Cottonwood Canyon is primarily public land and therefore should be accessible by the public. There are numerous trailheads with heavy visitation year round. **(32.1.2C)** These users should also be accommodated by any transportation solutions. The county and/or state should not spend money to subsidize the recreational opportunities of only the patrons of Alta and Snowbird **(32.2.7A)**.

Instead, there should be an immediate toll for accessing Little Cottonwood Canyon. The toll should be staggered based on the number of people per vehicle to encourage carpooling. As in Park City, the bus service should be free to encourage ridership. Tolling of private vehicles should be used to fund bus service which should include stops at trailheads used to access the vast amount of public land managed by the National Forest Service. **(32.2.4A, 32.1.2C, and 32.2.6.3C)**

This arrangement is far more equitable and addresses all user groups while providing the freedom of private vehicle transportation should it be preferred. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** It is also far more cost effective and would not require hundreds of millions of tax payer dollars from the county to be used to subsidize recreation for a small percentage of county residents and large numbers of outside visitors. To widen the road or install a gondola at eye-watering expense of everyone to provide benefits to a select few is unconscionable. All other options to maximize the potential of existing infrastructure, which heretofore have not been attempted, should be implemented before even the consideration of such massive spending and disruption to the canyon **(32.2.9R)**.

Sincerely,
William Morris
Salt Lake City, UT

COMMENT #: 11084
DATE: 9/2/21 2:19 PM
SOURCE: Email
NAME: Josh Houck

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,
Josh Houck
Salt Lake City, UT

COMMENT #: 11085
DATE: 9/2/21 2:21 PM
SOURCE: Website
NAME: Daniel Whitaker

COMMENT:

Please keep the canyons pristine and explore less destructive options in order to protect nature and the iconic climbing in the canyon. **(32.2.2PP)** Thanks for your consideration. I know your task is a difficult one. Please fight to keep the canyon pristine so I can show my little ones the lasting beauty that is LCC. **(32.4I and 32.29G)**

COMMENT #: 11086
DATE: 9/2/21 2:21 PM
SOURCE: Website
NAME: Kevin Webb

COMMENT:

While I appreciate all the work that has gone into the gondola plan I don't think it is a wise path forward.
(32.2.9E)

COMMENT #: 11087
DATE: 9/2/21 2:21 PM
SOURCE: Website
NAME: Tony Civello

COMMENT:

To whom it may concern,

The gondola is a terrible idea all around. **(32.2.9E)** Don't approve it and certainly don't build it. It would be a debacle. It forces tax payer money to fund private businesses (Alta & Snowbird) and would likely draw even more skiers to Utah and LCC after their marketing and Ski Utah does their work. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, 32.7C, and 32.20C)** It wouldn't solve the congestion problems, would do nothing for backcountry users or trailhead access, would harm the environment, take away iconic climbing areas, be an ugly blight on the beautiful canyon, and cost way too much money. It would barely be used and only be utilized for a small number of ski days per year. **(32.7B, 32.7C, 32.1.2D, 32.2.6.3G, 32.4I, 32.4B, 32.17A, 32.2.7C, and 32.1.4D)**

This problem will mostly correct itself. If the traffic is too miserable, then people either won't ski or ski elsewhere. **(32.1.2B)** Even in the fairy-tail world where everyone can get to the base of the mountain resorts easily, the lift lines would be even more egregious than they already are. Ski resorts can only move so many people up the mountain per hour. **(32.20C)**

What you should do:

- Increase bussing and allow them to use the shoulder where available during peak times **(32.2.9B)**
- Enforce traction rules **(32.2.2M)**
- Expand park & ride parking at the mouth of LCC **(32.2.6.2.1C)**
- Subsidize the bussing so it's free for everyone up & down the canyon **(32.2.4A)**

Don't:

- Approve or build the gondola **(32.2.9E)**
- Make the road a toll road with a gate like Millcreek Canyon **(32.2.4A)**

"Bad decisions made with good intentions, are still bad decisions."

- James C Collins

Best,

Tony Civello, SLC based skier

COMMENT #: 11088
DATE: 9/2/21 2:21 PM
SOURCE: Website
NAME: Rachel Crane

COMMENT:

Choice A (Buses!). **(32.2.9A)** We do not need a gondola that will cost tax payers when the resorts will be the only ones reaping the benefits. **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Many resorts are so packed full of people from out of state (who don't pay taxes) that they don't ski in the canyons anymore. It's become too packed. Out of state folks should also pay double what locals pay for bus tickets. **(32.20C and 32.2.4A)**

COMMENT #: 11089
DATE: 9/2/21 2:22 PM
SOURCE: Email
NAME: Lauren Shields

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Lauren Shields
Salt Lake City, UT

COMMENT #: 11090
DATE: 9/2/21 2:23 PM
SOURCE: Email
NAME: Andy Hayes

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,
Andy Hayes
Salt Lake City, UT

COMMENT #: 11091
DATE: 9/2/21 2:24 PM
SOURCE: Website
NAME: Douglas Tolman

COMMENT:

I am a lifelong resident of Salt Lake County, and recreate year-round in Little Cottonwood Canyon. I have a vested interest in the future of transportation in the Cottonwood Canyons.

With the sweltering growth of recreation in the Cottonwoods, it is obvious that something needs to be done. It must first be acknowledged that resort patrons at Alta and Snowbird are not the only recreators in Little Cottonwood Canyon. A gondola would primarily serve the paying resort patrons, and encourage MORE people to use an already vastly overcrowded canyon. If these resorts continue to encourage more patrons to recreate in Little Cottonwood Canyon, they should be the ones who pay for solution to a problem they caused. **(32.2.9E, 32.20C, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

As someone who recreates on public lands, NOT at these resorts, I do not want my tax dollars being spent on a corporate subsidy which only encourages more users into an already crowded space. **(32.20A and 32.20C)**

Furthermore, the environmental footprint of a gondola would impact the watershed and viewshed to a greater degree than increased public transit access. **(32.12A and 32.17A)** The gondola would increase tourism, funnel tax dollars into corporate interests, and negatively impact both viewshed and watershed.

It is my opinion that a combination of the following solutions should be tried before a gondola is even considered:

- Large FREE covered parking structures along 9400 s. and 7200 s. **(32.2.6.2.1C)**
- Avalanche tunnels/bridges under major slide paths **(32.2.9K)**
- Wider uphill lanes in strategic canyon locations to prevent bottlenecks **(32.2.2P and 32.2.29R)**
- Increased FREE UTA services which also services trailheads **(32.2.4A and 32.2.6.3C)**
- Increased 4wd/Chain Law regulation **(32.2.2M)**
- Canyon tolls for automobiles **(32.2.4A)**

COMMENT #: 11093
DATE: 9/2/21 2:24 PM
SOURCE: Website
NAME: Diego Alen

COMMENT:

Please respect the forests, the natural life and the climbing areas. Its our space and our sport, it is what we are. **(32.29G)**

COMMENT #: 11093
DATE: 9/2/21 2:27 PM
SOURCE: Website
NAME: Karl Bahr

COMMENT:

I absolutely support the gondola project, not only would it be a great way to keep traffic out of LCC, it would be a lot of fun to ride. Beautiful views all year round. I would ride it just for the fun of it. **(32.2.9D)**

COMMENT #: 11094
DATE: 9/2/21 2:29 PM
SOURCE: Website
NAME: Madeleine Johnson

COMMENT:

Please please do NOT build a gondola!!! It would be awful in the canyon and make our beautiful canyon industrial! **(32.4I and 32.17A)** People escape the city to the mountains and the gondola will be seen as an eye sore looking at the mountains! Please do not do a gondola or train! **(32.2.9E and 32.2.9M)** Also! The parking structure would be awful! Expand the park and ride but please don't go in people's backyards and build a parking garage!!! **(32.4M)** The location is awful! Keep our canyons as natural as they can be! When people want to ski they can wait in lines & take the buses! **(32.2.9A)**

COMMENT #: 11095
DATE: 9/2/21 2:29 PM
SOURCE: Website
NAME: Sarah Blair

COMMENT:

Hi,

I am a resident of Midvale and I also became a member of the rock climbing community about two years ago. I am concerned about the impact the two proposals (gondola and lane widening) will have on the climbing resources in the canyon. **(32.2.9C, 32.2.9E, 32.4A and 32.4B)** Please do not destroy these wonderful, naturally occurring resources for the benefit of the few (skiers) during a small portion of the year (powder days and the holidays). **(32.1.4D)** I myself am a skier and I know the frustration of getting up the canyon on peak days. But I am also a climber and I am willing to carpool take the bus, and chose different days to ski in order to protect the canyon. **(32.2.9A)** Thank you.

COMMENT #: 11096
DATE: 9/2/21 2:31 PM
SOURCE: Email
NAME: Doug Anderson

COMMENT:

Dear Utah Department of Transportation,

Don't spend more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola. **(32.2.9E)** I am advocating that we adequately fund programs and resources that are shown to work. 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,
Doug Anderson
Draper, UT

COMMENT #: 11097
DATE: 9/2/21 2:35 PM
SOURCE: Email
NAME: Mimi Goldstein

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,
Mimi Goldstein
Park City, UT

COMMENT #: 11098
DATE: 9/2/21 2:37 PM
SOURCE: Email
NAME: Dwight 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)**
- 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) Electric busses would be a perfect transportation solution for Little & Big Cottonwood Canyon **(32.2.6.3F)**. With multiple pick ups through out the Salt Lake Valley & a recharging station / garage at the gravel pit near the base of big cottonwood."Charge one dollar / ride and have a lane that travels faster than the automobiles. **(32.2.2I and 32.2.4A)** Provide pull outs along the canyons for all recreational users. **(32.2.6.3C)**

Sincerely,
Dwight Butler
Salt Lake City, UT

COMMENT #: 11099
DATE: 9/2/21 2:39 PM
SOURCE: Email
NAME: Sara Charboneau

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Sara Charboneau
Kamas, UT

COMMENT #: 11100
DATE: 9/2/21 2:44 PM
SOURCE: Email
NAME: Ronald Barness

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Ronald Barness
SALT LAKE CITY, UT

COMMENT #: 11101
DATE: 9/2/21 2:44 PM
SOURCE: Email
NAME: Bentley Fillmore

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

COMMENT #: 11102
DATE: 9/2/21 2:46 PM
SOURCE: Email
NAME: Ethan White

COMMENT:

Dear Utah Department of Transportation (UDOT),

I moved to UT 10 years ago because I fell in love with the Wasatch. The two options that are being weighed currently are bad, short sighted solutions to a growing problem. **(32.2.9C and 32.2.9E)** The Gondola will ultimately ruin the Wasatch as we know it and benefit only two private businesses. **(32.4I, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The expanded bus and lane option is far too destructive to our beautiful canyon. **(32.2.9C and 32.4I)** Please consider taking a longer sighted approach which would be to reduce private vehicles in the canyon, limit the impact on the beauty (which is why we're even dealing with this), and ultimately measure the carrying capacity and manage visitation around that. **(32.2.9A, 32.2.4A, and 32.20B)** Please see my additional comments below on the LCC Draft EIS:

1). Can we start with a simpler, less expensive, and less environmentally destructive solution by simply providing more frequent bus transportation up the canyon? **(32.2.9A)** Perhaps consider only allowing buses (and emergency vehicles) up the canyon for certain peak hours reducing the amount of private vehicles. **(32.2.2B)** If the bus is convenient, accessible, and ultimately a faster way up the canyon, then it will ultimately reduce private vehicle traffic.

1). Is the goal to reduce private vehicles in the canyons? **(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
Sincerely,
Ethan White
Salt Lake City, UT

COMMENT #: 11103
DATE: 9/2/21 2:49 PM
SOURCE: Email
NAME: Lila Yeoman

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,
Lila Yeoman
Sandy, UT

COMMENT #: 11104
DATE: 9/2/21 2:51 PM
SOURCE: Email
NAME: Georgina Chandler

COMMENT:

Dear Utah Department of Transportation,

I was fortunate enough to grow up in Alta. I spent 18 years living at the Village at Sugarplum, hiking and skiing in the surrounding mountains and going to school at the Goldminer's Daughter. I know the canyon very well and I have fought previously to protect it when Snowbird Ski Resort wanted to build a roller coaster on the side of the iconic Mt Superior. I do not believe that putting a gondola up the canyon is right. **(32.2.9E)** The toll that this contraption will have on the natural surroundings that make Alta so special is too great. **(32.17A)**

The gondola will have a permanent effect on the canyon. The way people interact with nature in Little Cottonwood Canyon will be forever changed for the worse **(32.4I)**. With the growing effects of climate change visible all around us, we must consider more carefully how we interact with nature lest we lose that privilege.

I have spent the past year living in Colorado and I have observed better systems for managing strain on mountain resources. We must abandon greedy efforts to turn the canyon into a tourist attraction and instead focus on preserving it for future generations as well as for wildlife. A better solution is to use a paid reservation system for private vehicles entering the canyon and provide expanded public transit. **(32.2.4A, 32.2.2K, and 32.2.9A)** Interest in the canyon has grown and unfortunately we must limit the daily number of people coming to LCC to preserve the magic and protect our canyon. **(32.1.2B and 32.2.2L)** There are ways to do this equitably and they should be thoroughly researched to ensure that everyone who wants to has a chance to experience all the canyon has to offer. **(32.1.2D and 32.5A)** Just not all on the same days. Reduced capacity limits at ski resorts across the country due to the pandemic has meant that we already have tried and tested ways of doing this. This precedent has also been set at national parks, popular trail heads and natural areas across the country. **(32.2.2K)**

We cannot let greed and profit corrupt what our canyon has to offer. We must preserve an authentic and sustainable connection to nature.

Sincerely,
Georgina Chandler
Denver, CO

COMMENT #: 11105
DATE: 9/2/21 2:51 PM
SOURCE: Email
NAME: Taylor Wilcox

COMMENT:

Dear Utah Department of Transportation,

Enforcement of snow tire laws **(32.2.2M)**

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,
Taylor Wilcox
Alta, UT

COMMENT #: 11106
DATE: 9/2/21 2:52 PM
SOURCE: Email
NAME: Jennifer Patton

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

COMMENT #: 11107
DATE: 9/2/21 2:52 PM
SOURCE: Email
NAME: John Draghi

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

COMMENT #: 11108
DATE: 9/2/21 2:56 PM
SOURCE: Email
NAME: Daren Young

COMMENT:

Thank you for the opportunity to add my opinion in regards to the future of Little Cottonwood Canyon. Both of the options selected are unfortunate. **(32.2.9C and 32.2.9E)** Both would destroy the beauty of the canyon. **(32.4I, 32.17A, and 32.17B)** Neither would keep the canyon safe from overuse and overdevelopment. **(32.1.2B, 32.20A, 32.20B, and 32.20C)** These two options benefit the ski resorts only **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. More money for them, less protection for the environment.

Please consider making the road up LCC a toll road with escalating tolls based on number of vehicle occupants (i.e., single occupant=highest toll). **(32.2.4A)** Offer more frequent and reliable public transportation, but have it run year-round and on the current road configuration. **(32.2.9A and 32.1.2C)** Do not turn the mouth of the canyon into a massive parking lot or garage, but encourage instead a transportation hub with public transportation coming from convenient locations throughout the valley. **(32.2.2I)**

This canyon is being loved to death with the ultimate result a complete loss for every one of us. Limit the number of people using the canyon. **(32.2.2L and 32.20B)** Don't let the resorts dictate how our public-funded transportation budget is spent.

Your selected options would destroy Little Cottonwood Canyon as we know it. **(32.4I)**

Best regards,

Daren Young
Cottonwood Heights, UT

COMMENT #: 11109
DATE: 9/2/21 2:57 PM
SOURCE: Email
NAME: Lauren Elvidge

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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 grew up in these mountains. Disturbing the natural beauty with a gondola won't solve any issues, leave them wild for our future generations to appreciate the peacefulness that can come with spending time in the mountains. **(32.2.9E, 32.17A, and 32.4I)**

Sincerely,
Lauren Elvidge
South Jordan, UT

COMMENT #: 11110
DATE: 9/2/21 2:59 PM
SOURCE: Email
NAME: Anna Keeling

COMMENT:

Dear Utah Department of Transportation,

The gondola and road widening projects slated for LCC are disruptive and committing. **(32.2.9E and 32.2.9C)** Before embarking on such radical change, please consider leveraging the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. **(32.2.9R)** 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,
Anna Keeling
Salt Lake City, UT

COMMENT #: 11111
DATE: 9/2/21 3:00 PM
SOURCE: Email
NAME: Tucker Vollbrecht

COMMENT:

Dear Utah Department of Transportation,

First and foremost, the gondola is not the answer. **(32.2.9E)** It is a huge investment that does not benefit the local community. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** It has been stated that there will be parking available at the gondola station, yet the number of spots would not even be enough to accommodate the amount of people venturing up the canyon. **(32.2.6.5J)** This would only back traffic up further into the Salt Lake Valley, essentially moving the problem from the resort parking lots to the base of LCC. **(32.2.6.5E)** The gondola would only serve Alta and Snowbird who don't even seem to have the locals best interest in mind. **(32.1.2D and 32.2.7A)** In the winter the traffic issue only seems to be a big deal maybe 10 times throughout the season, which does not justify such expensive "solutions". **(32.1.4D)** This should not turn into an Alta/Snowbird marketing scheme only to further increase visitors and overcrowding of our mountains. **(32.20C)** Nobody wants to sit in line to get to the gondola, then ride that gondola for 40 minutes, only to stand in line for even more time just to have MAYBE one decent run. Plus what happens in the busy summer months if the gondola doesn't even access major trailheads and then the excuse that it's too expensive to run in the off season comes into play. So all we get to do is stare at this monstrosity half the time. **(32.1.2C, 32.2.6.5F, and 32.2.6.5G)**

So, 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.

For any topic that requires this much debate, it seems obvious that it should not be the solution. Overcrowding, over marketing and over funding are not the answers. Please reconsider the options and permanent future of this beloved canyon.

Sincerely,
Tucker Vollbrecht
Wanship, UT

COMMENT #: 11112
DATE: 9/2/21 3:02 PM
SOURCE: Email
NAME: John Michael Kern

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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 Michael Kern
Farmington Hills, MI

COMMENT #: 11113
DATE: 9/2/21 3:02 PM
SOURCE: Email
NAME: James Lee

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
James Lee
Pacifica, CA

COMMENT #: 11114
DATE: 9/2/21 3:03 PM
SOURCE: Email
NAME: Rich Moffat

COMMENT:

Dear Utah Department of Transportation,

Having been born and raised and still residing within close proximity of LCC, and spending on average 100 days yearly recreating in LCC with my family, I would like to hope you would take into my consideration my concerns.

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.

Additional crowds and resort expansion will have an monumental effect on the quality of living for my family and will go down a negative path that cannot be reversed. **(32.20A, 32.20C, and 32.4I)**

Sincerely,
Rich Moffat
Millcreek, UT

COMMENT #: 11115
DATE: 9/2/21 3:05 PM
SOURCE: Email
NAME: Jason Dorais

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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- 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,
Jason Dorais
Brighton, UT

COMMENT #: 11116
DATE: 9/2/21 3:05 PM
SOURCE: Email
NAME: Jennifer Whitley

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

COMMENT #: 11117
DATE: 9/2/21 3:07 PM
SOURCE: Email
NAME: Brent Donovan

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Brent Donovan
San Diego, CA

COMMENT #: 11118
DATE: 9/2/21 3:10 PM
SOURCE: Email
NAME: Franziska Schoenfeld

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Franziska Schoenfeld
Birmingham, MI

COMMENT #: 11119
DATE: 9/2/21 3:13 PM
SOURCE: Email
NAME: Scott Paine

COMMENT:

Dear Utah Department of Transportation,

I do not support the Gondola option. **(32.2.9E)** This option almost exclusively benefits two private businesses Snowbird and Alta. The canyon needs to be considered as a whole, for all users and all seasons. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Canyon Capacity needs to be understood to ensure that the experience we all covet so much in LLC is not further deteriorated. **(32.20A, 32.20B, and 32.20C)** Starting with a staged approach, increase bus service with incentives for canyon users to ride the bus seems like something that could be implemented in the near term without a massive construction project to widen the road or build a gondola. **(32.29R, 32.2.9A, and 32.2.4A)** Furthermore, there is simply no need for a gondola unless you are an owner of Snowbird or Alta. **(32.1.2B)**

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,
Scott Paine
Holladay, UT

COMMENT #: 11120
DATE: 9/2/21 3:16 PM
SOURCE: Email
NAME: Rob Leo

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,
Rob Leo
Salt Lake City, UT

COMMENT #: 11121
DATE: 9/2/21 3:20 PM
SOURCE: Email
NAME: Jake Neerings

COMMENT:

Dear Utah Department of Transportation,

As a Utah local and avid user of the canyon, I believe there should be further studies and methods tried before the canyon is altered forever. **(32.2.2PP)**

#1 The resorts need to get rid of the Ikon pass. **(32.2.2K)** It has put an unprecedented amount of stress on the resorts. Growing up, we all picked a resort and bought our pass. We didn't have access to every resort in the Cottonwoods with a single pass and it was great. People save their "days" for when it snows and creates a disaster. It's also so cheap I can't blame people for buying Ikon - but it creates too many problems for what its worth! We can still go back!

If we get rid of the Ikon I firmly believe most of the problems will be solved. The whole canyon Ecosystem will reset to how it should be. Little Cottonwood is so Unique the tourists will still come but have a better experience with crowds being less. **(32.2.2K)**. I believe the mega passes are ok when there are not numerous resorts on the pass in the same area. I also think a toll road could be a great idea as long as we can purchase an annual canyon pass along with increasing the bus schedule. **(32.2.4A and 32.2.9A)** Those are my current thoughts on the matter.

Jake

I also agree with the reasons 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:

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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 32.2.9R)**
- 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 N
Slc, UT

COMMENT #: 11122
DATE: 9/2/21 3:22 PM
SOURCE: Email
NAME: Willis Richardson

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,
Willis Richardson
Oakley, UT

COMMENT #: 11123
DATE: 9/2/21 3:23 PM
SOURCE: Email
NAME: Abby Czajkowski

COMMENT:

Dear Utah Department of Transportation (UDOT),

Nature has been disrupted enough by mankind. There is no need for this kind of disruption to this ecosystem. **(32.1.2B and 32.2.9G)**

Sincerely,
Abby Czajkowski
Albuquerque, NM

COMMENT #: 11124
DATE: 9/2/21 3:26 PM
SOURCE: Email
NAME: Raymond Reynolds

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,
Raymond Reynolds
Salt Lake City, UT

COMMENT #: 11125
DATE: 9/2/21 3:32 PM
SOURCE: Email
NAME: Ollie Whitley

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Ollie Whitley
Mountain brook, AL

COMMENT #: 11126
DATE: 9/2/21 3:37 PM
SOURCE: Email
NAME: Richard Schutt

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

COMMENT #: 11127
DATE: 9/2/21 3:43 PM
SOURCE: Email
NAME: Blake Tillotson

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Blake Tillotson
Draper, UT

COMMENT #: 11128
DATE: 9/2/21 3:45 PM
SOURCE: Email
NAME: Georgene Bond

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

Please preserve the NATURAL beauty of the canyon without the increased commercialization of a gondola! **(32.2.9E and 32.29G)** It would be a heart sickening addition to the otherwise natural beauty of Little Cottonwood Canyon. Not everyone who "enjoys the canyon is going up to ski! Our family had delighted in the plant and animal life that would be compromised. Thank you, Georgene Bond

Sincerely,
Georgene Bond
Salt Lake City, UT

COMMENT #: 11129
DATE: 9/2/21 3:49 PM
SOURCE: Email
NAME: Nancy Tillotson

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

COMMENT #: 11130
DATE: 9/2/21 3:50 PM
SOURCE: Email
NAME: Denise Dillard

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

COMMENT #: 11131
DATE: 9/2/21 3:56 PM
SOURCE: Email
NAME: Aimee Kaczmarek

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,
Aimee Kaczmarek
Kamas, UT

COMMENT #: 11132
DATE: 9/2/21 3:58 PM
SOURCE: Email
NAME: Francesca Audia

COMMENT:

Dear Utah Department of Transportation,

I am a frequent visitor to LCC (multiple times per week year-round); LCC has great recreation opportunities, both at the resorts and outside of the resorts, and is one of the most beautiful places on earth. It deserves to be protected. **(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,
Francesca Audia
Cottonwood Heights, UT

COMMENT #: 11133
DATE: 9/2/21 4:01 PM
SOURCE: Email
NAME: Sarah Uram

COMMENT:

Dear Utah Department of Transportation,

Please don't build a gondola! **(32.2.9E)** I have been a Little Cottonwood Canyon user for almost 30 years and I am as frustrated as anyone about the traffic problems. The gondola is not going to solve these problems. **(32.7B and 32.7C)** It may make for an exciting journey for a tourist new to the area, but for those of us who are interested in getting to our destination in an efficient manner, it is not practical. The canyon is now crowded year round, with summer hiking trailheads full by 8:00 am. We need a system that will let all users access all parts of the canyon year round. **(32.1.2C)**

I ride UTA to the ski areas whenever possible and I enjoy being dropped off right at the resort without having to slog across the parking lot. If there were more parking in the valley and the buses ran more frequently, I think you would see that people would be happy to take the bus. When my kids were teenagers, I wished there was a bus for them that made sense. **(32.2.6.2.1C, 32.2.9A, and 32.2.6.3N)**

Buses work in Jackson Hole and Zion National Park because they run frequently, there is adequate and easily accessible parking in places that are easy for skiers or tourists to use. Salt Lake City could have a travel hub downtown near hotels and near the University and in other central neighborhood places. We saw a transportation plan that worked during the Olympics to transport people all over the place. **(32.2.2B and 32.2.2I)**

Surely, a bus system can be more flexible and serve a wider user group than a gondola.

The gondola will take a long time to build. We could start a better bus system much sooner. **(32.2.7C)**

Please don't forever ruin the beauty of Little Cottonwood Canyon with a gondola. **(32.17A)** Salt Lake City is unique in that it has wild places in close proximity to the urban environment. Building a gondola in the middle of the Little Cottonwood Canyon viewshed will make it look like an amusement park. We need to preserve the parts of our valley that make it so special.

Please don't build a gondola!!!! **(32.2.9E)**

Sincerely,
Sarah Uram
Salt Lake City, UT

COMMENT #: 11134
DATE: 9/2/21 4:01 PM
SOURCE: Email
NAME: Jessica 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,
Jessica Jensen
Sandy, UT

COMMENT #: 11135
DATE: 9/2/21 4:03 PM
SOURCE: Email
NAME: Tammy 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)**
- 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,
Tammy Smart
Riverton, UT

COMMENT #: 11136
DATE: 9/2/21 4:03 PM
SOURCE: Email
NAME: Sam Fortney

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 Fortney
Park City, UT

COMMENT #: 11137
DATE: 9/2/21 4:05 PM
SOURCE: Email
NAME: Dave Baird

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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Sincerely,
Dave Baird
Salt Lake City, UT

COMMENT #: 11138
DATE: 9/2/21 4:06 PM
SOURCE: Email
NAME: Francesco Perri

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)**
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Sincerely,
Francesco Perri
Sandy, UT

COMMENT #: 11139
DATE: 9/2/21 4:08 PM
SOURCE: Email
NAME: Christie Marinari

COMMENT:

Dear Utah Department of Transportation (UDOT),

I was pro gondola but after the plans presented and real thought, I am now against any plans for the gondola. **(32.2.9E)** Snow sheds make the most sense and road widening in some areas. **(32.2.9K and 32.2.2P)**

Thank you.

Sincerely,
Christie Marinari
Holladay, UT

COMMENT #: 11140
DATE: 9/2/21 4:08 PM
SOURCE: Email
NAME: Stacey Dorais

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)**
- 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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Sincerely,
Stacey Dorais
Salt Lake City, UT

COMMENT #: 11141
DATE: 9/2/21 4:12 PM
SOURCE: Email
NAME: Elizabeth Popek

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the access to skiing in the Wasatch Mountains. Please see 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 WILL NOT reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 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. **(32.2.6.5G)** The locations of the two exits shows this is not a solution for the whole canyon, this is a solution for two ski areas. **(32.1.2B, 32.1.2C, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**
- 3). The gondola is not a viable solution. **(32.2.9E)** The ride will take too long and most will still drive. **(32.2.4A)** There are not enough base lodging resources (especially with access limited due to Covid) so users are unable to stash a bag or shoes for the day **(32.2.3A)**.

Sincerely,
Elizabeth Popek
Cottonwood Heights, UT

COMMENT #: 11142
DATE: 9/2/21 4:13 PM
SOURCE: Email
NAME: Sarah Whitley

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

COMMENT #: 11143
DATE: 9/2/21 4:18 PM
SOURCE: Email
NAME: Meredith Bunsawat

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Meredith Bunsawat
Salt Lake City, UT

COMMENT #: 11144
DATE: 9/2/21 4:21 PM
SOURCE: Email
NAME: Kailey Wilson

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Kailey Wilson
Midvale, UT

COMMENT #: 11145
DATE: 9/2/21 4:21 PM
SOURCE: Email
NAME: Sam Enke

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Sam Enke
Salt Lake City, UT

COMMENT #: 11146
DATE: 9/2/21 4:24 PM
SOURCE: Email
NAME: Kevin Whitley

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

COMMENT #: 11147
DATE: 9/2/21 4:28 PM
SOURCE: Email
NAME: Lora Bielaga

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Lora Bielaga
Monroe, WA

COMMENT #: 11148
DATE: 9/2/21 4:31 PM
SOURCE: Email
NAME: Jason 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:

- 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,
Jason Hall
Midway, UT

COMMENT #: 11149
DATE: 9/2/21 4:34 PM
SOURCE: Email
NAME: Tara Newtzie

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Tara Newtzie
West valley city, UT

COMMENT #: 11150
DATE: 9/2/21 4:36 PM
SOURCE: Email
NAME: Aleya Stotesbery

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Aleya Stotesbery
Salt lake city, UT

COMMENT #: 11151
DATE: 9/2/21 4:50 PM
SOURCE: Email
NAME: Tony Field

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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).**

UDOT's goal is reducing 30% of cars from the canyon. That's a good place to start, but what if we could exceed that goal without erecting massive towers to increasing pavement in our watershed canyons? **(32.2.2PP)**

Making carpooling a priority and funding better bus to and within the canyons will benefit the user experience, the environment, our watershed and not come at the expense of other users from hikers and bikers along the Little Cottonwood Trail to climbers enjoying some of the west's best granite and boulders problems. **(32.2.4A, 32.2.9A, 32.1.2D, 32.7B, 32.12A, 32.12B, 32.4A, 32.4B, 32.17A, and 32.17B)**

If the Gondola was an actual solution for the Wasatch, I would be supportive, but it isn't a solution for the Wasatch. It is at best, a solution in search of a problem. But at worst, an invitation to perpetual development and compromise of our shared community values of a wild and beautiful Wasatch, not just for skiers, but for all users from families enjoying a campout at Tanner Flat to climbers working on projects on boulders and canyon walls not to mention the hundreds of thousands of people who rely on this canyon for their drinking water. **(32.4I, 32.12A, and 32.12B)**

Thank you.

Sincerely,
Tony Field
Sandy, UT

COMMENT #: 11152
DATE: 9/2/21 4:51 PM
SOURCE: Email
NAME: Phil Trapp

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,
Phil Trapp
Sandy, UT

COMMENT #: 11153
DATE: 9/2/21 4:54 PM
SOURCE: Email
NAME: Tom Prosek

COMMENT:

Little Cottonwood Canyon Draft EIS comment will include the following: Personal introduction; Concerns; Alternatives; Conclusion.

Introduction: Have recreated in Little Cottonwood Canyon beginning in 1973 and working there since 1978. Currently a Trustee for Salt Lake County Service Area #3 and working seasonally at Alta Ski Area.

Concerns: Widening the road or building a gondola would ultimately put more byproducts into Little Cottonwood Creek and deteriorate the quality of the watershed. **(32.12A and 32.12B)** The preferred alternatives focus on transporting a maximum number of people up and down Little Cottonwood Canyon. **(32.1.2B, 32.20A, and 32.20C)** Utah State University is currently conducting research on how many people can use Little Cottonwood Canyon at one time, with results expected in about a year. This information would be a good starting point for any alternative transportation proposal. **(32.20B)** The preferred alternatives only provide transportation to the ski resorts, anyone seeking a different form of recreation would need to drive. **(32.1.2B, 32.1.2D, 32.2.4A, and 32.7C)**

Alternatives: Use existing infrastructure- better bus service; tolling; reversible lanes. Alone or in combination, these could be implemented in a timely manner with little environmental impact. **(32.2.9A, 32.2.4A, and 32.2.2D)**

Conclusion: Cannot support any alternative that would deteriorate the quality of the watershed or does not start with the premise that there is a limit on the number of people that can use Little Cottonwood Canyon at one time. **(32.20B)** Therefore, I cannot support either of the preferred alternatives. **(32.2.9C and 32.2.9E)**

Tom Prosek

COMMENT #: 11154
DATE: 9/2/21 5:03 PM
SOURCE: Email
NAME: Nate Lovitz

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Nate Lovitz
Waterbury, VT

COMMENT #: 11155
DATE: 9/2/21 5:04 PM
SOURCE: Email
NAME: Katie Manderfeld

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Katie Manderfeld
Seattle, WA

COMMENT #: 11156
DATE: 9/2/21 5:18 PM
SOURCE: Email
NAME: Meg 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,
Meg Johnson
Salt Lake City, UT

COMMENT #: 11157
DATE: 9/2/21 5:24 PM
SOURCE: Email
NAME: Mirinda Whitaker

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

As someone who grew up outside Zion National Park, I think the best solution is to limit private car access to the canyons during the winter (busy season) and just run busses, which would reduce congestion and not adversely impact the wilderness "surrounding these magical canyons. **(32.2.2B)**

Sincerely,
Mirinda Whitaker
Salt Lake City, UT

COMMENT #: 11158
DATE: 9/2/21 5:25 PM
SOURCE: Email
NAME: Eddie Hunter

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Eddie Hunter
Denver, CO

COMMENT #: 11159
DATE: 9/2/21 5:26 PM
SOURCE: Email
NAME: Bryce Beesley

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Bryce Beesley
h, UT

COMMENT #: 11160
DATE: 9/2/21 5:35 PM
SOURCE: Email
NAME: Lori McDonald

COMMENT:

Dear Utah Department of Transportation (UDOT),

I grew up in Salt Lake City and have seen the valley change. Please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

I oppose the construction of a gondola in Little Cottonwood Canyon because the significant environmental impact for building a gondola does not justify or solve the issue. (32.2.9E, 32.4I, 32.12A, 32.13A, and 32.17A) UDOT's own proposal says the gondola won't reach the goal of reducing automobile travel. (32.1.2D, 32.2.4A, and 32.7C)

Because the gondola only serves Alta and Snowbird it would not assist the many other recreation activities lower down in the canyon. (32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)

I think a fee to drive up the canyon, like Millcreek, would be more effective than a gondola to reduce single vehicle use. (32.2.4A and 32.2.2Y) Perhaps a fee system similar to Solitude's parking where four in a vehicle is free, three is more, two even more, and one person is \$10. (Canyon employees would receive a pass.) (32.2.2K)

Use the money instead of building a gondola and invest in electric busses and double the number going up and down. Increasing bus access in the valley would encourage riders to leave their vehicles at home or where they board a bus. (32.2.9A, 32.2.6.2.3N, 32.2.6.3F, and 32.2.2I)

Thank you for your consideration. We all know traffic in Little Cottonwood is a challenge and problem. Please consider solutions with less environmental impact.

Sincerely,
Lori McDonald
Park City, UT

COMMENT #: 11161
DATE: 9/2/21 5:43 PM
SOURCE: Email
NAME: Nathan Christianson

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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- 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 SNOWBIRD AND ALTA FROM RUINING OUR PUBLIC LAND!!!!

ITS LITTLE COTTONWOOD CANYON NOT ALTABIRD CANYON. :((32.4I)

Sincerely,
nathan christianson
Midvale, UT

COMMENT #: 11162
DATE: 9/2/21 5:55 PM
SOURCE: Email
NAME: John Knoblock

COMMENT:

Hi LCC EIS Team- Okay, one last comment.

While I believe that the gondola is still the best transit solution up LCC for mobility, safety, and reliability, obviously many people strongly feel that the visual impacts are too problematic. **(32.2.9D and 32.17A)** I believe that EIS should make a finding that a trial alternative should be implemented immediately for the 2022 -2023 ski season on a trial basis to see if it could work. This will likely need a little more design and cost estimating work on your and UTA's end to work out the details and logistics. **(32.29R)**

The trial solution idea would be a fleet of two hundred 4 wheel drive 16 person shuttle buses to serve dispersed pickup locations based on a survey this winter of ski resort user starting destinations. UTA would need to think out of the box to have a more flexible schedule for drivers, possibly using an Uber model of 'on demand' drivers. The concept is to use a predictive model based on the day of week, vacation weeks, holidays, and of course snowfall predictions to anticipate high demand ski days. The shuttle buses should be a stock design so that they could be resold as 'used vehicles' if the trial fails. **(32.2.2LLL and 32.29R)**

Certainly, a shoulder travel lane only for the 'shuttle buses' and regular UTA ski buses on Wasatch Blvd from the gravel pit into LCC past the Little Cottonwood Road intersection is essential to make the plan work. **(32.2.6.2.2A)** Possibly you should consider making the passing lanes inside of the canyon legal only for transit buses and shuttle buses. **(32.2.2LLL)**

A significant improvement in avalanche control devices such as more Gazex devices to minimize road closure for avalanche mitigation should be funded and installed. A thorough study of how many and where those devices could and should be installed should be immediately undertaken. That could possibly be an alternative to avalanche sheds, however, the more detailed design and engineering of the avalanche sheds for implementation should move forward in a parallel path. **(32.2.2TT)**

And finally, the EIS should conclude that a system of dedicated staff of vehicle inspectors for 4x4, chains, and tires must be implemented to minimize accidents and loss of traction. These inspectors need to be inspecting all vehicles going up the canyon whenever snow has fallen overnight and when there is a 50% chance of snow is predicted during the day. Expansion of the vehicle readiness sticker program should be recommended to facilitate the inspection speed at the bottom of the canyon. The cost of a team of dedicated vehicle inspectors should be cost estimated so that they can be budgeted for and implemented. Time has proven that police officers as vehicle inspectors is a flawed system, as traffic accidents on snow days call them away to higher priority work and they never justify checking vehicles when the weather and road are clear but snow is predicted during the day. **(32.2.2M)**

If such a trial solution can be funded and implemented successfully, then the gondola could be put on hold until such time as it is needed. This approach would give the SLCo, SLC, CWC, UTA, and UDOT a high incentive to get funding to make such a trial solution effective. If it fails to be implemented or just plain fails to work, then UDOT should quickly proceed with the long term LCC EIS recommended choice of gondola or widened road with enhanced bus. **(32.29R)**

P.S.- Standing room passengers should not be counted as ski bus capacity. The existing ski buses seat 23 passengers and that should be the basis for mobility calculations. **(32.2.6.3N)**

Good luck!

John Knoblock
Millcreek, UT

COMMENT #: 11163
DATE: 9/2/21 5:56 PM
SOURCE: Email
NAME: Jason Dunn

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Jason Dunn
Salt Lake City, UT

COMMENT #: 11164
DATE: 9/2/21 6:00 PM
SOURCE: Email
NAME: Natalie Schultz

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Natalie Schultz
Salt Lake City, UT

COMMENT #: 11165
DATE: 9/2/21 6:02 PM
SOURCE: Email
NAME: Preston Gallacher

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,
Preston Gallacher
Salt Lake City, UT

COMMENT #: 11166
DATE: 9/2/21 6:12 PM
SOURCE: Email
NAME: Christopher Burrage

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Christopher Burrage
San Francisco, CA

COMMENT #: 11167
DATE: 9/2/21 6:14 PM
SOURCE: Email
NAME: Josh Wilson

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

Furthermore, skiing is not the only recreational opportunity in this region. Classic rock climbs endeared by the community are in question here and are one of the main reasons I would want to come visit your state. Please do the right thing and preserve these "landscapes for all to enjoy, for years to come. **(32.4A, 32.4B, and 32.29G)** Skiers and climbers alike should both have equal opportunity to recreate in this space, and as it stands, they currently do.

Sincerely,
Josh Wilson
Chattanooga, TN

COMMENT #: 11168
DATE: 9/2/21 6:18 PM
SOURCE: Email
NAME: Eric Mmore

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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- 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,
Eric Mmore
Salt Lake City, UT

COMMENT #: 11169
DATE: 9/2/21 6:20 PM
SOURCE: Email
NAME: Jenny 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)**
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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,
Jenny Smith
Santa Clara, UT

COMMENT #: 11170
DATE: 9/2/21 6:26 PM
SOURCE: Email
NAME: Alec Gonos

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,
Alec Gonos
Salt Lake City, UT

COMMENT #: 11171
DATE: 9/2/21 6:27 PM
SOURCE: Email
NAME: Michael Aikins

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Michael Aikins
DALLAS, TX

COMMENT #: 11172
DATE: 9/2/21 6:39 PM
SOURCE: Email
NAME: Teresa Novak

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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)**.
6. I am not interested in having huge gondola towers in Little Cottonwood Canyon. **(32.2.9E)** If the canyon reaches capacity, so be it. **(32.20B)** There is a limited capacity to Little Cottonwood Canyon, and the ski resorts seem to want to increase it indefinitely. **(32.20A and 32.20C)** My preferred solution is to increase tolls, and increase by service. **(32.2.4A and 32.2.9A)** There is no need for Avalanche sheds. **(32.1.2B and 32.7A)** If the road needs to be closed for an avalanche, that's not a problem. **(32.7B)** Let's start with the easy things, which will be effective in transporting people to the canyons. No gondola, no sheds, just buses. **(32.2.9E and 32.2.9J)**

Sincerely,
Teresa Novak
Salt Lake city, UT

COMMENT #: 11173
DATE: 9/2/21 6:44 PM
SOURCE: Email
NAME: Karen Gilbert

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Karen Gilbert
Naperville, IL

COMMENT #: 11174
DATE: 9/2/21 6:48 PM
SOURCE: Email
NAME: Kurt Rakozy

COMMENT:

The Gondola system seems like a great idea except it only caters to pipeline skiers to the two major resorts **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** electric commuter buses in combination with permitted canyon motor vehicle access would serve a wider range of access-control and tax base distribution...I support a phased approach and environmental study to base decisions on good data rather than political biases. **(32.2.6.3F, 32.2.9A, 32.2.4A, 32.2.2K, and 32.29R)**

COMMENT #: 11175
DATE: 9/2/21 7:05 PM
SOURCE: Email
NAME: Bette Wise-Steffen

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,
Bette Wise-Steffen
Salt Lake City, UT

COMMENT #: 11176
DATE: 9/2/21 7:07 PM
SOURCE: Email
NAME: Ryker Holbrook

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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 only ever had one visit to LCC, and for far too short of an amount of time. The majesty of the canyon blew me away. To say that I would be eternally saddened to lose the opportunity to try or even see some of the amazing rock climbs this plan would destroy would be an understatement. **(32.4A and 32.4B)** Not to mention simply destroying the view of the ridge tops from most of the canyon floor. **(32.17A)**

Sincerely,
Ryker Holbrook
Orangevale, CA

COMMENT #: 11177
DATE: 9/2/21 7:07 PM
SOURCE: Email
NAME: Emily Ingram

COMMENT:

Dear Utah Department of Transportation,

A project of this size and scale should be adequately researched and analyzed before jumping into. LCC is home to innumerable breeding populations of wildlife and the gondola would jeopardize the canyon they call home. **(32.13A)** I urge LCC Udot to perform in-depth environmental impact analyses including wildlife, watershed health, and more. **(32.29G, 32.13A, 32.12A, and 32.1.5C)**

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,
Emily Ingram
Salt Lake City, UT

COMMENT #: 11178
DATE: 9/2/21 7:08 PM
SOURCE: Email
NAME: Patrick Spence

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,
Patrick Spence
Salt Lake City, UT

COMMENT #: 11179
DATE: 9/2/21 7:17 PM
SOURCE: Email
NAME: Matthew OConnor

COMMENT:

Dear Utah Department of Transportation,

First, thank you for your time and consideration. I know that most of the below is form, but I also agree with it. I would also challenge all of to consider that the snow-based economy / industry requires a hard look at long-term solutions. **(32.1.2B)** We also have to consider that it become a smaller and shorter season, while the other recreational aspects of the canyons are equally important, and I would say the "free" ones far more so as they insure access to all and a healthy lifestyle year-round. **(32.2.2E and 32.1.2C)** Catering to the elite is not a solution. Improved busing programs. **(32.1.2D, 32.2.7A, 32.7B, 32.7C, 32.5A, and 32.2.9A)**. I also agree that season passes and a tiered "pay-to-play" system could also help by not only generating funds, but motivating car-pooling and bus usage. **(32.2.4A)**

Thank you.
Matthew O'Connor

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,
Matthew OConnor
Salt Lake City, UT

COMMENT #: 11180
DATE: 9/2/21 7:20 PM
SOURCE: Email
NAME: Samantha Roberts

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Samantha Roberts
Salt lake city, UT

COMMENT #: 11181
DATE: 9/2/21 7:20 PM
SOURCE: Email
NAME: Olivia Grev

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Olivia Grev
Salt Lake City, UT

COMMENT #: 11182
DATE: 9/2/21 7:31 PM
SOURCE: Email
NAME: Grace Helm

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,
Grace Helm
Holladay, UT

COMMENT #: 11183
DATE: 9/2/21 7:32 PM
SOURCE: Email
NAME: Jessica Repman Johnson

COMMENT:

Dear Utah Department of Transportation (UDOT),

As a member of the community the proposed lane additions are appalling. The health of LLC is essential for all on the bench and our wildlife cannot cope with further encroachment.

Please see provided comments:

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Jessica Repman Johnson
Draper, UT

COMMENT #: 11184
DATE: 9/2/21 7:37 PM
SOURCE: Email
NAME: Stacie Tillotson

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Stacie Tillotson
Midvale, UT

COMMENT #: 11185
DATE: 9/2/21 7:43 PM
SOURCE: Email
NAME: Jacqueline Radigan-Hoffman

COMMENT:

Dear Utah Department of Transportation,

As a resident of South Salt Lake as well as a skier, climber and boulderer I sincerely hope that we can consider simple, cost effective measures such as expanded bus service, tolls and better traction enforcement for getting more volume up canyons in the winter and preserving little cottonwood canyon bouldering areas. **(32.2.9A, 32.2.4A, 32.2.2M, 32.4A, and 32.4B)** If the bus service was more frequent and affordable and if and parking at the base of the canyon (and at other Express stops at convenient locations throughout the valley) was expanded then getting up the canyon would be a breeze. **(32.2.2I)** No one wants to ride a bus where they are packed like sardines and can't sit down (the current situation). Demand for expanded service is clearly high, and once the experience is improved by having more buses and more frequent service this will be a popular option. **(32.2.6.3N)**

Therefore, 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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- Double stacking **(32.2.2EE)**
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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. **(32.2.0A, 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,
Jacqueline Radigan-Hoffman
South Salt Lake, UT

COMMENT #: 11186
DATE: 9/2/21 7:49 PM
SOURCE: Email
NAME: Noah Buntman

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Noah Buntman
San Francisco, CA

COMMENT #: 11187
DATE: 9/2/21 7:50 PM
SOURCE: Email
NAME: Thomas Kushner

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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- 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,
Thomas Kushner
Salt Lake City, UT

COMMENT #: 11188
DATE: 9/2/21 7:51 PM
SOURCE: Email
NAME: Pete Vordenberg

COMMENT:

Thank you for the opportunity to comment. I am a winter pass-holder, back country skier, climber and summer hiker.

A gondola doesn't make sense for transportation as there cannot be enough stops on the way up, nor enough parking at the base area for all users. **(32.2.9E, 32.2.6.5J, and 32.2.6.5G)** This is so obvious that there has to be an alternate motive behind the gondola solution. The argument for heavy snow days does not justify this incredibly poor solution - which is absolutely just an early attempt to eventually link little to big to park city. Nice try. **(32.1.5B)**

Added busses make sense as they are the most equitable and sustainable solution, have the most potential for parking to board the bus and leave other solutions available for the future. **(32.2.9A)** In fact making the road wider is not even necessary beyond the already widened sections. **(32.2.9C)** Leave the road as it is. Don't let people drive up the canyon on big user days. **(32.2.2B)** Add many smaller busses with options for intermediate stops on some busses. **(32.2.6.3C)**

Avalanche control could be made less an issue with a few snow sheds in high avi areas. But even this doesn't need to happen right away. **(32.2.9K and 32.2.9R)**

Anything more complex than adding more small busses and limiting or eliminating car traffic on moderate to heavy user days is not just a waste of tax payer money but an obvious land grab for developers and a destruction of the natural resource we are trying (or should be) to protect and serve.

Keep it simple!
Thank you,
Pete

COMMENT #: 11189
DATE: 9/2/21 7:51 PM
SOURCE: Email
NAME: Paige Alba

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

COMMENT #: 11190
DATE: 9/2/21 7:59 PM
SOURCE: Email
NAME: Ryan Alba

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Ryan Alba
Salt Lake City, UT

COMMENT #: 11191
DATE: 9/2/21 8:07 PM
SOURCE: Email
NAME: Olivia Prebus

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Olivia Prebus
Salt Lake City, UT

COMMENT #: 11192
DATE: 9/2/21 8:08 PM
SOURCE: Email
NAME: Shauna Heisler

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
shauna heisler
salt lake city, UT

COMMENT #: 11193
DATE: 9/2/21 8:12 PM
SOURCE: Email
NAME: Bryce Ipson

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 Ipson
American Fork, UT

COMMENT #: 11194
DATE: 9/2/21 8:13 PM
SOURCE: Email
NAME: Jose Rodriguez

COMMENT:

Dear Utah Department of Transportation,

I reside on [REDACTED] and feel I must write to you to express my opposition to the proposal for the construction of the gondola. **(32.2.9E)** I am not alone in my concerns regarding the increase in traffic congestion. However, this is only for a short period of time during any given year and not worthy of such a detrimental project. **(32.1.4D and 32.1.2B)** The proposed fix would have a detrimental impact on the pristine, unspoiled environment we all currently enjoy and cherish. **(32.4I)** This is the beauty of this area all residents were attracted to. **(32.17A)** These are the primary reasons I would not support this gondola proposal. Rejecting the proposal would be clear evidence that you understand the fears and needs of the local community and your understanding of the importance of putting aside mechanical devices to replace the natural beauty of the area.

Sincerely,
Jose Rodriguez
Sandy, UT

COMMENT #: 11195
DATE: 9/2/21 8:14 PM
SOURCE: Email
NAME: Emily Hafen

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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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,
Emily Hafen
Provo, UT

COMMENT #: 11196
DATE: 9/2/21 8:15 PM
SOURCE: Email
NAME: Trish Ang

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Trish Ang
Davis, CA

COMMENT #: 11197
DATE: 9/2/21 8:18 PM
SOURCE: Email
NAME: Louise Zabriskie

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,
Louise Zabriskie
Salt Lake City, UT

COMMENT #: 11198
DATE: 9/2/21 8:27 PM
SOURCE: Email
NAME: Marled Galicia

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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The gondola is not a sustainable solution, placing the gondola will forever have an impact on WILD UTAH Protect our land by not putting this and destroying the beauty of little cottonwood canyon **(32.2.9E, 32.4I, and 32.17A)**

Sincerely,
Marled Galicia
Salt Lake City, UT

COMMENT #: 11199
DATE: 9/2/21 8:32 PM
SOURCE: Email
NAME: Jason Borro

COMMENT:

Dear Utah Department of Transportation,

Please do not build a gondola in LCC. **(32.2.9E)** This is an expensive project that benefits two parties financially while everyone else pays. Alta and Snowbird can self-fund a bus system for their customers if they deem it helpful. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Further, the canyon is already at its skier capacity, so why build more transportation capacity? And no, we should not let skier capacity expand via more acreage subsumed in this small canyon. **(32.1.2B, 32.20A, 32.20B, and 32.20C)**

Sincerely,
Jason Borro
Salt Lake City, UT

COMMENT #: 11200
DATE: 9/2/21 8:33 PM
SOURCE: Email
NAME: Dan Arquero

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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 Arquero
Paradise Valley, AZ

COMMENT #: 11201
DATE: 9/2/21 8:40 PM
SOURCE: Email
NAME: Aaron Mast

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Aaron Mast
Murray, UT

COMMENT #: 11202
DATE: 9/2/21 8:42 PM
SOURCE: Email
NAME: John Kennington

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
John Kennington
Salt Lake City, UT

COMMENT #: 11203
DATE: 9/2/21 8:46 PM
SOURCE: Email
NAME: Jill Boylan

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Jill Boylan
SLC, UT

COMMENT #: 11204
DATE: 9/2/21 8:54 PM
SOURCE: Email
NAME: Frederick Adler

COMMENT:

Dear Utah Department of Transportation (UDOT),

Many thanks for considering my comments. As the population of our city increases and pressure on the Wasatch increases even faster, we need a comprehensive plan to protect our canyons for all uses. I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Frederick Adler
SALT LAKE CITY, UT

COMMENT #: 11205
DATE: 9/2/21 8:56 PM
SOURCE: Email
NAME: Ethan Haggard

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)**
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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.

If Alta and Snowbird are so hot for a gondola let them acquire the necessary permits/land ownership and build one themselves. **(32.2.9E and 32.2.7A)** The two ski areas are already using a public resource-our public lands-to generate profits/income for a few wealthy families. This subsidy/welfare needs to be curtailed not expanded.

Sincerely,
Ethan Haggard
Salt Lake City, UT

COMMENT #: 11206
DATE: 9/2/21 9:03 PM
SOURCE: Email
NAME: Seth Simonds

COMMENT:

Dear Utah Department of Transportation,

To Whomever it May Concern,

Please consider simply putting an inexpensive revenue generating toll system and assessing its affect before spending a billion dollars subsidizing two corporations with public funds. **(32.1.2B, 32.1.2D, and 32.2.7A)** You'll need to put the toll booth in anyways to disincent driving and incentivize the alternative. **(32.2.4A)** Why not see what impact it will have. **(32.2.2Y)** My hypothesis is that it will reduce canyon traffic, increase carpooling and increase use of existing public transit all while generating revenue and costing orders of magnitude less money than the proposed alternatives, which actually are dependent on the toll. **(32.2.9A)** The gondola seems like the classic make a mess some some people can make money. **(32.2.9E)** I also thought the trib article about it essentially subsidizing the wealthy (people who alpine ski) was pretty dead on and interesting. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Seth

Sincerely,
Seth Simonds
Salt Lake City, UT

COMMENT #: 11207
DATE: 9/2/21 9:05 PM
SOURCE: Email
NAME: Phil Wilson

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Phil Wilson
La Jolla, CA

COMMENT #: 11208
DATE: 9/2/21 9:15 PM
SOURCE: Email
NAME: Jonathan Eberhardt

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)**

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,
Jonathan Eberhardt
Herriman, UT

COMMENT #: 11209
DATE: 9/2/21 9:16 PM
SOURCE: Email
NAME: James Brandi

COMMENT:

Dear Utah Department of Transportation (UDOT),

For the record, I am opposed to a gondola solution to the traffic and congestion currently affecting Little Cottonwood Canyon. **(32.2.9E)**

I have been a user of Little Cottonwood for over 20 years and have witnessed the increase in traffic and visitor use (hiking, sightseeing, and skiing) of the canyon during this time. It is currently out of control. A gondola is not the answer. We do not need a Disneyland solution to the problem.

I would propose user fees as well as public transportation as one solution to the problem. 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. **(32.2.4A, 32.2.2I, and 32.10A)**

Sincerely,
James Brandi
Salt Lake City, UT

COMMENT #: 11210
DATE: 9/2/21 9:30 PM
SOURCE: Email
NAME: Matthew Pickup

COMMENT:

Dear Utah Department of Transportation (UDOT),

I oppose the LCC gondola and widening the rode. **(32.2.9E and 32.2.9C)** I agree what we are doing now isn't working so - I am for a more complex energy efficient bus system with more park and go options around the city, using the current road we have.

I love LCC and the wildlife that lives here. I am concerned about the environmental impact the gondola will have. What we do now will forever impact future generations - we / they will only get one LCC. Please don't destroy it! **(32.4I)** The gondola and expanding the road feel like a knee jerk reaction to our problem. The financial, visual, environmental impact the gondola will have to maybe decrease traffic for a few key days out of the year is extremely disproportionate. **(32.12A, 32.13A, 32.17A, and 32.1.4D)**

I am an avid user of the backcountry in the winter and a trail runner in the summer. The gondola will do little to decrease driving private vehicles for me and people like me. We will be unable to hop on and off at our preferred destination within the canyon. **(32.1.2B, 32.1.2D, 32.2.6.5G, 32.2.7A, 32.7B, and 32.7C)** A more complex bus system would be an appropriate solution for LCC users like me. **(32.1.2C, 32.2.9A, and 32.2.6.3C)**

Let's explore using the gondola - The parking lot will hold 1800 vehicles. This will not fix traffic **(32.2.6.5E, 32.7B, and 32.7C)** It will just push the traffic further down into the city as people wait to enter, Wasatch will still be congested. The parking lot will be a complete mess. This will deter people from using this option. A more complex bus system with multiple park and go areas around the city will fix the traffic problem. **(32.2.2I)**

As far as I can appreciate the only people who truly benefit from the gondola are the big wigs at Snowbird and Alta. Tax payer funded rides directly to their resorts. Our community does not benefit from this. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

In conclusion, a more complex energy efficient bus system, with multiple park and go lots, is the only option that will actually decrease traffic in LCC. **(32.2.2I)** My thoughts, also add a giant toll at the exit of the canyon to people who drive private vehicles. **(32.2.4A)** And don't allow private vehicles during peak hours or days. Force people to use the bus (like we do in national parks) but make this system environmentally friendly. **(32.2.2B)**

Best,

Matt Pickup

Sincerely,
Matthew Pickup
SLC, UT

COMMENT #: 11211
DATE: 9/2/21 9:39 PM
SOURCE: Email
NAME: Denise Adams

COMMENT:

Dear Utah Department of Transportation,

I have been fortunate to live near such a majestic place as little cottonwood canyon. I have climbed, skied, biked and hiked up there since 1992. I got married at Alta, taught my kids to ski there for the last 16 years and have felt magic and wonder with each visit.

The golden eagles, moose, porcupines, nuthatch and flora and fauna of this ecosystem do not need to witness any further devastation. Especially for a proposed solution that solves NOTHING. **(32.13A, 32.13B, 32.7B and 32.7C)**. What a shame to attempt to put forward a plan that will further overcrowd this delicate area with an awful blight on the skyline and mountain ridge views. **(32.20C, 32.2.9E and 32.17A)** Please stop putting money first and consider the impact on this area that will forever impact this precious ecosystem and will not even help the traffic problem. **(32.13A, 32.7B, and 32.7C)** This solution is incredibly short-sighted and puts this special place at the hands of a bunch of greedy businessman who own the ski resorts. Shame on them! Why are the ski resorts having such a big say with what happens to our canyon? **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Where is the forest service? Why are they asleep at the wheel? **(32.1.5D)**

Please find a better solution that will preserve this beautiful canyon. **(32.2.2PP)**

Tolling might be a good option. **(32.2.4A)**

Better bus use by providing a significant increase in the amount of buses along with numerous bus stops/routes and large parking areas all over the city. **(32.2.2I)**

Sincerely,
Denise Adams
Salt Lake City, UT

COMMENT #: 11212
DATE: 9/2/21 9:40 PM
SOURCE: Email
NAME: Bret Backman

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 support more buses **(32.2.9A and 32.2.9R)**
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- 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,
Bret Backman
Sandy, UT

COMMENT #: 11213
DATE: 9/2/21 9:46 PM
SOURCE: Email
NAME: Ericka Vladovich

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,
Ericka Vladovich
Salt Lake City, UT

COMMENT #: 11214
DATE: 9/2/21 9:55 PM
SOURCE: Email
NAME: David Menssen

COMMENT:

Dear Utah Department of Transportation,

I very much dislike the idea of spending more than 500 million dollars to make it easier for more and more skiers to access Alta and Snowbird. I dont inderstand why tax payers should be paying this bill. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

I am also very concerned about the irreverisble damage this will cause to the canyon. **(32.4I)**

I would support a system where it becomes very expensive to park at the resorts in the winter, like 100 dollar per car. This money collected from parking could be used to provide free bus rides to those who do not drive up the canyon. **(32.2.2K and 32.2.4A)**

Also more park and rides (not at the base of the canyons) with direct routes to the resorts could be use to make it easier for people to get up the canyons. **(32.2.9A)**

Sincerely,
David Menssen
Sandy, UT

COMMENT #: 11215
DATE: 9/2/21 9:59 PM
SOURCE: Email
NAME: Erin Steen

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,
Erin Steen
Salt Lake City, UT

COMMENT #: 11216
DATE: 9/2/21 10:18 PM
SOURCE: Email
NAME: Tom Vollbrecht

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,
Tom Vollbrecht
Coalville, UT

COMMENT #: 11217
DATE: 9/2/21 10:24 PM
SOURCE: Email
NAME: Alex Sutherland

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Alex Sutherland
woods cross, UT

COMMENT #: 11218
DATE: 9/2/21 10:24 PM
SOURCE: Email
NAME: Alice Kunkel

COMMENT:

Dear Utah Department of Transportation,

Hi, I am a new resident of SLC, and know how desirable it is to move here and how special LCC is! These solutions will only further winter crowding in the canyon leading to more and more development only driven by and serving ski demand. Irreversible and drastic development is not the answer. I hope you consider the below. **(32.20A, 32.20C, and 32.20F)**

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,
Alice Kunkel
Salt Lake City, UT

COMMENT #: 11219
DATE: 9/2/21 10:26 PM
SOURCE: Email
NAME: Chandra Tillotson

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Chandra Tillotson
Draper, UT

COMMENT #: 11220
DATE: 9/2/21 10:27 PM
SOURCE: Email
NAME: Andrew Paradis

COMMENT:

Dear Utah Department of Transportation,

I am opposed to both the gondola or roadway widening. **(32.2.9E and 32.2.9C)** These are expensive solutions and we should first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems.

In addition, both the roadway widening and gondola solutions are essentially subsidies for private businesses of Alta and Snowbird. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** These businesses essentially crowd out other users of the canyons by selling a large number of ski tickets/passes. **(32.20C)** These solutions would take public money and allow Alta and Snowbird to sell more tickets/passes. The easiest way to reduce LCC crowding would be for Alta and Snowbird to limit the number of users each day. **(32.2.2K)**

Some of other alternatives to reduce congestion 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,
Andrew Paradis
Park City, UT

COMMENT #: 11221
DATE: 9/2/21 10:27 PM
SOURCE: Email
NAME: Joyce Ricks

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Joyce Ricks
Alpine, UT

COMMENT #: 11222
DATE: 9/2/21 10:28 PM
SOURCE: Email
NAME: Dayna Brown

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Dayna Brown
Flagstaff, AZ

COMMENT #: 11223
DATE: 9/2/21 10:39 PM
SOURCE: Email
NAME: Mary 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,
Mary Smith
Holladay, UT

COMMENT #: 11224
DATE: 9/2/21 10:44 PM
SOURCE: Email
NAME: Jessica Rollins

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Jessica Rollins
Highland, UT

COMMENT #: 11225
DATE: 9/2/21 10:53 PM
SOURCE: Email
NAME: Jad Wiga

COMMENT:

Add busses instead of ruining the beauty with gondolas (32.2.9A, 32.2.9E, and 32.17A).

No single occupation cars during rush hours (32.2.4A)

Thank you

Jadwiga

COMMENT #: 11226
DATE: 9/2/21 10:54 PM
SOURCE: Email
NAME: Michelle 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, both potentially disastrous to our canyon, why don't we first adequately fund programs and resources that use the existing infrastructure in LCC to address the traffic and congestion problems? **(32.2.9E, 32.2.9C, and 32.2.9A)**

- First and best and simplest idea: TOLLING to manage canyon capacity! Such an easy, and effective place to start! It should be introduced in BCC and LCC at the same time. No-brainer. **(32.2.4A, 32.2.2Y, and 32.2.0D)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Fund more buses, not creation of more lanes **(32.2.9A)**
- Fund the creation of express bus routes to the canyon from locations all across the Wasatch Front to avoid heavy traffic on Wasatch Blvd. **(32.2.2I)**
- Express bus/shuttle routes that deliver people directly to their destination **(32.2.2I and 32.2.6.3C)**

Any efforts that (intentionally or unintentionally) increase capacity beyond the current capacity limit, as defined by current parking spots, are unacceptable. **(32.1.2B, 32.2.0A, and 32.2.0C)**

Without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the watershed and wildlife, the beauty of the canyon, and the canyon user experience. **(32.2.0B, 32.2.0A, and 32.2.0C)**

Increased capacity will also inevitably lead to increased ski resort expansion. **(32.2.0C)** I am against any future ski resort expansion outside of their current footprints. Please do not subsidize resorts at taxpayer expense. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Sincerely,
Michelle Davidson
Brighton, UT

COMMENT #: 11227
DATE: 9/2/21 10:55 PM
SOURCE: Email
NAME: Jadwiga Frasol

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Jadwiga Frasol
Salt Lake City, UT

COMMENT #: 11228
DATE: 9/2/21 10:55 PM
SOURCE: Email
NAME: Sophia Gauthier

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.

As someone who grew up in this canyon, I think that another gondola will only hurt the beauty of the natural space, and the more impacted and built-upon this mountain range becomes, the fewer people will want to spend time there and appreciate that beauty. **(32.2.9E, 32.17A, and 32.4I)**

Sincerely,
Sophia Gauthier
Portland, OR

COMMENT #: 11229
DATE: 9/2/21 11:03 PM
SOURCE: Email
NAME: William Kneedler

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

1) The history of ski resort development in the Cottonwood Canyons has been of increasingly bolder, more expensive plans for expansion. Since resort operations take place largely on public lands, the resorts pay only pennies on the dollar for their uses of these lands as compared to the actual current value. As resorts expand, they reduce the quality of these lands and their availability to the public.

2) The resorts rely unfairly on support by taxpayers, who are burdened with the costs of building and maintaining access highways; expensive removal of snow, ice, and avalanche debris; law enforcement; and transportation. And now, UDOT proposes "solutions" that would impact taxpayers even more severely: highway and transportation expansions, and/or a gondola or system of multiple gondolas. **(32.1.2B, 32.1.2D, 32.1.5B, 32.2.7A, 32.7B, and 32.7C)**

Highway expansion would be frightfully expensive, considering the exceptionally steep, glacially polished, solid-rock slopes of Little Cottonwood Canyon. **(32.2.9C)** The expansion of transportation brings with it significant annual recurring costs and the expense of more park-and-ride areas. A gondola system would be limiting: it would detract from natural beauty while catering mainly to the resorts--not to hikers trying to reach trailheads or campers seeking camping areas. **(32.1.2B, 32.1.2D, 32.1.5B, 32.2.7A, 32.7B, and 32.7C)** There is no assurance that the severe avalanche damage that occurs regularly in Little Cottonwood Canyon would not damage gondola towers and present a hazard to riders, necessitating expensive repairs and reconstruction, in addition to transportation bottlenecks--all at taxpayers' expense **(32.2.6.5K and 32.2.6.5E)**

3) The Canyons are among Utah's most valuable treasures. Yet, they are being worn out by overuse--by the resorts, the high number of events sponsored by them and other entities along the Wasatch Front, and individual use. They are far above capacity for maintaining the beauty, remoteness, escape from urban "noise," wildlife, and peace that so many Utahans and out-of-state visitors seek--people who bring billions of dollars into our economy and state coffers. Utahans have been vocal in their desire to protect such lands from overuse. **(32.20A, 32.20B, and 32.20C)**

4) By relying on UDOT as a key party to these negotiations, the State of Utah has placed it in an inappropriate role of setting policy as to how the Canyons will be used. For Utahans, this creates a no-win, since UDOT's options invariably favor the resorts. **(32.20B and 32.2.9N)**

5) Meanwhile, the resorts relentlessly want more and more, of a steadily dwindling public resource.

6) It has been obvious to many Utahans for years that the real solution to use of the Canyons is NOT to expand, but to contain, or preferably, reduce the present level of use. This is the option that UDOT has avoided, because it is not in UDOT's self-interest. **(32.20B and 32.1.2B)**

I respect Utah's commitment to maintaining a healthy business environment. The containment/reduction approach accomplishes this far less destructively.

Sincerely,
William Kneeder
Salt Lake City, UT

COMMENT #: 11230
DATE: 9/2/21 11:03 PM
SOURCE: Email
NAME: Bella 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,
Bella McCoy
Draper, UT

COMMENT #: 11231
DATE: 9/2/21 11:16 PM
SOURCE: Email
NAME: Parker Candland

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Parker Candland
Salt Lake City, UT

COMMENT #: 11232
DATE: 9/2/21 11:24 PM
SOURCE: Email
NAME: Sheridan Davis

COMMENT:

Dear Utah Department of Transportation,

It's called Little Cottonwood Canyon for a reason. It's little. And the idea that we proceed with transportation "solutions" predicated on moving more cars and people than we currently have inundating this fragile, ecologically diverse and critical watershed is shortsighted. It is always interesting to see how profligate institutions like UDOT want to be with other people's money **(32.1.2B, 32.7C, 32.13A, 32.13B, 32.12A, and 32.12B)**

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.

As a year round resident of the Town of Alta having the honor of serving as an elected Councilwoman, you've neglected to closely listen to what citizens of Alta resoundingly want-fewer cars, less environmental impact, more environmental protections and a right sized attitude to the ski areas having the enormous privilege of operating privately held businesses on the public's land. It is a business advantage to keep some places in the world the way nature made them and to honor the glorious reality that Mother Nature rules here. There may be days when no vehicles should be on the road

because of snow and avalanche danger. **(32.7A)** That is what we pray for and revel in. Not everything that reminds human beings that we can't control our environment is something to try to overcome- indeed, adult snow days are to revel in and transportation in Alta makes sense on skis.

Thank you for reconsidering options that might be staggered in, including avalanche sheds and reactive lane management. **(32.2.9K and 32.2.9B)** You know they wanted to run a highway over the top of the Green Mountains in Vermont in the 1930's? These preferred alternatives make even that idea seem reasonable. Let's look at better busses and active lane management before we spend a half million dollars of taxpayer's money to primarily benefits private businesses serving an elite clientele.

Sincerely,
Sheridan Davis
Alta, UT

COMMENT #: 11233
DATE: 9/2/21 11:24 PM
SOURCE: Email
NAME: Marcelo Morales

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Marcelo Morales
West Jordan, UT

COMMENT #: 11234
DATE: 9/2/21 11:25 PM
SOURCE: Email
NAME: Sam Kartub

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)**
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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,
Sam Kartub
Baltimore, MD

COMMENT #: 11235
DATE: 9/2/21 11:25 PM
SOURCE: Email
NAME: Matthew Vukin

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,
Matthew Vukin
Salt Lake City, UT

COMMENT #: 11236
DATE: 9/2/21 11:39 PM
SOURCE: Email
NAME: Ryan Higgins

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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 Higgins
South Jordan, UT

COMMENT #: 11237
DATE: 9/2/21 11:46 PM
SOURCE: Email
NAME: Devon Sanborn

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Devon Sanborn
Murray, UT

COMMENT #: 11238
DATE: 9/2/21 11:47 PM
SOURCE: Email
NAME: Erin 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)**
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Leave these mountains alone and untouched we are blessed to be living in such a beautiful landscape and it deserves to be protected. Eat the rich! **(32.2.9G)**

Sincerely,
Erin Johnson
Heber City, UT

COMMENT #: 11239
DATE: 9/2/21 11:52 PM
SOURCE: Email
NAME: Terrence Conover

COMMENT:

Dear Utah Department of Transportation,

I was originally hoping for the train transport option, but now with that off of the table, I prefer the gondola option. **(32.2.9D)** SLC deserves a modern transportation solution to more easily access our canyons. I oppose the bus option as it seems as though it'll be mired in the traffic and avalanche issues currently experienced driving up the canyon. **(32.2.9C, 32.2.6.3P, and 32.7A)** Please put in a gondola in LCC!

Sincerely,
TERRENCE CONOVER
Sandy, UT

COMMENT #: 11240
DATE: 9/3/21 1:17 AM
SOURCE: Email
NAME: Kat Fuller

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Kat Fuller
Berkeley, CA

COMMENT #: 11241
DATE: 9/3/21 1:21 AM
SOURCE: Email
NAME: Colten Hutchison

COMMENT:

Dear Utah Department of Transportation (UDOT),

I 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)**
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Sincerely,
Colten Hutchison
Madison, MS

COMMENT #: 11242
DATE: 9/3/21 1:39 AM
SOURCE: Email
NAME: Kjerstin 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)**
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Building a gondola is inappropriate and a threat to the little wildlife we still have to enjoy in northern Utah. Don't go through with this!!! **(32.2.9E, 32.13A, and 32.4I)**

Sincerely,
Kjerstin Jones
Sandy, UT

COMMENT #: 11243
DATE: 9/3/21 3:17 AM
SOURCE: Email
NAME: Andrew Southwick

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,
Andrew Southwick
Sandy, UT

COMMENT #: 11244
DATE: 9/3/21 4:44 AM
SOURCE: Email
NAME: Lyssa Manning

COMMENT:

Dear Utah Department of Transportation (UDOT),

I 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,
Lyssa Manning
Cambridge, MA

COMMENT #: 11245
DATE: 9/3/21 5:32 AM
SOURCE: Email
NAME: Steve Addicott

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,
Steve Addicott
Emigration Canyon, UT

COMMENT #: 11246
DATE: 9/3/21 5:41 AM
SOURCE: Email
NAME: Garrett Gates

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Garrett Gates
Kansas City, MO

COMMENT #: 11247
DATE: 9/3/21 5:49 AM
SOURCE: Email
NAME: Kate Mermelstein

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,
Kate Mermelstein
New York, NY

COMMENT #: 11248
DATE: 9/3/21 5:54 AM
SOURCE: Email
NAME: Andrew Van Buren

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, and it's clear that the proposed plans will not solve the issue of reducing traffic while giving more people access:

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Andrew Van Buren
Vineyard, UT

COMMENT #: 11249
DATE: 9/3/21 6:40 AM
SOURCE: Email
NAME: Anna Penner

COMMENT:

Dear Utah Department of Transportation,

I am 20 years old and grew up skiing in Little Cottonwood every winter. Before I had my own car, I often had no way to get up the canyon because the bus system was inefficient and impractical for a young person. A gondola would not have solved that because I still would have had to have figured out how to get to La Caille. **(32.2.9E)** Salt Lake is severely lacking in public transportation, but a successful public transport system up the canyon could also pave the way for expanded public transportation in the rest of the Salt Lake Valley. **(32.2.9A and 32.2.2I)** I am also a backcountry skier and enjoy hiking and biking in the canyon. I hope you consider the various uses of this canyon rather than just the interests of two companies. **(32.1.2B, 32.1.2C, 32.1.2D, 32.2.7A, 32.7C, 32.9A, and 32.9B)**

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,
Anna Penner
Salt Lake City, UT

COMMENT #: 11250
DATE: 9/3/21 6:41 AM
SOURCE: Email
NAME: Jeff Patzer

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,
Jeff Patzer
Salt Lake City, UT

COMMENT #: 11251
DATE: 9/3/21 6:47 AM
SOURCE: Email
NAME: Piper Nuetzel

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Piper Nuetzel
Cottonwood Heights, UT

COMMENT #: 11252
DATE: 9/3/21 6:50 AM
SOURCE: Email
NAME: Madyson Whitmore

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Madyson Whitmore
Highland, UT

COMMENT #: 11253
DATE: 9/3/21 6:57 AM
SOURCE: Email
NAME: Jennifer Piperno

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Jennifer Piperno
Driggs, ID

COMMENT #: 11254
DATE: 9/3/21 6:57 AM
SOURCE: Email
NAME: Emily Kotnik

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,
Emily Kotnik
Northfield, OH

COMMENT #: 11255
DATE: 9/3/21 6:57 AM
SOURCE: Email
NAME: Dana Do

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Dana Do
Saint Paul, MN

COMMENT #: 11256
DATE: 9/3/21 6:57 AM
SOURCE: Email
NAME: Ryan 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)**
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Sincerely,
Ryan Shaw
Saint Paul, MN

COMMENT #: 11257
DATE: 9/3/21 7:14 AM
SOURCE: Email
NAME: Lauren Bell

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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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Please consider and implement incrementally all less impactful options and proving first that they do not produce the desired result before moving to more impactful options. **(32.29R)** The impact of widening roadways or installing a gondola will have irreversible consequences for recreation, wildlife, car congestion, and "the wilderness experience" that draws so many to the Salt Lake valley. The canyons should add to the quality of life here and provide a nearby escape from the city - adding "city like" features, in my opinion, will ruin them. **(32.2.9C, 32.2.9E, 32.4A, 32.4B, 32.4I, 32.13A, 32.13B, and 32.7C)**

Thank you,
Lauren

Sincerely,
Lauren Bell
Holladay, UT

COMMENT #: 11258
DATE: 9/3/21 7:28 AM
SOURCE: Email
NAME: Richy Nydegger

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,
Richy Nydegger
Sandy, UT

COMMENT #: 11259
DATE: 9/3/21 7:31 AM
SOURCE: Email
NAME: Rebecca Sears

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

COMMENT #: 11260
DATE: 9/3/21 7:35 AM
SOURCE: Email
NAME: Eleanor Thornton

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Eleanor Thornton
Oakland, CA

COMMENT #: 11261
DATE: 9/3/21 7:36 AM
SOURCE: Email
NAME: Greg Freebairn

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 Freebairn
Sandy, UT

COMMENT #: 11262
DATE: 9/3/21 7:51 AM
SOURCE: Email
NAME: Christine Speed

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)**
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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)**

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Sincerely,
Christine Speed
Salt Lake City, UT

COMMENT #: 11263
DATE: 9/3/21 8:02 AM
SOURCE: Email
NAME: Eric 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)**
- 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 Johnson
South Jordan, UT

COMMENT #: 11264
DATE: 9/3/21 8:04 AM
SOURCE: Email
NAME: Benjamin Buzilow

COMMENT:

Dear Utah Department of Transportation (UDOT),

The gondola and road widening are not a good solution. **(32.2.9E and 32.2.9E)** The canyon traffic is concentrated and the solution is spreading it out by selling skiing in time blocks, 3hrs. Encouraging the ski areas to market and sell midday and afternoon skiing would disperse the traffic while maximizing the businesses. **(32.2.2K)**. Tolling and occupancy limits for private vehicles should be step one followed by enhanced bussing then time block skiing passes. **(32.2.4A and 32.2.2Y)**

Thanks,
Ben

Sincerely,
Benjamin Buzilow
SLC, UT

COMMENT #: 11265
DATE: 9/3/21 8:08 AM
SOURCE: Email
NAME: Marc 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,
Marc Davis
Holladay, UT

COMMENT #: 11266
DATE: 9/3/21 8:12 AM
SOURCE: Email
NAME: Erika Osborne

COMMENT:

Dear Utah Department of Transportation,

I grew up in Utah, and spent most of my life there. Over the course of that time I have watched the Canyons get increasingly crowded - with infrastructure and people! This gondola is a flashy move and one that is truly unnecessary. **(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)**
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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,
Erika Osborne
Fort Collins, CO

COMMENT #: 11267
DATE: 9/3/21 8:14 AM
SOURCE: Email
NAME: Rick Pingree

COMMENT:

Dear Utah Department of Transportation (UDOT),

I am for increased bus service, no gondola and no lane increases.
As one that lived in [REDACTED]. (32.2.9A, 32.2.9E, and 32.2.9C)

Sincerely,
Rick Pingree
Sandy, UT

COMMENT #: 11268
DATE: 9/3/21 8:21 AM
SOURCE: Email
NAME: Kameron Harpee

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,
Kameron Harpee
Salt Lake City, UT

COMMENT #: 11269
DATE: 9/3/21 8:30 AM
SOURCE: Email
NAME: Analise Van Hoang

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Analise Van Hoang
Berkeley, CA

COMMENT #: 11270
DATE: 9/3/21 8:32 AM
SOURCE: Email
NAME: Zach Higgins

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Zach Higgins
Salt Lakes City, UT

COMMENT #: 11271
DATE: 9/3/21 8:36 AM
SOURCE: Email
NAME: Emma Petty

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Emma Petty
Lake Tapps, WA

COMMENT #: 11272
DATE: 9/3/21 8:47 AM
SOURCE: Email
NAME: Meghan Quinlan

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Meghan Quinlan
Salt Lake City, UT

COMMENT #: 11273
DATE: 9/3/21 8:47 AM
SOURCE: Email
NAME: Sean Counciller

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Sean Counciller
Lafayette, CO

COMMENT #: 11274
DATE: 9/3/21 8:48 AM
SOURCE: Email
NAME: Emma Beaird

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Emma Beaird
Salt Lake City, UT

COMMENT #: 11275
DATE: 9/3/21 8:49 AM
SOURCE: Email
NAME: David Tillotson

COMMENT:

Dear Utah Department of Transportation (UDOT),

To whom it may concern,

I want to address the gondola option in UDOT's LCC EIS.

Everybody is asking, "what will the gondola cost?" I'd like to know the answer. **(32.2.7C)**

But just as important, WHAT WILL PARKING COST AT THE PRIVATELY OWNED GARAGE AT THE BASE OF GONDOLA?!?!?! UDOT will be making a big mistake giving a private developer a monopoly on the overall control and convenience of a half billion dollar gondola. **(32.2.4A)**

For the record I HATE the gondola idea. But if it's going to happen, think about the consequences of not controlling the garage. **(32.2.9E and 32.2.4A)**

Sincerely,
David Tillotson

Sincerely,
David Tillotson
Sandy, UT

COMMENT #: 11276
DATE: 9/3/21 8:52 AM
SOURCE: Email
NAME: Adam Erickson

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Adam Erickson
Holladay, UT

COMMENT #: 11277
DATE: 9/3/21 8:53 AM
SOURCE: Email
NAME: Kelley Ingols

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Kelley Ingols
heber city, UT

COMMENT #: 11278
DATE: 9/3/21 8:54 AM
SOURCE: Email
NAME: Trevor Clay

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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) Development in the canyon will destroy HUNDREDS and boulders/climbs that thousands of climbers each year enjoy. **(32.4A and 32.4B)**
- 7) gondolas will ruin the aesthetic and natural beauty of LCC, adding a massive eyesore to one of the my breathtaking canyons in the state. **(32.2.9E and 32.17A)** Utah sets itself apart by having some of the best local access to areas like LCC, allowing many to enjoy year round. Further development will take away oh of Utah's most distinguishing traits to accessibility. **(32.1.2C and 32.4I)**
- 8) skiing is great; however it is only a part of the activities that are enjoyed in the canyon and should not solely dictate how everyone should be allowed to enjoy LCC **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Sincerely,
Trevor Clay
Sandy, UT

COMMENT #: 11279
DATE: 9/3/21 8:57 AM
SOURCE: Email
NAME: Leah and Dave Richardson McKean

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Leah and Dave Richardson McKean
Salt Lake City, UT

COMMENT #: 11280
DATE: 9/3/21 9:02 AM
SOURCE: Email
NAME: Charlie Barta

COMMENT:

Dear Utah Department of Transportation,

My name is Charlie grace Barta and I grew up skiing and working and playing in little cottonwood canyon. I love alta more than anything on earth, and in order to stand up for her, I am going to take a stand against alta management and the implementation of a gondola or road widening. **(32.2.9E and 32.2.9C)**

With restrictions to how many cars can go up and down the canyon, or a toll, that would work toward solving the infamous traffic issue. **(32.2.2L and 32.2.4A)** I would be devastated if I couldn't go skiing, so instead of driving I am willing to take a bus, or carpool with a full car! This canyon is worth protecting. Don't be the one who is personally responsible for destroying it, please **(32.2.9A, 32.4I, and 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 32.29R)**
- 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,
Charlie Barta
Salt Lake City, UT

COMMENT #: 11281
DATE: 9/3/21 9:02 AM
SOURCE: Email
NAME: Shaylor Jack

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Shaylor Jack
draper, UT

COMMENT #: 11282
DATE: 9/3/21 9:07 AM
SOURCE: Email
NAME: Kevin Pferdner

COMMENT:

Dear Utah Department of Transportation,

I've been an Alta season pass holder for years and now also share my same passion for backcountry skiing and utilize the canyon for both. Traffic has increasingly been getting worse and the resorts seem to be overwhelmed with overcrowded lots earlier in the day. I appreciate the focus on LCC road infrastructure.

1. I don't approve of the gondola proposal. **(32.2.9E)** The resorts already seem at capacity on weekends and holidays. Why are we so bent on getting more people up there? If they want to increase day pass sales then they can pay for the gondola solution and not the public. I only see the gondola helping ski resort business. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, 32.7C, and 32.20C)**
2. The resorts should implement a parking reservation system on weekends and holidays. Alta should not limit the reservation to only Alta pass holders but should be available to all backcountry users as well. **(32.2.2K)**
3. UTA should increase bus services with direct and express busses with those that will stop at key backcountry trailheads. Resorts can subsidize the busses more than they do with season pass holders and day pass buyers. **(32.2.9A, 32.1.2B, 32.2.6.3C, and 32.2.4A)**
4. I am on the fence about creating avalanche sheds. Sounds like a good idea, but there seem to be too many slide paths in LCC where maybe it's just not that feasible. **(32.7A)**

I urge you not to move forward with the gondola and expand bus services and urge resorts to use a parking reservation system. **(32.2.9E, 32.2.9C, and 32.2.2K)**

Sincerely,
Kevin Pferdner
Salt Lake City, UT

COMMENT #: 11283
DATE: 9/3/21 9:13 AM
SOURCE: Email
NAME: Chrissy Lassen

COMMENT:

Dear Utah Department of Transportation,

To UDOT and all others,

The following form letter reflects my sentiments on building a gondola in LCC for traffic congestion. I'll leave it attached for that reminder. Personally, I'm in awe and wonder that the gondola is being thought of as a solution and people have spoken time and time again to stop it because of money, the environmental impacted, and that it won't even resolve the issue. **(32.2.9E, 32.4I, 32.7B, and 32.7C)** How is this still on the table?! How have we not implemented anything else to try to alleviate the traffic? **(32.2.2PP)** I will support any or all of the suggestions below before considering a gondola. Please use less expensive and more sustainable options that won't alter that gorgeous canyon anymore than it has already. **(32.4I)** There has to be another way to resolve this big problem. **(32.2.2PP)**

Thank for your time,
Christine Lassen

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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- 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,
Chrissy Lassen
Midvale, UT

COMMENT #: 11284
DATE: 9/3/21 9:17 AM
SOURCE: Email
NAME: Bobbi Heaney

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Bobbi Heaney
Park city, UT

COMMENT #: 11285
DATE: 9/3/21 9:19 AM
SOURCE: Email
NAME: Olivia Hicks

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Olivia Hicks
Salt Lake City, UT

COMMENT #: 11286
DATE: 9/3/21 9:21 AM
SOURCE: Email
NAME: Jeffrey Wood

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,
Jeffrey Wood
Salt Lake City, UT

COMMENT #: 11287
DATE: 9/3/21 9:22 AM
SOURCE: Email
NAME: Janine Wood

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,
Janine Wood
Salt Lake City, UT

COMMENT #: 11288
DATE: 9/3/21 9:23 AM
SOURCE: Email
NAME: Arielle Gordon-Rowe

COMMENT:

Dear Utah Department of Transportation,

Don't implement a gondola. **(32.2.9E)** It only benefits rich ownership of the resorts and will cause harm to the local people and ecosystem. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, 32.7C, and 32.13A)** For god sakes make a decision that is right by citizens and the environment. Let's start with more frequent bus services and direct routes from downtown salt lake and sugarhouse. **(32.2.2B and 32.2.2I)**

Sincerely,
Arielle Gordon-Rowe
Salt Lake City, UT

COMMENT #: 11289
DATE: 9/3/21 9:35 AM
SOURCE: Email
NAME: Jake Jensen

COMMENT:

Dear Utah Department of Transportation,

Before changing the canyons we love and creating another super resort super problem. We must first try more conservative measures. I strongly disagree with a gondola at this time. **(32.2.9E)** The cottonwoods are not meant to be like park city and the lay of the land is what creates our unique ski and recreational experience in lcc. Don't change it to bring in more tourists who would be just as happy at PCMR

- 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,
Jake Jensen
Salt Lake City, UT

COMMENT #: 11290
DATE: 9/3/21 9:49 AM
SOURCE: Email
NAME: Trisha Smokavich

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,
Trisha Smokavich
Salt Lake City, UT

COMMENT #: 11291
DATE: 9/3/21 9:50 AM
SOURCE: Email
NAME: Barrett Cox

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,
Barrett Cox
Park City, UT

COMMENT #: 11292
DATE: 9/3/21 9:53 AM
SOURCE: Email
NAME: Nash Bogart

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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We also need more parking at the bus stops near the canyon, a parking garage structure, or something else that makes taking the bus easier. **(32.2.6.2.1C)**

The enforcement for proper vehicle equipment needs to be more strict as well. We cannot have no restrictions in the morning when we know a storm will "happen in the afternoon. This causes accidents, and unnecessary congestion. **(32.2.2M)**

Sincerely,
Nash Bogart
Salt Lake City, UT

COMMENT #: 11293
DATE: 9/3/21 9:55 AM
SOURCE: Email
NAME: Matt Bluher

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Matt Bluher
Cottonwood Heights, UT

COMMENT #: 11294
DATE: 9/3/21 9:59 AM
SOURCE: Email
NAME: Kate Skilbred

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Kate Skilbred
Salt Lake City, UT

COMMENT #: 11295
DATE: 9/3/21 10:00 AM
SOURCE: Email
NAME: Soleil Hammond

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Soleil Hammond
Draper, UT

COMMENT #: 11296
DATE: 9/3/21 10:13 AM
SOURCE: Email
NAME: Isaac Stewart

COMMENT:

Attached is the edited submission (edits in red) that include requesting that the state consider other parcels near South Towne for the Bus Hub Station. I submitted this edit this morning on the Little Cottonwood EIS portal. The 2 attached photos with green circles show the vacant land and other possibilities adjacent/north of South Town Mall. Also, important. What about utilizing some of the parking area of Mountain America Expo Center which is owned by Salt Lake County. This is right on 9400 S (straight shot up the canyon) easily accessible from both 9400 S and 10600 S. You had let me know that 60% of the traffic comes from the north hence some reservation on placing the hub at 10600S. The Mtn America Expo Center takes care of this. Again, I think a large cohort of out of state skiers would welcome/gravitate towards an option that allows them to save money on a rental car and provides hassle free logistics from the airport to the slopes. Please let me know if you have any questions. Thanks for your time and consideration Isaac **(32.2.ZZZ)**

Airport-Bus Hub-Hotel-Resort System (ABHR) Concept by Isaac “Mitt” Stewart (Sandy Resident)

- Placing of a large Bus Hub/station at 10600 S and State Street perhaps in the South Town Parking lot **or other land parcels in the area including the vacant lots north of South Town as well as utilizing Sandy and South Town Promenade which are large unused park strips that separate Centennial Pkwy. There is a large vacant lot on Monroe Ave. separating the Hilton Garden Inn and Del Sol. There is a large vacant lot behind the current location of the post office on 215 W 10000 S. Additionally, the connected double layer parking lot looks as if it's not being used. Also, consider the Mountain America Exposition Center on 9400S State. This giant. lot sits vacant most everyday. Also consider the Mt America Soccer Field and Biograss Sod Farms on 10000 S and State. Additionally directly across the street on both the NE corner and SE corner of Sego Lilly and State Street is a vacant lot.** There are 12 hotels near 10000 S- 10600 S and State Street/115. Out of State Skiers could take a free express UTA bus from the airport (Uber as well) to the Bus Hub at 10600 S and State Street. Hotel shuttle busses (either owned by the hotels or UTA) could shuttle the guests from the Bus Hub to neighboring hotels. Out of state skiers would wake up, get on a shuttle bus (either owned by the hotels or UTA) to the Bus hub and then get on a bus that goes straight to the resorts. At the end of the day the skiers take the bus from the resort back to their hotel, walk across the street to go out to eat and shop at South Town and neighboring restaurants. An evening Hotel-Mall shuttle could be put in place for hotels that aren't directly neighboring South Town Mall so these guests could get to the restaurants from their hotel at the end of the day. **(32.2.ZZZ)**
- 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. **(32.7B)**
- Out of State Skiers would come to love this Bus Hub option as it would simplify the logistics of their ski vacation. They would save money on not having to rent an expensive rental car (\$200+ dollars day in some instances) during their trip. Their logistics are on “auto-pilot”. Another reason to make Utah their preferred ski destination. This is a win for the Ski Resorts = more return/ loyal customers.
- The use of the Bus Hub option by out of state skiers could be encouraged by the ski resorts/IKON pass etc. by providing special discounts/deals for users and or surcharges for non-users. Example Surcharge: Rental Car pays a toll to go up the canyon. Additionally, out-of-state IKON pass holders pay an extra fee at the ski ticket window if not using the Bus Hub option. The passes have scanning data that could be scanned/tracked by scanners in the busses and communicated to the IKON Company/Ski Resorts.

- The Bus Hub/station at 10600 S and State St. could be dual purpose and be used by Utah I15 commuters (Express UTA from Utah County to Salt Lake County etc). This would help with public opinion of funding the project. Currently, there is outcry among many that this proposed project is single use and will benefit only a couple private companies.

<https://www.sltrib.com/opinion/commentary/2021/07/29/david-p-carter-udots/>

- Similar type Bus Hubs could be placed at 215/Wasatch Blvd and 215/Fort Union. There are 4 hotels in 215/Wasatch area along with restaurants. The Old Mill and Mill Rock Business Parks have multi-level parking lots that UDOT could propose to lease on weekends/non-business days. Usage of already in place infrastructure is economically and environmentally more friendly than building brand new/single purpose structures at taxpayer expense. The same goes for the 215/Fort Union area as there are 7 hotels there as well as multi-level parking structures, all or some of which are vacant on weekends. **(32.2.2ZZ)**

Reasons not to expand the 9400 S and Highland Bus Station

- **Increased Traffic to the neighborhood:** The goal of the UDOT solution should not only reduce traffic in the canyons but also in the neighborhoods. This option increases the traffic to this my neighborhood. **(32.2.6.2.1D)**
- **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 and 32.4Q)**
- **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. **(32.2.2 YY and 32.2.6F)**
- **Does not serve Out of State Ski Tourists (30% of Canyon Traffic)/ Will not reduce rental car usage:** Expanding the 9400 S and Highland Location will not serve ski tourists as there are no hotels in the area. It's hard to imagine a tourist who pays over \$200 day for a rental car is going to drive their rental car from their hotel and then get on a bus. They are more likely to just drive up the canyon. Driving your rental car from your hotel across town to a bus station would be very inconvenient and time consuming defeating the purpose of renting a car in the very first place. **(32.29BB and 32.2.4A)**

WHAT % OF CANYON TRAFFIC IS OUT-OUT OF STATE SKIERS/RENTAL CARS

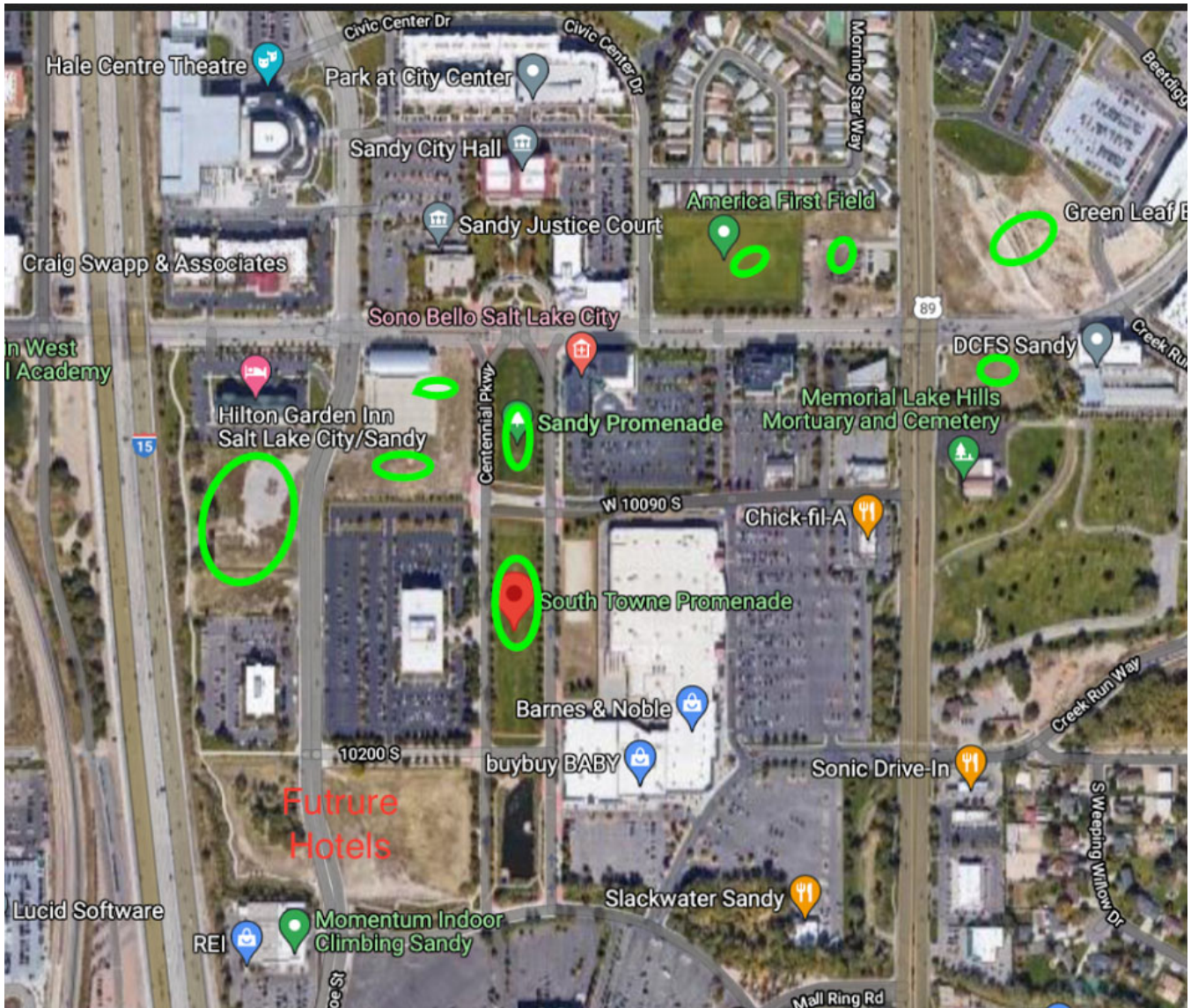
- SL Tribune article said that at any given time near 30% of the cars in the parking lot at Alta are rental cars. <https://www.sltrib.com/news/environment/2019/03/31/ikon-epic-ski-passes-may/>
- My observation during Covid: A good 25% of cars in the ski parking lots were out of state plates. This doesn't 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+%) **(32.29BB)**
- 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. **(32.7C)**
- 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. **(32.29BB and 32.2.4A)**
- 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. **(32.29BB and 32.2.4A)**
- 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

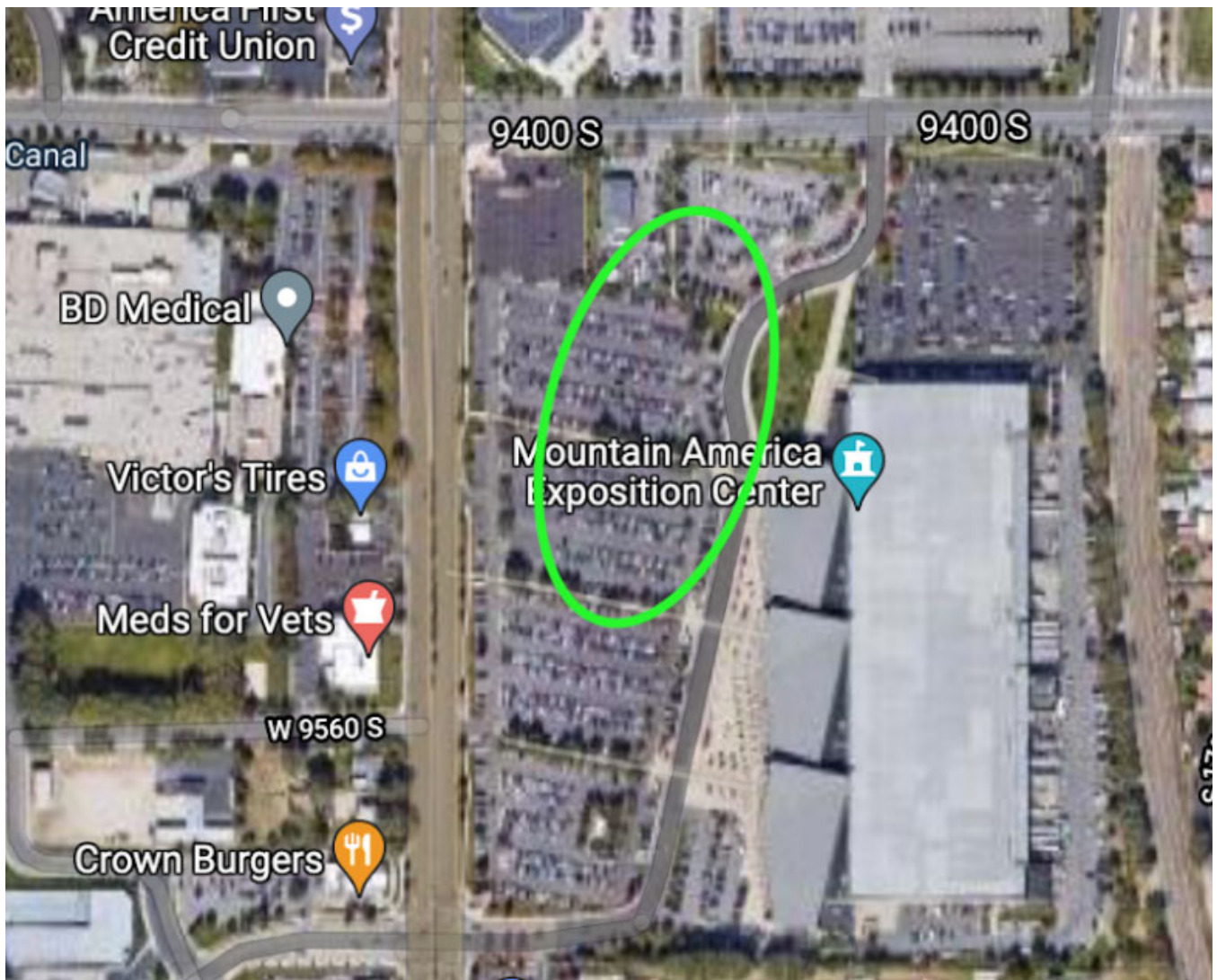
out of state skiers and rental cars. This information could steer and change the final solution. Without knowing this, it's potentially a \$500 Million Crapshoot at the public's expense. (32.29BB)

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. (32.2.4A)

Out of state visitors with rental cars should pay a toll. This would encourage them to use the ABHR system. You could require that Utah rental cars have a sticker on their plate/or windshield that if driven up the Cottonwood Canyons would incur a toll.





COMMENT #: 11297
DATE: 9/3/21 10:14 AM
SOURCE: Email
NAME: Scott Swanson

COMMENT:

Dear Utah Department of Transportation,

No to the Gondola! **(32.2.9E)** This is a terrible option that will permanently scar LCC. **(32.17A)** The existing parking solutions are already perfect for limiting capacity in both canyons (LCC & BCC). In my opinion, no changes are necessary for either canyon. However, improving bus and shuttle service is the only sane option. **(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)**
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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,
Scott Swanson
Salt Lake City, UT

COMMENT #: 11298
DATE: 9/3/21 10:15 AM
SOURCE: Email
NAME: Aleesha Cutler

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,
Aleesha Cutler
Salt Lake City, UT

COMMENT #: 11299
DATE: 9/3/21 10:18 AM
SOURCE: Email
NAME: Thomas Mueller

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,
Thomas MUELLER
Ogden, UT

COMMENT #: 11300
DATE: 9/3/21 10:20 AM
SOURCE: Email
NAME: Nic Naylor

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Nic Naylor
Salt Lake City, UT

COMMENT #: 11301
DATE: 9/3/21 10:29 AM
SOURCE: Email
NAME: Mat Kestle

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Mat Kestle
Salt Lake City, UT

COMMENT #: 11302
DATE: 9/3/21 10:31 AM
SOURCE: Email
NAME: Sarah 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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- 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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- 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,
Sarah Park
Salt Lake City, UT

COMMENT #: 11303
DATE: 9/3/21 10:33 AM
SOURCE: Email
NAME: Alec Getzloff

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,
Alec Getzloff
Salt Lake City, UT

COMMENT #: 11304
DATE: 9/3/21 10:33 AM
SOURCE: Email
NAME: Noah Hamula

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Noah Hamula
Salt Lake City, UT

COMMENT #: 11305
DATE: 9/3/21 10:34 AM
SOURCE: Email
NAME: Annie Feucht

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Annie Feucht
Salt Lake City, UT

COMMENT #: 11306
DATE: 9/3/21 10:35 AM
SOURCE: Email
NAME: Kiyoshi Young

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,
Kiyoshi Young
Salt Lake City, UT

COMMENT #: 11307
DATE: 9/3/21 10:40 AM
SOURCE: Email
NAME: Mackenzie Jones

COMMENT:

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Sincerely,
Mackenzie Jones
Salt Lake City, UT

COMMENT #: 11308
DATE: 9/3/21 10:44 AM
SOURCE: Email
NAME: Mackenzie Clayton

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,
Mackenzie Clayton
Salt Lake City, UT

COMMENT #: 11309
DATE: 9/3/21 10:44 AM
SOURCE: Email
NAME: Ryan Plautz

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Ryan Plautz
Logan, UT

COMMENT #: 11310
DATE: 9/3/21 10:44 AM
SOURCE: Email
NAME: Graham Doherty

COMMENT:

Dear Utah Department of Transportation,

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Sincerely,
Graham Doherty
Salt Lake City, UT

COMMENT #: 11311
DATE: 9/3/21 10:46 AM
SOURCE: Email
NAME: Curtis Miller

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,
Curtis Miller
West Jordan, UT

COMMENT #: 11312
DATE: 9/3/21 10:47 AM
SOURCE: Email
NAME: Justin 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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Sincerely,
Justin Walker
Salt Lake City, UT

COMMENT #: 11313
DATE: 9/3/21 10:48 AM
SOURCE: Email
NAME: Maureen O'Neill

COMMENT:

Dear Utah Department of Transportation,

Thank you for thoughtfully considering submitted comments.

Disproportionate amounts tax dollars would be used to create the gondola, while benefiting Alta and Snowbird but not proportionally contributing to the local economy or adding to the ability of a wide range of social-economic cohorts to enjoy the canyon outside of expensive ski-resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.5A, 32.7B, and 32.7C)**

The congestion can and should be managed in less environmentally destructive and more socially inclusive ways. Expanded bus systems throughout the valley supported by canyon tolling, vehicle capacity limits during peak times and without road widening must be implemented first. **(32.2.2I, 32.2.4A, 32.2.2L, and 32.20B)** This is a more sustainable and socially equitable solution that decreases congestion and increases access to all in the valley and to all who recreate in the canyon outside of Alta and Snowbird. **(32.1.2C and 32.2.6.3C)**

The gondola should be an absolute last resort, after less disruptive and more inclusive solutions have had implementation support. **(32.2.9E and 32.29R)** Hikers, skiers, climbers and families who recreate along the trailheads will be paying for a solution they do not use and which destructs their access to outdoor activities. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Other solutions **MUST** be implemented.

I advocate 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. 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.

Please take into consideration.

Sincerely,
Maureen O'Neill
Sandy, UT

COMMENT #: 11314
DATE: 9/3/21 10:53 AM
SOURCE: Email
NAME: Melissa Dallimore

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,
Melissa Dallimore
Syracuse, UT

COMMENT #: 11315
DATE: 9/3/21 10:55 AM
SOURCE: Email
NAME: Brian Pham

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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- 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 Pham
South Jordan, UT

COMMENT #: 11316
DATE: 9/3/21 10:57 AM
SOURCE: Email
NAME: Jake McBride

COMMENT:

Dear Utah Department of Transportation (UDOT),

Utah is one of those rare places where we have access to such beautiful nature within a ~30 minutes of anywhere in the valley. For a large portion of people even under 15 minutes! Now the canyons are used for multiple recreational activities. I am here today to represent climbing. Specifically bouldering.

Utah - and Little Cottonwood Canyon specifically is renowned world wide for it's snow sports. But it is ALSO world renowned for its climbing - specifically bouldering. People fly in from all around the world to climb here. There are some very classic problems that multiple generations of climbers have climbed on. Father and Mother taking sons and daughters and teaching them how to climb. Pros have made their mark with first ascents of some very classic problems here in Little Cottonwood Canyon. Notably the US silver medalist Nathaniel Coleman. Here is a link to his first ascent of The Grand Illusion <https://youtu.be/z1d0s162f30?t=639>. Moments like this will be harder to come by and some will be impossible due to the destruction required for the proposed solutions. **(32.2.9C, 32.2.9E, 32.4A, and 32.4B)**

I propose a different solution. DO NOTHING - OR - search for a solution that sees climbing as a sport just as important as the winter sports. **(32.2.9G or 32.29G)** That is, would you destroy a skiing and snowboarding route to simply enhance access to a climbing route? If no then don't destroy a climbing route for enhanced access to a skiing and snowboarding route. **(32.4A and 32.4B)** To add more to this point - if traffic in the canyon is even somewhat correlated to the rapidly growing population in Utah then the gondola or lane widening solutions are just a stop gap. **(32.7B and 32.7C)** This would mean you are PERMANENTLY DESTROYING HISTORY and OPTIONS for climbers just for a stop gap. This is unacceptable.

Please do not build the gondola or widen the lanes unless you can protect the climbing boulders in the path of these solutions. **(32.2.9E, 32.2.9C, 32.4A, and 32.4B)**

Sincerely,
Jake McBride
Sandy, UT

COMMENT #: 11317
DATE: 9/3/21 10:58 AM
SOURCE: Email
NAME: John Kestle

COMMENT:

Dear Utah Department of Transportation (UDOT),

I 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 my suggestions:

- 1) Don't widen the road, don't put in a gondola. **(32.2.9C and 32.2.9E)**
 - 2) Limit private vehicles by selling a private vehicle canyon pass. (Full day, half day or 90 min (to allow for dropping people off)). Price should decrease with increased number of people in the vehicle. **(32.2.4A, 32.2.2L, and 3.2.2K)**
 - 3) Increase the number of buses and switch to electric buses. **(32.2.9A and 32.2.6.3F)**
 - 4) Allow bicycles (including ebikes). **(32.9A and 32.9B)**
- ther thoughts

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

COMMENT #: 11318
DATE: 9/3/21 11:01 AM
SOURCE: Email
NAME: Daniel Miles

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Daniel Miles
Kamas, UT

COMMENT #: 11319
DATE: 9/3/21 11:03 AM
SOURCE: Email
NAME: Jooyoung Lim

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Jooyoung Lim
South Jordan, UT

COMMENT #: 11320
DATE: 9/3/21 11:06 AM
SOURCE: Email
NAME: Margaret Heilshorn

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,
Margaret Heilshorn
Salt Lake City, UT

COMMENT #: 11321
DATE: 9/3/21 11:19 AM
SOURCE: Email
NAME: Anna Tara Shlim

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)**
- 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,
Anna Tara Shlim
Salt Lake City, UT

COMMENT #: 11322
DATE: 9/3/21 11:22 AM
SOURCE: Email
NAME: Eric Murdock

COMMENT:

Access Fund, America's national climbing advocacy organization and Gate Buttress lessee, appreciates the opportunity to submit the attached comments on the UDOT Little Cottonwood Canyon EIS. Thanks in advance for your consideration and feel free to reach out to me with any questions. Best,



September 3, 2021

Little Cottonwood Canyon EIS Utah
Department of Transportation/o HDR
2825 E Cottonwood Parkway, Suite 200
Cottonwood Heights, UT 84121

RE: Access Fund Comments regarding Little Cottonwood Canyon Transportation Alternatives Draft Environmental Impact Statement

UDOT Planners,

The Access Fund welcomes this opportunity to provide comments to the Utah Department of Transportation's (UDOT) Little Cottonwood Canyon (LCC) Draft Environmental Impact Statement (DEIS). The Wasatch Mountains and Little Cottonwood Canyon in particular host nationally significant climbing resources that have a long history and attract visitors from all over the world, contributing significantly to the local economy. The Access Fund is concerned that the narrowly conceived preferred alternatives for this DEIS focus far too much on the needs of two ski areas at the head of Little Cottonwood Canyon at the expense of dispersed recreational users who visit the entire canyon. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7A, and 32.7C)** Access Fund and Salt Lake Climbers Alliance are lessees for 140 acres in LCC.¹ The parcel, known as the Gate Buttress, is about one mile up LCC canyon and has been popular with generations of climbers because of its world-class granite. These unnecessary proposals would destroy climbing resources, significantly impair the canyon's natural experience, limit parking and damage trails in a highly popular recreation area (including Gate Buttress), and otherwise reduce access opportunities for underprivileged people with limited financial means. **(32.5A, 32.4A, 32.4B, 32.4G, 32.4I, 32.4N, and 32.4)**

The Access Fund

The Access Fund is a national advocacy organization whose mission keeps climbing areas open and conserves the climbing environment. A 501(c)(3) nonprofit and accredited land trust representing millions of climbers nationwide in all forms of climbing—rock climbing, ice climbing, mountaineering,

and bouldering—the Access Fund is a US climbing advocacy organization with over 20,000 members and 131 local affiliates. Access Fund provides climbing management expertise, stewardship, project-specific funding, and educational outreach. Utah is one of Access Fund’s largest member states and many of our members climb regularly in Little Cottonwood Canyon. For more information about Access Fund, visit www.accessfund.org.

¹ See:

<https://www.accessfund.org/news-and-events/news/climbers-partner-with-lds-church-on-stewardship-of-little-cotton-wood-canyon-climbing>

The Access Fund supports the position of the Salt Lake Climbers Alliance (SLCA),² and hereby incorporates their comment letter by reference into our comment letter. Specifically, we endorse SLCA’s proposal that before any permanent changes are made to Little Cottonwood Canyon, a new alternative must be considered that is based on an expanded bus service coupled with traffic mitigation strategies and addresses the needs of dispersed recreation. **(32.1.2B, 32.2.9A, 32.2.2PP, 32.2.6.3C, and 32.2.4A)** The DEIS’s highly destructive Preferred Alternatives should only be considered after less impactful options have been implemented and shown not to be effective. The climbing resources that will be damaged by these proposed alternatives are highly significant and valued by local climbers and climbers visiting from around the country. **(32.29R, 32.4A, and 32.4B)**

Little Cottonwood Canyon Climbing History

Climbing and mountaineering in the United States has a long and storied history, originating with Native American explorers who summited alpine peaks and scaled canyon walls, on through Anglo-European adventurers who scaled summits in the Sierra Nevada and Rocky Mountains in the 1800s such as Cathedral Peak, Longs Peak, and the Grand Teton. Into the 1900s gear and skill progressed, ushering in more technical and daring ascents on larger climbs in Yosemite and mountain ranges throughout the Rockies, Sierras, Cascades and Alaska. Many highly technical climbs were also achieved by the mid-1900s at places like the Shawangunks, NY and Devils Tower (Bear Lodge), WY, among others. By the 1950s and 1960s Yosemite’s El Capitan and Half Dome were climbed as well as the Diamond on Longs Peak and the Great White Throne in Zion National Park. By the 1970s, climbers were simultaneously climbing at much higher technical grades while also moving towards a “clean climbing” ethic.

Since at least the 1950s many climbs were established in Utah’s Wasatch Mountains, especially on the high-quality granite found in Little Cottonwood Canyon,³ which became the training ground for a local group of climbers known as the Alpenbock Climbing Club. Especially during the 1960s, the Alpenbock Climbing Club was a prolific source of first ascents, scaling many routes that remain classics today including *The Coffin*, the Wilson-Love Route, *The Sail*, *S-Crack* on the Thumb, and various routes on the Gate Butte. Increasingly difficult routes were established from the late 1960s into the 1970s such as *Dorsal Fin*, *Mexican Crack*, *The Green Adjective*, *Split Fingers*, *Butterfingers*, and *Fallen Arches* were as difficult and high quality as any climbs in the country. Even more advanced climbs were established since the 1980s and beyond. As climbers worked through the grades, the interest in and popularity of bouldering also took hold in LCC, which boasts extensive bouldering areas such as 5 Mile Boulders, White Pine Boulders, Cabbage Patch Boulders, the Gate Boulders, the Secret Garden where the problem *Copperhead* (V10) can be found—a seminal climb in the experience of Nathaniel Coleman, a recent US silver medal winner in the 2021 Tokyo Olympics. All of the climbs listed here would be impacted in some way, either through direct destruction or by the industrialization of the area resulting from UDOT’s preferred alternatives. **(32.26B, 32.4A and 32.4B)**

UDOT's Preferred Alternatives Will Cause Significant Damage to Climbing Resources

² See <https://www.saltlakeclimbers.org/lcc-udot-eis>.

³ See <https://www.mountainproject.com/area/105739277/little-cottonwood-canyon>.

The Salt Lake Climbers Alliance estimates that 29 boulders and 131 bouldering problems would be impacted by the road-widening alternative: "Boulders located within areas of direct impacts from roadway widening would be removed, destroyed, or buried by fill. Newly built trail segments lost to hillside cuts would be rerouted." And 35 boulders and 142 problems would be impacted by the gondola alternative due to their location under the gondola alignment/inside the easement, and/or being located inside the proposed park and ride station footprint. Additionally, trailhead parking and access trails would also be significantly limited by these proposals, especially under the gondola alternative where the canyon itself would transform into an industrial atmosphere with new piles of construction debris, retaining walls, gondola towers, slope destabilization/erosion, forever degrading the unique and historic experience of climbing in LCC. **(32.4A, 32.4B, 32.26B, and 32.4I)**

Well before climbing became an Olympic event, the sport had been growing dramatically in popularity all across the country and in the Salt Lake City area, with as many as 30,000 estimated climbers visiting LCC every year. Multiple climbing gyms have sprouted up in every city across the country, climbing guides are busy nearly everywhere, and even major Oscar-winning motion pictures feature climbing—all which contribute to the \$12 billion⁴ generated every year by the sport. **(32.6D)**

Unfortunately, UDOT's DEIS fails to recognize the importance of the climbing resource in LCC—with its rich history, high quality, popularity, and economic contributions. Indeed, according to analyses done by the Salt Lake Climbers Alliance not only would hundreds of bouldering problems be impacted, but basic access to various trailheads within the canyon would be limited to serve the needs of 2 ski areas at the top of the canyon. **(32.1.2D, 32.7B, 32.7C, 32.4A, 32.4B, and 32.4G)** Not only do these limited transportation alternatives fail the needs of dispersed recreational users such as climbers, but also does a dis-service to under-privileged communities who may not be able to afford expensive ski tickets but want to visit their public lands especially in the lower canyon. **(32.4A, 32.4B, 32.1.2D, 32.2.4A, 32.7C, and 32.5A)**

By imposing additional financial costs, whether it be a toll, gondola fee, or bus fare, UDOT's proposals systemically disenfranchise lower income visitors (more likely to also be people of color) who wish to access LCC. This perpetuates wider environmental justice trends in which those of lower socioeconomic status and of racial and/or ethnic minority identities are not only more likely to be exposed to environmental hazards, but also have a harder time accessing environmental amenities. **(32.5A)**

Summary of Access Fund position

Access Fund supports the Salt Lake Climbers Alliance position related to UDOT's preferred alternatives, to wit:

- 1) Access Fund opposes the Enhanced Bus Peak Period (Shoulder Lane Expansion) Alternative that would result in the unnecessary destruction of many climbing resources. UDOT failed to consider a reasonable range of alternatives due to its purpose and need **(32.2.9C, 32.4A, and 32.1.2H)**

⁴ See national Bureau of Economic Analysis report: <https://www.bea.gov/data/special-topics/outdoor-recreation>

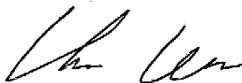
statement being too narrow. Access Fund also opposes UDOT's Gondola Alternative that will also result in the unnecessary destruction of many climbing resources. Here again, UDOT failed to consider a reasonable range of alternatives due to its narrow purpose and need statement.

- 2) Access Fund opposes UDOT's proposed trailhead parking and access "improvements" for the Gate Buttress parking lot which would severely limit parking, while threatening roadside climbing resources and access trails. Access Fund, a lessee of Gate Buttress, would be significantly harmed by the proposed changes because the climbing experience at Gate Buttress would be measurably diminished. Access Fund believes that the purpose and need statement for UDOT's EIS is too narrowly defined and thus significantly limits the range of alternatives UDOT considered in the LCC DEIS including lesser destructive alternatives supported by Access Fund and SLCA, among others. Also, UDOT's U.S. Forest Service partner also fails to meet its obligations under the National Environmental Policy Act by seeking to make decisions based on a Forest Plan that is nearly 20 years old. **(32.26E, 32.4N, 32.1.2H, and 32.28C)**

* * *

Access Fund urges UDOT and its partners to reconsider its range of alternatives and analyze the needs of the dispersed recreation community as well as for potential visitors with limited financial means. We support an alternative analysis based on enhanced bus service combined with other traffic mitigation strategies. The preferred alternatives offered by UDOT address a traffic problem primarily focused on the 30 busiest days during the winter ski season. This DEIS must address the transportation needs in the canyon year-round for all users. **(32.1.2D, 32.1.4D, 32.5A, 32.2.9A, 32.2.4A, and 32.1.2C)**

Sincerely,



Chris Winter
Access Fund Executive Director

Cc: Salt Lake Climbers Alliance

COMMENT #: 11323
DATE: 9/3/21 11:27 AM
SOURCE: Email
NAME: Hannah Baros

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

COMMENT #: 11324
DATE: 9/3/21 11:27 AM
SOURCE: Email
NAME: Adam Tronnes

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 Tronnes
Bozeman, MT

COMMENT #: 11325
DATE: 9/3/21 11:46 AM
SOURCE: Email
NAME: Brant Rudd

COMMENT:

Dear Utah Department of Transportation,

Please do not alter any more of this beautiful canyon. The beauty here has been created over millennia and once it has been destroyed, there is no going back. This precious resource is part of what makes Utah unique and we will be doing ourselves a great disservice by removing more of its natural essence. This canyon is one of Utah's many escapes from the urban centers and provides a large amount of value for that reason. Urbanization of these areas is a step in the wrong direction and takes away from the character of our great state. Please consider all other lower impact options. Thank you. **(32.17A, 32.17B, and 32.29G)**

Sincerely,
BRANT RUDD
North Salt Lake, UT

COMMENT #: 11326
DATE: 9/3/21 11:48 AM
SOURCE: Email
NAME: Cerra Teng

COMMENT:

Dear Utah Department of Transportation,

DON'T BUILD GONDOLA!!! (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:

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Sincerely,
Cerra Teng
Salt Lake City, UT

COMMENT #: 11327
DATE: 9/3/21 11:50 AM
SOURCE: Email
NAME: Jeans The princess

COMMENT:

Dear Utah Department of Transportation,

We don't need the Gondola. We need the wildness as it is! **(32.2.9E and 32.2.9G)**

Sincerely,
Jeans The princess
Salt Lake City, UT 8

COMMENT #: 11328
DATE: 9/3/21 11:56 AM
SOURCE: Email
NAME: Jimmy Elam

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Jimmy Elam
Salt Lake City, UT

COMMENT #: 11329
DATE: 9/3/21 11:57 AM
SOURCE: Email
NAME: Ian Burbidge

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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Sincerely,
Ian Burbidge
Salt Lake City, UT

COMMENT #: 11330
DATE: 9/3/21 12:03 PM
SOURCE: Email
NAME: Shae Rose

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,
Shae Rose
South Salt Lake, UT

COMMENT #: 11331
DATE: 9/3/21 12:03 PM
SOURCE: Email
NAME: Halle Carn

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
halle carn
NA, UT

COMMENT #: 11332
DATE: 9/3/21 12:09 PM
SOURCE: Email
NAME: David Mickelson

COMMENT:

To whom it may concern,

I am writing regarding the proposed Gondola. I have been skiing for decades now up Little Cottonwood Canyon and between myself my wife and our family we have commuted up the canyon for decades and literally 1000's of times.

General Comments:

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. **(32.2.9G)**
- 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. **(32.2.6.4B)**
- 5) While the Gondola adds a small amount of reliability on a few winter days, this additional reliability is simply is not worth the cost. **(32.2.9E)**

Respectfully, David Mickelson

COMMENT #: 11333
DATE: 9/3/21 12:23 PM
SOURCE: Email
NAME: Bridget Kroetch

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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- 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,
Bridget Kroetch
Alta, UT

COMMENT #: 11334
DATE: 9/3/21 12:30 PM
SOURCE: Email
NAME: Trinity Silimon

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,
Trinity Silimon
Millcreek, UT

COMMENT #: 11335
DATE: 9/3/21 12:32 PM
SOURCE: Email
NAME: Rory Bernhard

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. **(32.2.9E and 32.2.9C)** Some of these proven systems and programs could include:

Tolling is an absolutely abhorrent idea. Tolls turn into a slush fund for government transportation organization and politicians to skim off the top and embezzle from. The roads then become neglected with no accountability from book keepers. **NO TOLLS!!! NO TRAM, and NO CONSTRUCTION either. (32.2.9G, 32.2.4A and 32.2.9E)**

I support an audit of available space for vehicle's then set up a system of first come first serve. Only allowing for a certain amount of vehicle's in the canyon at one time. **(32.2.2L and 32.2.2K)** This audit would encompass backcountry access, snow shoeing, and climbing among other activities and not just the resorts. **(32.1.2B and 32.1.2D)** When one comes out, one can go in. Residents will have a pass of course. All employees will be required to ride either company shuttles or public transportation. **(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,
Rory Bernhard
Salt Lake City, UT

COMMENT #: 11336
DATE: 9/3/21 12:33 PM
SOURCE: Email
NAME: Kristen Mickelson

COMMENT:

Comments on the Two Preferred Alternatives;

I am a 45 year old native of Salt Lake City and have been going up Little Cottonwood Canyon my entire life for activities in all seasons of the year-skiing at both Alta and Snowbird, hiking, mountain and road biking, staying at Snowbird Cliff Lodge, taking our kids to the Snowbird summer activities, Oktoberfest, and most especially to stay at our cabin in the Devil's Castle basin of Alta. Consequently I am very familiar with the road conditions throughout all different times of the year and throughout the days/weeks/months. As I have read the material both for and against each of the proposals I feel that the gondola alternative is absolutely unnecessary. **(32.2.9E)** It is a massive undertaking far unequal to the need for it. The existing road in Little Cottonwood is adequate a very high percentage of the time throughout the year. **(32.1.4D)** Of course there are days when there are unique challenges with snow fall and parking space, but there are many steps we can take to help with this situation before investing such incredible amounts of tax-payer dollars, construction, space/function in local neighborhoods, increased time/money/ and inconvenience for all skiers and passengers, and upset the fragile environment of the canyon. The few actual realities we do know from the gondola do not make sense in my mind, such as the need to detach/inspect each cable car every time there is avalanche control/artillery making it unusable when there are storms, and with the variety of conditions that will stop the gondola, the reliability advantage is eroded. **(32.2.9R, 32.2.6.5H and 32.2.6.5K)** In addition, the additional time/money/multiple stops it would take on any given day to get up to the resorts make this option seem incredibly inconvenient **(32.2.6.4B and 32.2.6.5J)** Gondola station parking and fees will force many to take many additional steps before even getting on the gondola, then take more time to get up the canyon than taking a bus. **(32.2.6.5C and 32.2.6.5N)** All of this seems like such overkill when on most days driving up the canyon is fine and very feasible. While the gondola may in theory add a small amount of reliability on a few winter days, this additional reliability is not worth the cost, inconvenience, and environmental impact it would entail. It also seems to only serve the needs of the ski resorts while making the other activities up the canyon more complex. It simply does not add up in my opinion. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, 32.7C, and 32.4I)**

As for the Enhanced Bus Service I believe this to be far more realistic and adaptable to the needs of the canyon, the ski resorts, the variety of other activities offered in the canyon year round, and for all canyon users as a whole. **(32.2.9A, 32.1.2C, and 32.2.6.3C)** Whether it be adding a bus lane to the canyon, or to Wasatch Blvd where the traffic is backed up the most, or trying other alternatives such as a tolling or Buses First for certain parts of the day seems to make so much more sense. **(32.2.9B, 32.2.6.2.2A, 32.2.4A, and 32.2.9R)** Then there will be options for all people using the canyon and serving their needs instead of primarily just serving the needs of the ski resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** This solution in my opinion solves so many of the main concerns of individuals, such as allowing them to be delivered right to the resort, allowing people to be picked up at various places throughout the valley and having the option to be taken directly to the resorts or dropped off at various locations up the canyon, eliminating the need to pay to park, and not having to walk long distances to and from the resort, makes this versatile and adaptable to the needs of each day/individual **(32.2.2I and 32.2.6.5N)** And if we invest enough resources to make the canyon ski bus system truly effective, we can solve so many of these challenges on every level and begin utilizing the benefits in a much more timely manner for all canyon users. **(32.2.9A, 32.2.6.5N, 32.1.2C, and 32.2.6.3C)**

I feel it is worth every effort to invest in an effective bus system that will meet the needs of a huge variety of circumstances year round before taking on such a massive investment in the gondola that will only serve the needs of limited days during the winter months. **(32.1.4D)**

Respectfully,
Kristen Mickelson
SLC, Bountiful, Alta Utah

COMMENT #: 11337
DATE: 9/3/21 12:33 PM
SOURCE: Email
NAME: Jordan Jacob

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Jordan Jacob
Orem, UT

COMMENT #: 11338
DATE: 9/3/21 12:33 PM
SOURCE: Email
NAME: Kalleth Warren

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Kalleth Warren
Taylorsville, UT

COMMENT #: 11339
DATE: 9/3/21 12:38 PM
SOURCE: Email
NAME: Larry Migliaccio

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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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Supporting private ski resorts with this investment is unfair to the majority of people in the state. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Spend money on education and other important items such as electric busses, car pool incentives, and electric charging stations. **(32.2.9A, 32.2.6.3F, and 32.2.4A)**

Sincerely,
Larry Migliaccio
Salt lake city, UT

COMMENT #: 11340
DATE: 9/3/21 12:42 PM
SOURCE: Email
NAME: Julie Anzelmo

COMMENT:

Hello: I am writing my opposition to the proposal to erect a gondola in Little Cottonwood Canyon. **(32.2.9E)** The gondola will be built at taxpayer expense to the benefit of two commercial resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** It will be unsightly, and remain as a carnival ride when the resorts seasons have been reduced by lack of snow due to the warming prevalent in our western states. **(32.17A and 32.2.2E)**. Viable attempts to reduce congestion have barely been attempted. **(32.29R)** I'm an east bench resident and each winter join thousands of other affluent east side folks traveling along Foothill drive to LCC. The resorts have virtually no incentives for us to car pool. **(32.2.4A)** There is no descent bus service, there is no toll. Let's try some alternatives before making a gondola or drastically widening the road. **(32.2.9E, 32.2.9C, 32.2.9A, 32.2.4A, and 32.29R)**

Sincerely,

Kenneth Coleman
SLC, UT [REDACTED]

COMMENT #: 11341
DATE: 9/3/21 12:46 PM
SOURCE: Email
NAME: Sienna Vollbrecht

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,
Sienna Vollbrecht
Wanship, UT

COMMENT #: 11342
DATE: 9/3/21 12:47 PM
SOURCE: Email
NAME: Heather Missy Berkel

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,
Heather Missy Berkel
Salt Lake City, UT

COMMENT #: 11343
DATE: 9/3/21 12:53 PM
SOURCE: Email
NAME: Breanna Padilla

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Breanna Padilla
Salt Lake City, UT

COMMENT #: 11344
DATE: 9/3/21 12:56 PM
SOURCE: Email
NAME: Aybra Cox

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Aybra Cox
Taylorsville, UT

COMMENT #: 11345
DATE: 9/3/21 12:57 PM
SOURCE: Email
NAME: Vincent Georgescu

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 a world where money was not an outside influence, how would you choose to improve your natural landscapes? There is only one LCC that people from near and far have come to love, and in order to protect and preserve LCC for the enjoyment of future generations, a gondola must exist only as an idea, but never a reality. **(32.2.9E)**

Sincerely,
Vincent Georgescu
Salt Lake City, UT

COMMENT #: 11346
DATE: 9/3/21 12:59 PM
SOURCE: Email
NAME: Holly Hammer

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,
Holly Hammer
Salt Lake City, UT

COMMENT #: 11347
DATE: 9/3/21 12:59 PM
SOURCE: Email
NAME: E P Kosmicki

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
E P Kosmicki
Salt Lake City, UT

COMMENT #: 11348
DATE: 9/3/21 1:04 PM
SOURCE: Email
NAME: B Smout

COMMENT:

Dear Utah Department of Transportation,

There are many other solutions and options to consider when it comes to making recreating more accessible in LCC, before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening. **(32.2.9E and 32.2.9C)**

Some of the options include but are not limited to:

Public Transit Tolling is a fantastic option to begin with. Public transit assists with canyon capacity management which will provide more solitude in recreating. **(32.2.4A, 32.2.9A, 32.20A, and 32.20C)**

Other benefits or things to consider when putting in public transit would be:

- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Increased funding to support more buses **(32.2.9A)**
- 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)**

To increase road widening throughout the canyon would have devastating ecological effects due to the watershed, and would stunt the beauty of the canyon. **(32.2.9C, 32.12B, and 32.17B)**

Therefore, I am AGAINST any road widening or excessively funded gondola operations. **(32.2.9C and 32.2.9E)**

Sincerely,
B Smout
Ogden, UT

COMMENT #: 11349
DATE: 9/3/21 1:11 PM
SOURCE: Email
NAME: Brooke Diuguid

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Brooke Diuguid
Provo, UT

COMMENT #: 11350
DATE: 9/3/21 1:16 PM
SOURCE: Email
NAME: Zach Ramras

COMMENT:

Dear Utah Department of Transportation (UDOT),

My name is Zac Ramras and I am a local filmmaker in Salt Lake. I have lived in the Salt Lake Valley for almost my entire life. I am now raising my daughter in the same places that I grew up going as a child and lets just say like many of the folks in the valley I have a deep connection to the central Wasatch. I could rant for days on the subject but to keep it concise I think that the Gondola option is a horrible option for little cottonwood **(32.2.9E)**. Not only does it bring a monstrosity of an eye sore to this natural space that we all cherish but it falls short of servicing all users types. **(32.17A)** It is designed to benefit the few at the top of two ski resorts and will only be used as a marketing tool to attract more people to the canyon without addressing some of the major concerns that are on the table, canyon capacity, water shead, and preserving the nature beauty that attracts people form around the world to visit our state. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, 32.7C, 32.20B, 32.12A, and 32.17A)** A wrong move here will ruin the landscape forever and will destroy the legacy for our children **(32.4I)**. I understand that it is UDOTS job to solve traffic issues but this issues are larger than getting x amount of people in and out of the canyon at a give time. Please think bigger and beyond your organizations duties as you have the power to change the canyons forever.

1). Is the goal to reduce private vehicles in the canyons? **(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,
Zach Ramras
Salt Lake City, UT

COMMENT #: 11351
DATE: 9/3/21 1:28 PM
SOURCE: Email
NAME: Sally Loken

COMMENT:

Comment:

I am in favor of expanding/promoting increased bus service. **(32.2.9A)** Reasons; 1. Gondola option will bring passengers to ski resorts only. **(32.2.6.5G and 32.1.2D)** There will be no stops for trailhead hiking or backcountry skiing. There will be no gondola service for spring/summer/fall. (maybe fall for Oktoberfest). **(32.2.6.5F)** Traffic is nearly as heavy in the summertime as in the winter. **(32.1.2C)** Gondola would not address this issue of reducing traffic in the non ski season. **(32.1.2C)** 2. Increase bus service could help with year round traffic reduction. It could stop at all trailheads and picnic areas. **(32.2.6.3C)** Much of the anticipated high costs of bus service expansion is secondary to highway width widening. I believe this width expansion would not be necessary if bus service is combined with a HEAVY toll fee. **(32.2.9C and 32.2.4A)** 3. Along with bus service, there needs to be parking lots for thousands of cars, not just hundreds. **(32.2.6.2.1C)** There is already some land designated for parking at the gravel pit. I believe more of this area has to be for parking. If need be, eminent domain could be used to acquire extra land for this... Thank you for the opportunity for community input. Sally Loken

COMMENT #: 11352
DATE: 9/3/21 1:34 PM
SOURCE: Email
NAME: Russell Sell

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,
Russell Sell
Anchorage, AK

COMMENT #: 11353
DATE: 9/3/21 1:36 PM
SOURCE: Email
NAME: Forrest 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:

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Sincerely,
Forrest Vargyas
Salt Lake City, UT

COMMENT #: 11354
DATE: 9/3/21 1:37 PM
SOURCE: Email
NAME: Chase Dickinson

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,
Chase Dickinson
Brighton, UT

COMMENT #: 11355
DATE: 9/3/21 1:49 PM
SOURCE: Email
NAME: Annelie Furner

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Annelie Furner
Holladay, UT

COMMENT #: 11356
DATE: 9/3/21 1:51 PM
SOURCE: Email
NAME: Gregory Radin

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,
Gregory Radin
Salt Lake City, UT

COMMENT #: 11357
DATE: 9/3/21 1:51 PM
SOURCE: Email
NAME: Wesley Terry

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Wesley Terry
South Jordan, UT

COMMENT #: 11358
DATE: 9/3/21 1:53 PM
SOURCE: Email
NAME: Parker Moyle

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

COMMENT #: 11359
DATE: 9/3/21 1:54 PM
SOURCE: Email
NAME: Clara McDermott

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Clara McDermott
St George, UT

COMMENT #: 11360
DATE: 9/3/21 1:57 PM
SOURCE: Email
NAME: Eric Sorenson

COMMENT:

To whom it may concern:

The "too-long, didn't read" summary of this long email is: If UDOT proceeds with either of these proposals, the majority of the public will say that "never has so much been spent, to destroy something so beautiful, at the objection of such a large majority, to the benefit of so few." **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, 32.7C, and 32.4I)** Instead, begin with the least-invasive options that have been used by transportation departments all over the world with good success. Improve the public transportation options, with mobility hubs not just at the bottoms of the canyons but elsewhere in the valley with direct busses. Implement tolling measures. **(32.2.2I and 32.2.4A)** Consider the avalanche sheds. **(32.2.9K)** With these measures in place, the goals of improved mobility and preserving the environment can be met, and the project can potentially be revenue neutral to revenue generating. **(32.2.9A)**

In my view, both of the "preferred alternatives" presented by UDOT are deeply flawed. **(32.2.9C and 32.2.9E)** For perspective, I am someone who would strongly benefit from either proposal for a number of aspects: I live at the mouth of Little Cottonwood Canyon, and thus would benefit from the potential increase in home values by making the area more attractive. We are season pass holders at Snowbird, and we would benefit from improved travel times up the canyon in the winter. I drive on routes 209 and 210 probably 355 days of the year, and every single Saturday and Sunday in the winter, I drive in the direction of traffic at peak travel time in the morning. So I have a very keen understanding of the traffic situation. The school bus for my kids is often blocked or slowed by traffic, and sometimes they are late to school.

Despite all of those many reasons why I would benefit from the improved traffic mobility in the canyon, I am appalled by the idea of destroying the unmatched beauty of the canyon just for my convenience and a few thousand others on a couple dozen days a year. **(32.1.2B, 32.1.2D, 32.1.4D, 32.2.7A, 32.7B, 32.7C, 32.17A, and 32.17B)** We moved to the mouth of the canyon 4 years ago, after living in New York City and Philadelphia. The canyon is one of the most beautiful places I've seen on earth. If UDOT doesn't see that, maybe they need to consult some outsiders. I have a number of east coast friends who have been flying to SLC every winter for years to ski, and they are as dumbfounded as I am when I tell them about the construction proposals. As a New Yorker, I feel like I have a pretty good understanding of traffic and public transportation. Congestion problems in NYC (and anywhere else in the world) are solved in a fairly straightforward manner: ensure adequate public transit options, then increase toll prices sufficiently that public transit and private vehicle travel are balanced for the existing infrastructure. It works in NYC and Philadelphia, and congestion pricing works in many other cities I've visited in Europe. All without building the world's longest gondola or other expensive infrastructure. **(32.2.4A and 32.2.9A)**

A few other points:

- Comparing a gondola solution to towns in Switzerland is blatantly misleading. This point was brought up by UDOT during the proposal discussion in the town hall this summer, and it's a false comparison and misleading. I have spent a lot of time in the Bernese Oberland part of Switzerland where travel is limited and regulated. (In fact, it was one of the reasons I moved to Little Cottonwood, as it reminded me of a mini Lauterbrunnen valley.) For those areas in Switzerland served by tram / cog rail, (Murren, Gimmelwald, Wengen, plus Zermatt), the only way for the public to travel to those towns is via the tram or train, and only locals are allowed to drive to the towns. In fact, ask any Bernese Oberlander what they think of the travel situation in Grindelwald, which you can get to by private vehicle, train, and tram--

they'll tell you that overuse is exactly why that town is a complete mess. You're proposing to do the same: both options just increase the number of people able to pack into a small canyon on a given day. Why is the goal to increase the number of people in the canyon? **(32.1.2B)** We don't do that for other fragile areas in the state.

- UDOT spending 500+ million dollars to deliver more customers to two small companies absolutely smacks of crony capitalism. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, 32.7C, and 32.20C)** As mentioned before, I drive this route during peak times almost every single day of my life, and every single day in the winter. Sure, there are a couple dozen days that I spend a fair amount of time in traffic. **(32.1.4D)** However, I cumulatively spend far more time stuck in traffic the rest of the year trying to get to and from work. However, none of the roads around my work has had even \$1 million in UDOT improvement in the 4 years I've worked there. My work has far more employees than Snowbird and Alta, serves far more customers than both of those resorts, and those customers spend far more cumulative time in traffic than skiers. Plus, I would argue my place of work accomplishes a much greater good than a ski resort. So why spend such a huge amount of money to benefit a couple of small companies whose customers run into traffic problems a few times a year? **(32.1.2B and 32.1.4D)** If I build a concert venue on Antelope Island that attracts thousands of people 20 days a year, is it fair to have UDOT (and taxpayers) build me a \$500m gondola or 4-lane highway from Syracuse? Of course not.

- UDOT cannot realistically predict canyon traffic needs in 2050. My brother works in product planning at Ford's headquarters. Their goal is to predict car trends 10 years ahead of time. Because of the very rapid development in autonomous driving in the last 15 years, they find it extremely challenging to predict how people will be driving 10 years from now. Between this and the rise of autonomous ridesharing, they predict that modes of personal vehicle travel will change more in the next 20 years than at any time since the invention of the car. With this in mind, how can UDOT have any reasonable idea of what car travel will look like 30 years from now? One of the world's largest transportation companies has problems predicting travel 10 years from now, but UDOT can predict it 30 years down the road? And you're so convinced that your model is correct that you're willing to irreversibly destroy a beautiful canyon because of that model? **(32.2.6H)**

- Who exactly wants either proposal? Of all the many people I've personally talked with who love and use the canyon, I haven't found a single one who is in favor of either proposal. **(32.2.9C and 32.2.9E)** This is echoed by the comments at the public meetings and comments on news articles, where voices opposed to either proposal outweigh those for it by at least 20:1. It speaks very strongly to the faults in the proposals when the loudest voices in favor of tearing up the canyon are those who stand to financially profit from it, and those who would benefit from its convenience are by and large opposed to the measures because of their love of the canyon's environmental treasures. **(32.2.9N)**

- You already have ""less invasive"" proposals in place as part of both measures. Why not implement these first, and then tailor them to see how it affects traffic? The addition of the merge lane from 209 into 210 dramatically improved traffic flow. If small measures can yield large results, why go ahead with a nuclear option without trying other measures first? **(32.2.9R)**

- Other canyons have tolls to encourage ridesharing and improve mobility. The canyon just south (American Fork) has this, as does the canyon two canyons north (Milcreek). Zion uses busing. Heck, even Little Cottonwood uses a toll for Albion basin in the summer. If I have to pay \$10 to access Albion during the summer, why does it make sense that I can drive up the canyon in the winter for free? Start charging \$20/car to access the canyon, or more for cars with only one occupant. This is done in NYC on the George Washington bridge, and it encourages a good volume of ad-hoc ridesharing. **(32.2.4A, 32.2.2B, and 32.2.2Y)**

I applaud UDOT for the large amount of work, research, and planning that has gone into studying the various proposals. I know it must feel discouraging to not proceed with either proposal when you have put so much momentum into it. But you can do the right thing for the canyon, users, and taxpayers by tabling those proposals while interim measures are implemented. **(32.2.9R)** If after 5-10 years this doesn't help and if the public is in favor of it, only at that point does it make sense to decide to proceed with tearing into the canyon. But not before lesser measures are tried. In medicine, this is referred to as a step-up approach. Least-invasive but potentially effective measures are used first, and if those don't

seem to be working, it makes sense to “step-up” to more invasive measures that have worse side effects.

“Never has so much been spent, to destroy something so beautiful, at the objection of such a large majority, to the benefit of so few.”

Thank you for your attention.

Eric Sorenson

COMMENT #: 11361
DATE: 9/3/21 1:59 PM
SOURCE: Email
NAME: Danielle Gaztambide

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Danielle Gaztambide
Murray, UT

COMMENT #: 11362
DATE: 9/3/21 1:59 PM
SOURCE: Email
NAME: James VanDerslice

COMMENT:

Dear Utah Department of Transportation,

I was very surprised to see the options that were ranked highest in the DEIS. I do not believe it wise to jump to a very costly, and rather risky, transportation option when there are proven solutions that can be implemented at much lower cost and in a shorter time frame. **(32.2.9C, 32.2.9E, 32.2.9A, and 32.2.9R)**

Both the road-widening and gondola options will cause massive disruptions for years. **(32.2.7C)** Road widening will not help to solve the transportation problem but only encourage more traffic exacerbating parking problems. **(32.7B, 32.7C, 32.1.2D, and 32.20E)**

It is very unlikely that a gondola will have the capacity (persons trips per hour) to meet demand and will only concentrate traffic and parking problems at the origin point for the gondola. **(32.2.6.5N and 32.2.6.5E)**

The current bus service is successful, limited by parking and the option of driving even when parking is limited. This service should be expanded, with express service from multiple locations to disperse the parking needs. **(32.2.2I)** Bus tickets could be subsidized or built in (at a discount) to the cost of a ski pass. A shuttle service could service trailheads where user load is lower. **(32.2.4A and 32.2.6.3C)**

There is a maximum capacity for LCC (any defined recreational area, actually). The LCC should be managed such that it can be used efficiently and equitably. **(32.20B)** There are more cost-effective and flexible solutions that cost ,much less than the half-billion (more or less) that a gondola would cost. I am an avid skier at Alta and hiker. I want to be able to continue to do these activities. But I realize that with increased demand there will be limitations. Currently the limitation often comes in the form of a 2+ hours drive just from BCC to Alta. I'd rather see a managed plan of expanded bus service to cut travel time, increase the number of users, and reduce the travel impact on the canyon and its users. **(32.2.9A and 32.20B)**

Thank you.

Sincerely,
James VanDerslice
Salt Lake City, UT

COMMENT #: 11363
DATE: 9/3/21 2:13 PM
SOURCE: Email
NAME: James Riley

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
James Riley
Salt lake, UT

COMMENT #: 11364
DATE: 9/3/21 2:13 PM
SOURCE: Email
NAME: Abi Newhouse

COMMENT:

Dear Utah Department of Transportation (UDOT),

I was born and raised in Utah, and I love and miss the natural beauty all around me. I am learning more about conservation and environmentalism, and one thing always stands out to me: the more we mess with nature, the worse our planet gets. We never know the full consequences of our seemingly harmless actions, so it's best to stop while we're ahead.

I stand with others who want to protect our canyons by asking the same important questions:

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Abi Newhouse
Washington, DC

COMMENT #: 11365
DATE: 9/3/21 2:27 PM
SOURCE: Email
NAME: Callie Martens

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,
Callie Martens
Salt Lake City, UT

COMMENT #: 11366
DATE: 9/3/21 2:31 PM
SOURCE: Email
NAME: Lauren Cwiklo

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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Give buses a chance!

Sincerely,
Lauren Cwiklo
Salt Lake City, UT

COMMENT #: 11367
DATE: 9/3/21 2:34 PM
SOURCE: Email
NAME: Seth Tucker

COMMENT:

Dear Utah Department of Transportation,

The gondola project will ruin our 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:

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Sincerely,
Seth Tucker
Alpine, UT

COMMENT #: 11368
DATE: 9/3/21 2:44 PM
SOURCE: Email
NAME: Evan Bier

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,
Evan Bier
Deltona, FL

COMMENT #: 11369
DATE: 9/3/21 2:45 PM
SOURCE: Email
NAME: Ciera Stone

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,
Ciera Stone
Maitland, FL

COMMENT #: 11370
DATE: 9/3/21 2:47 PM
SOURCE: Email
NAME: Mark Cooper

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Mark Cooper
Salt Lake City, UT

COMMENT #: 11371
DATE: 9/3/21 2:53 PM
SOURCE: Email
NAME: Thayne Rich

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,
Thayne Rich
Salt Lake City, UT

COMMENT #: 11372
DATE: 9/3/21 2:56 PM
SOURCE: Email
NAME: Sadie Esplin

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Sadie Esplin
South Jordan, UT

COMMENT #: 11373
DATE: 9/3/21 2:56 PM
SOURCE: Email
NAME: Nickolas Clarke

COMMENT:

Dear Utah Department of Transportation (UDOT),

Hello,

Please see my comments on the potential solutions proposed for LCC and canyon access in general. I agree with the proposals given by Save our Canyons and have copied their proposed solutions below. In summary, I believe that heavy expansion of a UTA bus system, both at the mouth and through expanded ski bus routes or feeder lines that bring people to the mouth/major ski bus stops will lead to cheaper, more environmentally and fiscally sustainable solutions **(32.2.2I)**. This should be paired with major restrictions of private car use to only employees, verified hotel guests, or property owners to avoid the need for expanding the existing road. **(32.2.4A)** Furthermore, these buses should be electrically driven, be it overhead or battery electric. **(32.2.6.3F)** In regards to the gondola, there is little reason to give a massive public subsidy to the ski resorts, and encouraging even heavier use of a canyon that may be over it's carrying capacity in areas, all while de-prioritizing other canyon users who have arguably less impact and simply pushing the parking issues to the bottom of the canyon. A poor solution. **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, 32.7C, and 32.2.6.5E)** I hope we can come to a better solution than what has been proposed.

Regards,
Nick Clarke

Save Our Canyons Proposal:

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Nickolas Clarke
SLC, UT

COMMENT #: 11374
DATE: 9/3/21 2:59 PM
SOURCE: Email
NAME: Davis Esplin

COMMENT:

Dear Utah Department of Transportation (UDOT),

Please don't build the gondola system. I want to pursue other means of increasing business to the canyon that can also reduce footprints of all kinds and work for the community. **(32.2.9E and 3.2.9A)**

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

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

COMMENT #: 11375
DATE: 9/3/21 3:03 PM
SOURCE: Email
NAME: Dave Barry

COMMENT:

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

1). The stated purpose of the alternatives is to reduce private vehicles in LCC. The DEIS concludes the gondola won't achieve that goal. (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**

2.) The DEIS is non specific and/or silent on the analysis of additional measures which will be necessary to get people to abandon private vehicles and utilize the proposed alternatives to achieve the stated transportation metrics of the DEIS. The DEIS is also non specific and/or silent on the charge each user will be required to pay to use the alternatives. **(32.2.4A)**

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 concerted effort by a coalition of local governments to study and understand the capacity of the environment of the Central Wasatch Canyons for human use. The DEIS totally ignores this critical environmental issue. **(32.20A, 32.20B, and 32.20C)**

3). Total visitation by all user types in LCC is not served by either of the proposed alternatives which exclusively only serve privately owned Alta and Snowbird ski resorts. Combined, they account for less than 25% of all ski industry economic benefits to the State of Utah, and a very small fraction of total tourism benefits to the state.

4). Canyon road expansion will negatively impact the 1,200 plant and animal species in the ecosystem. **(32.13B)** The DEIS is inadequate in specifically documenting these organisms in the ecosystem and the measures the alternatives would utilize to mitigate the negative impacts to such organisms. **(32.13B and 32.13C)**

5). The alternatives will not remove private vehicles from the roadways, instead they will be redistributed into the neighborhoods at the mouth of BCC and LCC. This will transfer the congestion, air pollution, noise pollution and other environmental impacts generated by privately owned Alta and Snowbird ski resorts into those neighborhoods. The DEIS ignores these impacts on the residents of those neighborhoods. **(32.2.6.2.1D, 32.2.6.5E, 32.11A, 32.10A, and 32.4F)**
"

6.) The DEIS totally ignores the science on climate change, it's major impact on LCC, and the future non viability of the ski industry in LCC. **(32.2.2E and 32.10A)**

7.) The DEIS utilizes various sources of key data from private companies which is not independently verified as accurate or non biased by data science standards. This undermines many if not most of the conclusions in the DEIS, rendering them invalid. **(32.1.5H)**

8.) This entire EIS process is politically driven. It is not governed by sound science and fact, instead the science and facts are being manipulated to acheive a specific political result. This renders the entire process corrupt and the results invalid. **(32.2.9N)**

For these reasons and many others in the record the entire EIS should be cancelled now, and all decisions arising from it voided. Given the blatant conflicts of interest and self dealing among the

individuals orchestrating and guiding the entire process, this merits a comprehensive investigation by an agency with jurisdiction which is completely separate from and independent of the state of Utah and its political influence. **(32.1.5H)** This sham EIS is all about the state government transferring 500 million dollars of taxpayer money to the owners of Alta and Snowbird (who are among the wealthiest people on the planet) with some of it sloshing into their enablers pockets. And total disregard of the true environmental consequences. **(32.29G)**

COMMENT #: 11376
DATE: 9/3/21 3:04 PM
SOURCE: Email
NAME: Renee Martinez

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,
Renee Martinez
Salt Lake City, UT

COMMENT #: 11377
DATE: 9/3/21 3:05 PM
SOURCE: Email
NAME: Rebekah Colby

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,
Rebekah Colby
Salt Lake City, UT

COMMENT #: 11378
DATE: 9/3/21 3:12 PM
SOURCE: Email
NAME: Paige Brimley

COMMENT:

Dear Utah Department of Transportation,

I grew up in SLC and just moved away last year for work, not because I wanted to leave. My grandparents lived at the base of LCC, and I spent countless weekends visiting them, skiing, and climbing in LCC. I have pictures of my grandparents' home, built before almost any other house in the area, in front of an unrestrained and wild LCC. It tears at my heart to think that this insanely special and beautiful canyon could be defiled by the proposed gondola. **(32.2.9E and 32.4I)**

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, put the mountains first here. Preserve the gleaming white stone walls for future climbers, the unfettered views for all who visit **(32.2.9G and 32.4B)**. Minimize the impact on plant and animal life and don't bow to corporate greed, no matter how good the skiing is. **(32.13A)** Places like LCC are becoming increasingly rare and it's correspondingly important that we stick up for them.

Sincerely,
Paige Brimley
Boulder, CO

COMMENT #: 11379
DATE: 9/3/21 3:15 PM
SOURCE: Email
NAME: Cameron Bell

COMMENT:

Dear Utah Department of Transportation,

We are jumping to a massively expensive and landscape-altering option before using a bussing system correctly. I would love to see us exploring electric buses with regenerative braking and ski/snowboard racks mounted on the outside, which would be a much more pleasant experience for riders. **(32.2.6.3F and 32.2.6.3O)** Make it easy to not drive, and hard to drive. Tolls, parking expenses, and specified no-traffic hours would all help in this. **(32.2.4A)** Zion National Park has done this beautifully, and until the covid-era ticket requirements I had no problem hopping on a bus to go through the park. **(32.2.2B)**

To make it easy to ride the bus, let Alta and Snowbird handle the ticketing. A day pass gets you on the bus, a season pass gets scanned and you are charged. **(32.2.4A)**

The way I see it, the problem is cars in the canyon, not people. Let's get more people into the beautiful resource we have next door but relieve the traffic-related problems. A gondola is reaching too far when the answer is already in front of us. **(32.2.9E)** The road is built, we just need good parking and routes established. **(32.2.6.2.1C)**

Sincerely,
Cameron Bell
Draper, UT

COMMENT #: 11380
DATE: 9/3/21 3:15 PM
SOURCE: Email
NAME: Kaye Esplin

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Kaye Esplin
Cottonwood Heights, UT

COMMENT #: 11381
DATE: 9/3/21 3:15 PM
SOURCE: Email
NAME: Will 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)**
- 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 proposed alternatives do not adequately consider the impact of additional vehicle traffic to residents, like myself, that live near the mouth of Little Cottonwood Canyon. **(32.7B)** By adding parking and inviting additional vehicles to parking lots near the mouth of LCC, UDOT has not resolved vehicle congestion, it has only moved part of the issue to a different location. **(32.2.6.5E)**

Sincerely,
Will Becker
COTTONWOOD HEIGHTS, UT

COMMENT #: 11382
DATE: 9/3/21 3:17 PM
SOURCE: Email
NAME: Sadie Gregory

COMMENT:

Dear Utah Department of Transportation (UDOT),

The gondola will use public funds to benefit private businesses without helping the congestion. **(32.2.9E, 32.1.2B, 32.1.2C, 32.2.7A, 32.7B, and 32.7C)** It will forever impact the natural beauty of Little Cottonwood Canyon, and not to mention an eyesore. **(32.4I and 32.17A)** This is not the solution to congestion. The gondola will not solve this problem. **(32.7A and 32.7C)** Do not destroy a beautiful place in what will be a failed attempt to solve the problem. Please.

Sincerely,
Sadie Gregory
Cottonwood Heights, UT

COMMENT #: 11383
DATE: 9/3/21 3:18 PM
SOURCE: Email
NAME: Kyle Esplin

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear UDOT representatives, Thank you for serving our great state. I would like to express my opposition to both of the plans being proposed for Little Cottonwood Canyon. **(32.2.9C and 32.2.9E)** Both the gondola and road-widening are excessive and do not solve the problems;**(32.1.2B, 32.7B, and 32.9C)** both will ruin the ambience of the canyon. **(32.4I)** I regularly enjoy the beauty and majesty of the canyon, and I believe more conservative methods can be used to solve some of these problems (e.g., stricter snow tire and chain compliance). **(32.2.2M)**

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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 Esplin
Cottonwood Heights, UT

COMMENT #: 11384
DATE: 9/3/21 3:19 PM
SOURCE: Email
NAME: Brittani Esplin

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear UDOT representatives, Thank you for serving our great state. I would like to express my opposition to both of the plans being proposed for Little Cottonwood Canyon. **(32.2.9C and 32.2.9E)** Both the gondola and road-widening are excessive and do not solve the problems; both will ruin the ambience of the canyon. **(32.4I, 32.1.2B, 32.1.2C, 32.2.7A, 32.7B, and 32.7C)** I regularly enjoy the beauty and majesty of the canyon, and I believe more conservative methods can be used to solve some of these problems (e.g., stricter snow tire and chain compliance). **(32.2.2M and 32.2.2PP)**

Thank you

Sincerely,
Brittani Esplin
Riverton, UT

COMMENT #: 11385
DATE: 9/3/21 3:21 PM
SOURCE: Email
NAME: Mary Walterscheid

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Mary Walterscheid
Cottonwood Heights, UT

COMMENT #: 11386
DATE: 9/3/21 3:22 PM
SOURCE: Email
NAME: Travis Kolupanowich

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Travis Kolupanowich
Taylorsville, UT

COMMENT #: 11387
DATE: 9/3/21 3:26 PM
SOURCE: Email
NAME: John Neill

COMMENT:

to LittleCottonwoodEIS@utah.gov

Hello,

I agree with the Save Our Canyons comment letter, and it is copied below my comments. Additional personal comments are in brackets after solution 4. I do not support either of the two “preferred alternatives,” but I would support the “Enhanced Bus-No additional Roadway capacity in LCC” alternative and the options mentioned in the Save Our Canyons letter. **(32.2.9C, 32.2.9E, and 32.2.9A)**

Written in the “Project Purpose” of the Little Cottonwood Canyon Draft EIS is “Ultimately, the partners seek to deliver transportation options that meet the needs of the community . . .” The “Gondola B” alternative does not meet the needs of the “community” that uses LCC: backcountry skiers, hikers, snowshoers, ice climbers, etc. It only serves the Alta and Snowbird resorts and is essentially a taxpayer-funded giveaway to two private companies, since the gondola will only access the resorts during the winter. **(32.1.2B, 32.1.2D, 32.2.9A, 32.7B, and 32.7C)** It has no flexibility for the “community” that uses other parts of LCC during the winter and all summer users. **(32.2.6.5G and 32.1.2C)** The two ski resorts should have to pay for this alternative if it is decided upon, as they are the sole beneficiaries of this “preferred alternative.” Would the gondola even run when LCC is closed for avalanche control? **(32.2.6.5H)** If not, the gondola wouldn’t alleviate any traffic issues while the LCC is closed and provides no benefit to gondola riders, and therefore, there is no incentive to ride the gondola. **(32.2.6.5Z and 32.2.4A)**

Most traffic problems occur when the canyon is closed for avalanche control, which seems to be only a couple dozen times a year. **(32.7A)** We shouldn’t have to spend hundreds of millions of dollars to satisfy this small amount of need. **(32.1.2B)** Even with both “preferred alternatives,” people can’t access LCC when it is closed. The number of people that use LCC "can’t be allowed to continue growing indefinitely. UDOT needs to determine what that carrying capacity is and develop a plan accordingly. **(32.20B)**

Thanks for taking my comments,
John Neill,

Avid telemark skier at Alta and Snowbird

Salt Lake City, Utah

[Save Our Canyons comment letter below]

I support a wild and healthy ecosystem that provides our water, supports 1,200 species of plants and animals, and is depended upon for healthy outdoor recreation by millions of people both locals and visitors each year. We don't need elaborate gondolas or expansion of the roadways that damage the magnificent Wasatch Mountains. Below are six actionable solutions that will meet or exceed UDOT's goals, all the while protecting what makes the Wasatch unique and inspiring. **(32.13A, 32.13B, and 32.4I)**

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. **(32.1.2B, 32.1.2D, 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. **(32.1.2C and 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)**

[Not a fan of tolls since it could dissuade lower income people from accessing the canyon, but if phased out for higher occupancy vehicles (4 people and over), a toll could benefit everyone and provide money towards the bus system.] **(32.2.4A and 32.5A)**

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. **(32.2.6.2.1G)**

6. Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminus areas at Alta Ski Resort and Snowbird Resort. **(32.1.2C and 32.2.6.5G)**

While UDOT isn't being responsive to public comments and strategies that protect the Wasatch, we are hoping our local elected officials are. As our local representatives, I hope you will tell UDOT to protect the Wasatch, forgo the damaging development that only helps two resorts and engage with local conservation and community groups to advance robust solutions to the year-round transportation, recreation and conservation issues confronting our watershed canyons. **(32.1.2C, 32.12A, and 32.12B)**

Sincerely,

COMMENT #: 11388
DATE: 9/3/21 3:26 PM
SOURCE: Email
NAME: Jane Wyman

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Jane Wyman
Slc, UT

COMMENT #: 11389
DATE: 9/3/21 3:27 PM
SOURCE: Email
NAME: Brad Rutledge

COMMENT:

Dear Utah Department of Transportation,

Thank you to all who have been involved in this long and complex process. As a board member of Wasatch Backcountry Alliance, the Central Wasatch is incredibly important to me. It serves as the world's best backyard playground where I recreate skiing (in the backcountry and at Utah's world class resorts as well), show-shoeing, sledding, climbing, biking, trail running, hiking and sometimes, just day-dreaming. The Wasatch help me relax and refresh my mind, body and soul - but also serve as the outdoor venue for me to test my skills, and limits. The power of these mountains to serve so many of us, in so many different ways, cannot be measured.

Before I moved to Utah from Colorado, I distinctly remember exploring the Salt Lake Valley in my rental car. Somehow on my drive that day, by accident I found myself driving up Little Cottonwood Canyon. I marveled at the steep glacier-cut granite canyon walls, and how LCC seemed to be carpeted with trees and wild flowers from the valley floor to the jagged peaks surrounding me. This drive sealed the deal for me: I had to move to Utah.

Never having the opportunity to learn to ski growing up, I finally started pizza-wedging at Snowbird and Alta in my mid-20s. When my wife and I gave each other snowshoes for Christmas one year - we discovered a new winter wildland in the Wasatch. I specifically remember a day in LCC we were snowshoeing up the Red Pine trail, when we saw a pair of backcountry skiers at the top. I watched as they peeled the skins off, and skied down, writing poetry in the fresh powder snow using perfect telemark turns! It was weeks before I had outfitted myself with telemark skis, backcountry gear, and enrolled in an avalanche course. The backcountry in the Wasatch is just as amazing as the world class ski resorts we share the mountains with.

These mountains - the Wasatch - are so important, to so many people, and for so many reasons. I share my story with you here, because it's vital we keep LCC, it's pureness, it's wild ruggedness, and all of the millions of things that make it such a unique place - that LCC is always at the center of your mind, as you navigate difficult decisions.

As you evaluate the different options for improving transportation in LCC - please consider the following:

- What is the desired & undesired outcome? What problems are we solving - and does the Purpose and Need adequately address the goals, and outcomes people want? Have you done enough to combat the undesired outcomes? **(32.1.2B)**

- Consider un-intended consequences. Building transportation systems without understanding and managing LCC capacity is dangerous - it threatens the experience of everyone when these systems can bring 1,000-4,000 people per hour, every hour up LCC. Have you evaluated what will happen when resorts become overcrowded, and demand resort and facility expansion to accommodate increased usage? All survey's on this topic conclude Utah's DO NOT WANT any further ski resort expansion. Not addressing this issue does not remove your liability. This casual relationship is mentioned in the LCC DEIS - however I am concerned there are no mitigation strategies to ensure this situation is avoided. Please address this. **(32.20A, 32.20B, and 32.20C)**

- I'm concerned about the gondola's real potential to serve as the first step to the terrible ONE Wasatch idea, connecting LCC to BCC and PC. The backcountry community WBA represents, along with many other local non-profits, are dead set against interconnect. Please don't ignore this threat and turn a 1

blind eye - hiding behind a purpose and need document with limited scope won't shield you for being responsible for the outcomes. **(32.1.5B and 32.1.1C)**

Finally, to Josh Van Jura, Vince Izzo & others at UDOT: I've enjoyed working with you and believe you'll do the best job you can. I hope my comment will remind you to stay focused on LCC. FINALLY: despite a flawed system, the decisions you make will have a lasting impact on LCC far beyond the with a limited scope of this EIS process.

Sincerely,
Brad Rutledge
Holladay, UT

COMMENT #: 11390
DATE: 9/3/21 3:27 PM
SOURCE: Email
NAME: Claire Esplin

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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


Cottonwood Heights, UT

COMMENT #: 11391
DATE: 9/3/21 3:29 PM
SOURCE: Email
NAME: Darlene Neth

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Darlene Neth
Slc, UT

COMMENT #: 11392
DATE: 9/3/21 3:32 PM
SOURCE: Email
NAME: Beth Bowman

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Beth Bowman
Salt Lake City, UT

COMMENT #: 11393
DATE: 9/3/21 3:40 PM
SOURCE: Email
NAME: Roger Bourke

COMMENT:

I offer these comments from the perspective of a person who has skied in Little Cottonwood Canyon (LCC) for nearly 60 years and who has lived in Alta more than 20 years.

The major omission in the analysis of the environmental impact of the proffered transportation solutions is the impact on the destination, namely LCC. The draft EIS devotes only minimal attention to this even though it is acknowledged that this is a limited and fragile natural ecosystem. For example, while attention is given to the watershed damage from construction of the roadway or gondola, none is given to the damage the humans inflict after they have arrived. **(32.20A and 32.20C)** The sense of the document is this: We, UDoT, are responsible for the impacts of transporting people; once they are off the transport, it is someone else's problem. And that problem falls on all of us who hope to preserve the unique qualities of this precious resource, one of unrivaled beauty close to a major metropolitan center. In summary, the EIS is incomplete and inadequate in its analysis of the impacts the visitors make on LCC, as well as that regions capacity to absorb those visitors without significant damage. **(32.1.2B, 32.20A, and 32.20C)**

Now to the relative merits of the two preferred alternatives:

The gondola has a very significant impact on the otherwise subdued nature of Alta. **(32.2.9E)** The base station alone will add more than 10% to the built-up area in the commercial part of the town. The towers, 3 of which are inside the town boundaries, will dominate the view shed. **(32.17A)** The last one before the terminal (tower 20) is the height of a 10 story building, and the next one to the west (tower 19) between the Wildcat base and a residential area, is as high as a 20 story building. These, as well as the cables and cabins, seriously detract from the natural setting that characterizes the town. **(32.4I and 32.4O)**

The gondola is inflexible. Once built, if it doesn't perform as expected, e.g., ridership is low, it can't be changed without very substantial costs-it is fixed in location and function. **(32.2.6.5A and 32.2.4A)** The gondola provides no benefit until completion; there is no phase in. It can't run in a partial mode, there is no ability to try it for a period then change it. **(32.29R)**

The gondola discharges all passengers at two confined and fixed points: the "Snowbird and Alta terminals. This concentrates the impact at those places; there is no mechanism for dispersment. **(32.2.6.5G)**

From a public policy perspective, the gondola represents a taxpayer funded subsidy to two privately owned businesses, Snowbird and Alta Ski Lifts. (See <https://www.sltrib.com/opinion/commentary/2021/07/29/david-p-carter-udots/>) Moreover, the median household income in Utah is about \$70K whereas that of alpine skiers is more than \$100K. The former are the taxpayers who will pay for this installation; the latter are the users-this is Robin Hood in reverse, take from the poor and give to the rich. This cannot be justified with any sense of equity. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

The bus alternative is also flawed but less so than the gondola. **(32.2.9C)** It too requires major infrastructure in the way of snowsheds up and down canyon. It is less destructive to the LCC environment than the gondola, but nevertheless very damaging. **(32.4I)**

While only one concept is offered in the EIS, it is obvious that other alternatives are possible. **(32.2.2PP)** For instance, the valley pickup points are not irrevocably limited to the lots named; they can be expanded or changed to other sites in the valley **(32.2.2I)**. We know that mid-canyon recreation is becoming more popular. Busses can service those trailheads even though that is not part of the baseline plan. **(32.1.2C and 32.2.6.3C)** Further, if initial operation reveals different rider preferences than those expected, the bus option, unlike the gondola, can be modified accordingly.

Newer technologies can be introduced as it becomes available, for example electric busses. The country is moving in that direction and there is no reason that bus transportation won't also. In fact omitting that likelihood is apparently a means of handicapping the bus option to the benefit of the gondola, and indication of bias in this process. **(32.2.6.3F and 32.2.6M)**

Also, unlike the gondola, the bus discharge points in Alta are flexible, at least two base areas can be used, as can intermediate points, as they are now.

The visual impact of the bus option is far more benign than the gondola that erects huge towers all the way up the canyon. **(32.17A)** The snow sheds are visually impactful but apparently they are included in both options, so there is no difference **(32.17C)**.

Most notably, the stated purpose and need for the endeavor is flawed. It is not necessary, nor is it desirable, to get all who want to come to the top of LCC in minimum time. **(32.1.2B)** In fact it is not clear that progress along the road is the limiting factor, nor should it be. There is only so much room for cars at both Snowbird and Alta. The goal should be to reduce cars, particularly idling cars, not increase flow. **(32.1.2B, 32.1.2D, and 32.2.4A)**

Steps that can be taken toward that end are at least these:

- Traction requirements/vehicle certification **(32.2.2M)**
- Occupancy based tolling **(32.2.4A)**
- Limited entry by license number, e.g., even numbers on even days, odd on odd. **(32.2.2K)**
- Metering traffic at the Alta and Snowbird exits during the afternoon. **(32.2.2XX)**

But, before any steps are taken, a comprehensive, thorough, independent and professional capacity study needs to be undertaken. **(32.20B)**

Let's strive to make LCC more like a national park and less like an amusement park.

1 September 2021

Roger Bourke
Alta, UT

COMMENT #: 11394
DATE: 9/3/21 3:47 PM
SOURCE: Email
NAME: Rozalyn 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.

FINALLY, as a skier who visits little cottonwood canyon 10+ days a year, I would not use the gondola and would prefer to take the buses if they ran at more regular intervals, did not have such a long wait time, we're more likely to have open seats, and the parking lots near the start of the road were larger." **(32.2.9E, 32.2.9A, 32.2.6.3N, and 32.2.6.2.1C)**

Sincerely,
Rozalyn Johnson
Huntington Beach, CA

COMMENT #: 11395
DATE: 9/3/21 3:57 PM
SOURCE: Email
NAME: Travis Jeffs

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 Jeffs
Ogden, UT

COMMENT #: 11396
DATE: 9/3/21 3:58 PM
SOURCE: Email
NAME: Amy Wolfe

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Amy Wolfe
Slc, UT

COMMENT #: 11397
DATE: 9/3/21 3:59 PM
SOURCE: Email
NAME: Tyson 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:

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- 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,
Tyson Anderson
Salt Lake City, UT

COMMENT #: 11398
DATE: 9/3/21 4:06 PM
SOURCE: Email
NAME: Gary McGee

COMMENT:

To Whom It May Concern,

This is Gary & Jill McGee, our address is [REDACTED]

We are not in favor of either Proposal that has been presented. Both of the proposals are way too expensive as a viable solution to get people up and down the canyon. **(32.2.9C and 32.2.9E)**

Who do these proposals benefit most of all? Privately owned Alta & Snowbird Ski Resorts.

Who will pay the cost of either expensive proposal? The Taxpayer **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

How many days a year on average is the canyon closed due to snow issues? **(32.1.2B, 32.1.4D, and 32.7A)**

How many times a year is the canyon closed for avalanche control/safety issues? **(32.7A)**

How many times a year is the canyon closed during the spring, summer and fall seasons when snow is not an issue. Probably Never or very rarely.

If the Gondola is the "Chosen Option" how many days a year will it be closed due to High Winds in the canyon? Will it be closed for other Major Snow issues? **(32.2.6.5H and 32.2.6.5K)**

How many days year round will it be used? **(32.2.6.5F)**

Will the gondola operate if only a handful of people show up to ride it, or will it have to wait for a full Tram car of people? **(32.2.6.5F)**

How awkward, cumbersome and frustrating will it be for families with kids and ski gear to transfer to other tram cars to complete the journey?

What Security Measures will be in place to protect the public in the event of....? **(32.2.6F and 32.2.6.5W)**

Instead of starting with High Priced Gondola Dreams and/or Expensive Road Widening, that will Impact the Canyon with Noise, Construction and Environmental Damage, destroying the experience for others for years to come.. **(32.11A, 32.11D, and 32.4I).**

Maybe these Other Options should be considered FIRST.

No Road Widening of Wasatch Blvd. or SR-210 up Little Cottonwood Canyon **(32.2.9L and 32.2.9C)**

Add more Buses Now, this Season **(32.2.9R and 32.2.7C)**

Buses get Priority up the Canyon on Major Snow Days and/or Every Day **(32.2.2B)**

Close the canyon to all cars on Major Snow Days **(32.2.2B)**

Charge a Toll for all cars on Major Snow Days **(32.2.4A)**

Charge a Toll for all Cars everyday to travel up the canyon **(32.2.4A)**

If Avid skiers want "First Tracks" - Ride the Bus!

If LCC is closed because of Snow Issues, skiers have the option of going to a different resort.

Please consider these Options before Expensive Mistakes are made in the Canyon!

Little Cottonwood Canyon is Not just for Skiers, it is a Local Treasure for our community and those that enjoy Hiking, Biking, Climbing year round and Nature Lovers of all sorts that love and enjoy the Little Cottonwood Canyon just as it is.

Thank you, Gary & Jill McGee

COMMENT #: 11399
DATE: 9/3/21 4:13 PM
SOURCE: Email
NAME: Maddie Vandel

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

COMMENT #: 11400
DATE: 9/3/21 4:17 PM
SOURCE: Email
NAME: Maxwell Stocking

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,
Maxwell Stocking
Salt Lake City, UT

COMMENT #: 11401
DATE: 9/3/21 4:17 PM
SOURCE: Email
NAME: Chad Horne

COMMENT:

I own a home on South [REDACTED] just above the Snowbird Heliport in the Town of Alta.

That UDOT has created a binary choice between two options that I and my neighbors and I feel are excessive in scope, both visually, practically, and economically is frustrating. **(32.2.9C and 32.2.9E)** The many options including traction laws (with enforcement) full time from November 1 to April 30, tolling (especially on snow days), creating of additional “loading” lanes in critical points and third lanes in roadway sections in which they can (somewhat) easily be constructed along with snow-sheds and enhanced plowing just seems like UDOT did not want to look at a minimalist or scalable approach to solving the current (and future) problems. **(32.2.2M, 32.2.9K, 32.2.2P, and 32.2.2D)** Further, an additional source of the current challenges seemed to occur after the most recent re-paving of the roadway with small aggregate asphalt that creates a roadway so slick that even UTA busses, which we had rarely seen slide before, now slide with some regularity on snow days.

The “gondola” option is a visual intrusion into one of the iconic mountain views of the United States. If visual impacts are really a consideration, the Draft Report certainly seeks to minimize the likely impacts. One has to search hard to find the tower heights, and even harder to find the anti-collision red lights that would be required. It is almost as though the draft was edited to intentionally minimize those tower heights, construction methods, and night-time lighting in order to minimize potential opposition to a construction project, and UDOT decision, that would forever scar the canyon. **(32.17A)** The privately funded video simulations, while not a part of the draft, specifically ignore the views from the ground up of the “gondola” cars. Frankly, the word “gondola” in the ski world would generally be thought to be a gondola similar to what one might see at Snowbasin or at Deer Valley. The proposal is no “gondola.” This is an “Aerial Tramway” and should have been described as such in the interest of full disclosure by UDOT. While I originally supported a “gondola” that would run just at tree-top level, what has been designed is impossible to support. **(32.2.6.5K)**

The “Enhanced Bus Service” and it’s requirements to 4-lane virtually all of “the canyon, while less visually intrusive, also seems like an over-reach in scope to solve a problem that could likely be solved within the existing roadway framework. **(32.17B)** A less expensive solution might be better busses (with wifi, restrooms on board, and interior ski storage) that skiers and Summer guests would actually ride for the 30 minute trip up, and on snow days the hour trip down the hill. **(32.2.9A and 32.2.6.3E)** No one wants to ride the existing UTA busses, even when free or included with an annual pass/ employee pass. Loading lanes on Wasatch Blvd. could mitigate the interruptions to residents of the Wasatch Blvd. neighborhoods and snow-sheds built over the slide paths would resolve concerns over a catastrophic avalanche event. **(32.2.9K and 32.2.20O)**

Many questions are unanswered in the proposals that are critical to Alta residents, property owners and the skiing public. The costs of the infrastructure of both presented options is staggering. The lack of any outline of funding methods, operating entities (UTA, other?) and management plans, operational hours, and costs to the public users of the options is unusual in a proposal that is so heavy on detail. **(32.2.7A, 32.2.6.3N, 32.2.6.5F, 32.2.4A, and 32.2.6I)** Conflicts of interest among property owners near the Gondola (Aerial Tram) and funding mechanisms may be a future legal/ political hazard for UDOT’s decision that should also be considered. Somewhere along the way, residents and property owners will be asked to help fund something most of us that live here don’t want, don’t think materially helps with the issues at hand, and adversely impacts our enjoyment of the canyon and that we, nor our guests will use. Lastly, should the Army actually limit the future use of the howitzers after 2026, we will have no

choice but to build snow-sheds under both options as the Gondola (Aerial Tram) is not a practical option for deliveries, residents, and many employees, emergency vehicles, etc., so the snow sheds should be a fixed cost under either option. **(32.2.6.5Z)**

If my choice has to be binary, my vote would be for the Enhanced Bus Option, but with the addition of the items noted herein above. Lastly, Please don't make decisions until the canyon capacity study has been completed. **(32.2.9A and 32.20B)**

Respectfully Submitted,
Chad Horne
Alta, UT

COMMENT #: 11402
DATE: 9/3/21 4:25 PM
SOURCE: Email
NAME: Kade Elison

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,
Kade Elison
South Jordan, UT

COMMENT #: 11403
DATE: 9/3/21 4:30 PM
SOURCE: Email
NAME: Henry Benshoff

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

Gondola will ruin the beauty and sanctity of our nature. **(32.2.9E and 32.4I)** We don't need more people in the canyons keeps it how it is, if you get up early you avoid traffic. No gondola!!!

Sincerely,
Henry Benshoff
Cottonwood Heights, UT

COMMENT #: 11404
DATE: 9/3/21 4:37 PM
SOURCE: Email
NAME: Nancy Hardy

COMMENT:

Dear UDOT,

Thank you for all your hard work in looking at solutions, along with residents, to conquer the traffic congestion on those fabulous powder days!

I am not in favor of either UDOS LCC EIS proposals. **(32.2.9C and 3.2.9E)** UDOT/local residents should go back to the drawing board and work on a low impact solution to mitigate traffic along Wasatch Blvd and SR210. **(32.2.2PP)** Both proposals will increase the number of cars along Wasatch (wider roads = more cars) and the base of LCC (cars navigating in&around gondola station). **(32.2.6.2.2A and 32.2.6.5E)** Try a common-sense solution before over-widening roads and building towers up Little Cottonwood Canyon. **(32.2.9L)**

-Make ski/snowboard transportation convenient, easy and fun! ~ easy to park, easy to pay, easy to ride, easy to get to the top! Busses/shuttles nonstop direct to/from the resorts ~ Alta, Snowbird, Brighton, and Solitude. **(32.2.6.3N, 32.2.6.2.1C, and 32.1.1A)**

-Increase the number of busses/shuttles, make them ski/snowboard friendly, frequent pic-ups in the mornings going 'to' and in the afternoons going 'from' resorts, adjust based on powder days, holidays, weekends, weekdays, no-snow days, as well as summer weekends, Oktoberfest, special events. **(32.2.6.3N and 32.1.2C)**

-Implement a 'reversible lane' on Wasatch for busses - one way up in the morning, one way down in the afternoon. **(32.2.2D)**

-Add a safe needed bike lane on each side, and a walking path. Everyone will love it, year-round! **(32.2.6.2.2A, 32.9A, and 32.9B)**

In addition:

-Look at various places to park-n-ride (gravel pit, Sandy, Sugarhouse, downtown, etc.). **(32.2.2I)**

-Look at a toll booth to drive up LCC (as Millcreek). **(32.2.4A)**

-Look at pay parking schemes (as Solitude has implemented). **(32.2.2K)**

-Look at including busses at low peak times to stop at other popular destinations (back country ski areas, hiking areas, Silver Fork, etc.) **(32.2.6.3C)**

Integrate the designs with the natural structure of the mountains!

Thank you,

Nancy Hardy

COMMENT #: 11405
DATE: 9/3/21 4:37 PM
SOURCE: Email
NAME: Stephanie Ruesch

COMMENT:

Dear Utah Department of Transportation (UDOT),

As a resident of Cottonwood Heights, a rock climber, and a long time employee at Porcupine Pub & Grille I am impacted in multiple ways by the traffic each ski season that the big and little cottonwood canyons generate. My comment is mostly a perspective as a climber, a lover of the outdoors and advocator of preservation a.k.a the less people, the better for the earth. As a lover of nature any solution with the aim to increase traffic to the canyon is a failed one to the outdoors we have the privilege to access from the city quickly. **(32.1.2B, 32.1.2D, and 32.2.4A)** It has become increasingly constructed due to the resorts, this is the root of the problem with traffic. **(32.1.2B)** It is my agenda to save the beauty of the canyon and protect what is still left as wild. My solution is one that would put a huge impact on aimless joyrides up and down the canyon, deter vandals who graffiti rocks, educate unaware tourists, and also put money back into the canyon for improvements to the ever rotting outhouses that STILL lack sanitizer. I digress.

My solution: Add a toll to the base of the canyon. I will be more than happy, as a recreate-er, to pay a toll each time I use the canyon so long as it preserves the wilderness of that canyon. It's a small hit on the user for a mega-award, being: a way to escape the ever-expanding city. **(32.2.4A)**

A toll house would be a great mandatory stop for the winter traffic for traction inspection, reducing 2wd on snowfall days, and bald tire related accidents, etc. **(32.2.2M)**

Knowing my friends and I, it would encourage carpooling. This would also help with parking at resorts and trailheads. American Fork is a great example of an encouragement of carpooling due to the toll. Genius! **(32.2.4A and 32.2.2Y)**

Rates for the toll could fluctuate due to the season. Putting that money back into the canyon for preservation and necessary improvements. **(32.2.4A and 32.1.2C)**

A mandatory stop such as a toll would provide more opportunities for education to motorists and those who recreate. A posted sign or a brochure/map could cut down on search/rescue efforts, trail maintenance, moose danger awareness, avalanche dangers, fire dangers, watershed postings, etc. **(32.2.4A)**

Thank you for considering my comment. The options that are currently up for debate are not easy solutions to the actual problem. Continuing on perpetuating the problem by grooming the traffic to increase it more will be too expensive for the tax payer, too much ongoing maintenance equaling more money out, and will exacerbate the precious resources the canyon has to offer. Tourists are bustling in and out and have an unawareness of the dangers the canyons can bring, educating them at a mandatory stop will help with tedious patrol calls. A toll is an easy and cheaper solution that has more benefits than drawbacks and is worth a shot. **(32.2.2Y)**

Sincerely,
Stephanie Ruesch
COTTONWOOD HEIGHTS, UT

COMMENT #: 11406
DATE: 9/3/21 4:42 PM
SOURCE: Email
NAME: Gail Cotter

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Gail Cotter
Salt Lake, UT

COMMENT #: 11407
DATE: 9/3/21 4:56 PM
SOURCE: Email
NAME: Kent Johnson

COMMENT:

Dear Utah Department of Transportation,

I would like to register my complete opposition to the “gondola” proposal for Little Cottonwood Canyon. **(32.2.9E)** This gondola is more like a tram in size and visual impact. It will deface the landscape and natural beauty for 365 days/ year while having utility only at certain times on certain days during a 3 month time frame **(32.17A and 32.2.6.5F)**. I go to Snowbird at least several times per week, year round and I very rarely encounter traffic or parking problems because I simply avoid the “rush hour” times. **(32.1.2B and 32.1.4D)** Going up on the gondola would take almost an hour, on top of time spent getting to the base, waiting to get on a cabin, etc. How many people are going to want to do that except when it is the only option? **(32.2.4A and 32.1.2D)**

A half billion dollars in taxpayer dollars is just a public giveaway to the ski resort owners. They seem to care nothing about the environment or even the quality of skiing anymore. They only want more people and more dollars. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The canyon is already overcrowded. The root problem is too many people in recent years. The canyon is overcrowded, the skiing is overcrowded, the environment and the skiing are overcrowded. **(32.20A, 32.20B, and 32.20C)**

I have visited and loved LCC since I was a child in the 1960s. I have skied LCC every year since 1969, often more than 100 days per year. Obviously I love to ski, but I care about the quality of the skiing experience, which has declined steadily over recent years. And most of all I care about the natural environment, the scenery, the diminishing opportunities for solitude, and our watershed which will take on increasing importance as the west becomes warmer and drier. **(32.4I, 32.12A, and 32.12B)**

As for the expansion of the road up LCC, I consider that another bad approach. **(32.2.9C)** Important climbing areas, historical features and other valuable roadside values will be lost. **(32.4A)** Again, all to dump even larger numbers of people at the resorts. **(32.1.2B and 32.20C)** Thank you for this opportunity to express my views.

Sincerely, Kent D Johnson

Sincerely,
Kent Johnson
Salt Lake City, UT

COMMENT #: 11408
DATE: 9/3/21 5:09 PM
SOURCE: Email
NAME: Matthew Conn

COMMENT:

Dear Utah Department of Transportation,

No Gondola!

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,
Matthew Conn
Salt Lake City, UT

COMMENT #: 11409
DATE: 9/3/21 5:13 PM
SOURCE: Email
NAME: Evan Jahn

COMMENT:

Dear Utah Department of Transportation (UDOT),

I love this canyon, and a big part of that is the local feel to it. The problem is not the transportation, but rather the overcrowding. **(32.1.2B)** The gondola will only exacerbate this issue **(32.20A and 32.20C)**. People will flock from all over to only add to the daily thousands who struggle to enjoy the limited space. In short, the gondola would spell the end of local vibes and the start of a commercialization of the snow we so enjoy. I instead propose a daily fee to enter the canyon, which - while certainly not ideal - would lessen the number of people in the canyon AND traffic on the road. **(32.2.2Y and 32.2.2K)**

Sincerely,
Evan Jahn
Salt Lake City, UT

COMMENT #: 11410
DATE: 9/3/21 5:13 PM
SOURCE: Email
NAME: Summer Tanner

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

COMMENT #: 11411
DATE: 9/3/21 5:23 PM
SOURCE: Email
NAME: Tess Holbrook

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Tess Holbrook
Park City, UT

COMMENT #: 11412
DATE: 9/3/21 5:27 PM
SOURCE: Email
NAME: Haley Falvo

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

COMMENT #: 11413
DATE: 9/3/21 5:29 PM
SOURCE: Email
NAME: Anthony Spehar

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Start with the lower cost, low-impact solutions of an integrated public bus system that penetrates into the Salt Lake valley; utilize tolls; enforce traction requirements; limit or exclude single occupancy vehicles during peak hours; and, serve multiple recreation points with public transit throughout the canyon. **(32.2.2I, 32.2.4A, 32.2.2M, and 32.2.6.3C)**
- 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,
Anthony Spehar
Bountiful, UT

COMMENT #: 11414
DATE: 9/3/21 5:30 PM
SOURCE: Email
NAME: Gambrelli Layco

COMMENT:

Dear Utah Department of Transportation,

Recently, my county eliminated the only bus line to our neighborhood and, even though I am a public transport supporter, I applaud the change. The bus could not access our steep, narrow roads, leaving patrons to walk the last mile home, and essentially, rendering the service useless. In place of the bus, the county has contracted with a private company to provide an on-demand car service, which can just about provide door-to-door transport (including bikes!) within a service area. This greatly improves convenience, widens the potential pool of passengers, and can be implemented now.

I share this story because I think the same approach can and should be taken to solve the transportation issues in LCC. First, we ensure public transport is the cornerstone of the solution. Then we optimize: What can we do to improve the convenience of public transport? What can we do to widen the pool of public transport users? What can be implemented now?

The solutions could include:

- Expanded bus service and/or van service to improve convenience **(32.2.2I, 32.2.2KKK, and 32.2.2LLL)**
- Express bus routes from various locations along the Wasatch Front to reduce transport time and reduce congestion at the mouth. **(32.2.2I)**
- Routes that provide transport at key locations all along the canyon and operate in all seasons so that it is available to all recreationists **(32.1.2C and 32.2.6.3C)**
- Reduced price or free busses on long weekends and holidays **(32.2.4A)**
- An app that allows users to track busses/vans along the route.

Just as my county found ways to provide a valuable service to my community without impacting the very characteristics that make our neighborhood so cherished, I think we can provide access to LCC without forever changing what we all love about it. For these reasons, I oppose the expansion of the ski resorts, I oppose the expansion of parking areas in the canyon, and I oppose the gondola proposal. Please consider the public transport options instead. **(32.2.9E, 32.20C and 32.2.2WW)**.

Sincerely,
Gambrelli Layco
Park City, UT

COMMENT #: 11415
DATE: 9/3/21 5:40 PM
SOURCE: Email
NAME: Nic Van Dyken

COMMENT:

Dear Utah Department of Transportation,

I am strongly opposed to a gondola in Little Cottonwood Canyon. **(32.2.9E)** First, the gondola will not solve the problem of overcrowding and instead will only exasperate the problem by putting more people in the canyon and on the mountain. **(32.1.2B, 32.7B, 32.7C, 32.20A, and 32.20B)** Second, it uses tax payer dollars (in the billions) to benefit private corporations. **(32.1.2B, 32.1.2C, 32.2.7A, 32.7B, and 32.7C)** Third, the negative visual and environmental impact it will have on one of our states greatest assets and resources will be irreversible. **(32.17A and 32.4I)**

Sincerely,

Nic

Sincerely,
Nic Van Dyken
Sandy, UT

COMMENT #: 11416
DATE: 9/3/21 5:41 PM
SOURCE: Email
NAME: Gary Fudyma

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Gary Fudyma
Salt Lake City, UT

COMMENT #: 11417
DATE: 9/3/21 5:41 PM
SOURCE: Email
NAME: Henry Whiteside

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Henry Whiteside
Salt Lake City, UT

COMMENT #: 11418
DATE: 9/3/21 5:51 PM
SOURCE: Email
NAME: Kyle Kerns

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 Kerns
Fort Collins, CO

COMMENT #: 11419
DATE: 9/3/21 6:17 PM
SOURCE: Email
NAME: Robert Chacon

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Robert Chacon
Chicago, IL [REDACTED]

COMMENT #: 11420
DATE: 9/3/21 6:18 PM
SOURCE: Email
NAME: Robert Chacon

COMMENT:

Dear Utah Department of Transportation (UDOT),

First I would like to thank udot for all of the time and effort that has gone into this project however I do not support either of the proposed alternatives for LCC. **(32.2.9C and 32.2.9E)** Myself and so many other moved to slc to access the climbing and boulders in LCC that these proposals threaten to destroy. **(32.4A and 32.4B)** In addition to the boulders being destroyed, both alternatives would dramatically alter the aesthetic of the canyon. LCC is an incredibly special place and it is not worth permanently scarring it to get more people to resorts 20 days a year. **(32.17A and 32.17B)** I would like to see less expensive and less destructive options (like tolling and increased bus service) implemented before permanent damage is done to the canyon. **(32.2.9A, 32.2.4A, and 32.2.9R)** It is still unclear how a gondola or an additional lane would meaningfully reduce traffic in the canyon during peak times. **(32.1.2D, 32.2.4A, 32.7B, and 32.7C)** I think it is irresponsible to spend half a billion dollars on an experimental solution before trying less expensive and less invasive options.

-it doesn't solve the traffic problem **(32.7B and 32.7B)**

-it destroys boulders **(32.4A and 32.4B)**

-not the tax payers responsibility to pay for people to get to Alta and snowbird **(32.2.7A)**

-gondola and bus won't run in the summer **(32.1.2C, 32.2.6.3C, and 32.2.6.5F)**

-the traffic problem exists 12 weeks a year. 550 million for 24 days....We have kids in schools who don't get enough to eat and teachers who don't get paid enough but we're going to spend half a billion plus to get rich people to ski resorts? **(32.1.4D)**

COMMENT #: 11421
DATE: 9/3/21 6:21 PM
SOURCE: Email
NAME: Jack Keller

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,
Jack Keller
Salt Lake City, UT

COMMENT #: 11422
DATE: 9/3/21 6:43 PM
SOURCE: Email
NAME: Deanna 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)**
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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,
Deanna Smith
Midvale, UT

COMMENT #: 11423
DATE: 9/3/21 6:44 PM
SOURCE: Email
NAME: Patrick Phillips

COMMENT:

I'm not sure if the submission I sent through worked so I'm submitting it through emails as well

As an avid recreationalist In Little Cottonwood, I appreciate the opportunity for this input. I have often been on the wrong side of traffic jams and inefficient traffic flow (of which I'm just as guilty for causing). I think the effort to determine the most optimal solution is one that should have an iterative approach. By that, I mean we have potential solutions at our disposal that we can quickly deploy while looking for a long-term sustainable resolution. **(32.2.9R)** We have an obligation to our community and our environment before looking at financially excessive options such as gondola. **(32.2.9E)** I believe excessive is a valid term to describe this option as dollar for dollar it's the most expensive possibility as well as the least impactful for those who reside locally along the Wasatch Front.

I've had the opportunity of developing a Ride Share application for the four Cottonwood resorts two years ago prior to Covid. Starting with Snowbird and growing to Brighton and Solitude before Covid I personally was able to witness the power that crowd sharing and technology could bring to the canyon in terms of a quick resolution to our canyon crowding. We have not explored solutions that can be developed and scaled with relative ease over the high-cost large-scale efforts such as a gondola or lane expansions. **(32.2.2PP and 32.2.9A)** I believe a technological solution paired with more mass transit throughput would easily give us a "day 1" solution. **(32.2.9R, 32.2.2K, and 32.2.7C)** Not in five years with the sore and inconvenience of construction but this year and every year thereafter as we explore additional options to keep our canyons beautiful. I would love the opportunity to share with you what we had created in terms of Ride Sharing and how we could use this solution in partnership with other mass transit options to quickly resolve our canyon problems. Personally, my passion is finding a solution irrespective of my involvement in the canyons I call home.

COMMENT #: 11424
DATE: 9/3/21 7:01 PM
SOURCE: Email
NAME: Steve Gibson

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Steve Gibson
Park City, UT

COMMENT #: 11425
DATE: 9/3/21 7:05 PM
SOURCE: Email
NAME: Robin Steinman

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 using this form because it is also what I truly believe. A more immediate concern for this valley is the inversions. **(32.1.0A)** Having everyone drive to the base of the canyon or close to is not an answer for that. If you truly care about the tourist you should know that they can and have many times come and stay in the valley and never even see it through the inversion. If you care anything about the people who live in this valley know that putting a gondola in would forever deprive us as seniors and my grandchildren and there's of this beautiful place we call home. **(32.2.9E and 32.1.7A)** It seriously brings me to tears to sit in on some of your zoom meetings and hear things like "It will be a great tourist attraction! Tourist won't mind spending \$35 for a ride in a gondola." My husband and I will be retirement age very soon and we do not want to enjoy the beauty of the canyons maybe only for special occasions \$ 70 and losing our viewshed would be devastating. **(32.2.4A)** Please please try the buses and tolls. The giant gondola would be so permanent.

Sincerely,
Robin Steinman
Sandy, UT

COMMENT #: 11426
DATE: 9/3/21 7:08 PM
SOURCE: Email
NAME: Chris Steinman

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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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,
Chris Steinman
Sandy, UT

COMMENT #: 11427
DATE: 9/3/21 7:10 PM
SOURCE: Email
NAME: Mark Nuetzel

COMMENT:

Dear Utah Department of Transportation (UDOT),

To whom it may concern,

Please don't destroy our amazing and unique canyon with a gondola that only serves two ski resorts. **(32.17A, 32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Please enhance the bus service and have it include the major trailheads in the National forest. **(32.2.9A and 32.2.6.3C)** It will be too expensive for locals who can barely afford to ski in little cottonwood as it is. The gondola will quickly become a tourist attraction that will serve primarily only out of town guests. The bus service will be an effective, flexible option. **(32.2.6.3D)**

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Mark Nuetzel
Cottonwood Heights, UT

COMMENT #: 11428
DATE: 9/3/21 7:10 PM
SOURCE: Email
NAME: Brooke 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? **(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,
Brooke Young
Park City, UT

COMMENT #: 11429
DATE: 9/3/21 7:14 PM
SOURCE: Email
NAME: Piper Nuetzel

COMMENT:

Dear Utah Department of Transportation (UDOT),

To whom it may concern,

Please do not put a gondola up Little Cottonwood Canyon. I have been skiing at Alta and Snowbird for over 40 years. It is the best canyon in the world. My 3 kids are the 4th generation in my family to grow up loving LCC. **(32.2.9E)**

The solution to the traffic problem is to increase the number of busses up the canyon **(32.2.9A)**. I would love a bus available every 15 minutes throughout the skiing hours. This will encourage local and visiting skiers to utilize public transportation. This will protect our beautiful landscape as well as enable more people access to amazing skiing. **(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)**
- 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,
Piper Nuetzel
Salt Lake City, UT

COMMENT #: 11430
DATE: 9/3/21 7:15 PM
SOURCE: Email
NAME: Peter Wallace

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)**
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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,
Peter Wallace
Salt Lake City, UT

COMMENT #: 11431
DATE: 9/3/21 7:27 PM
SOURCE: Email
NAME: Carol Hoban

COMMENT:

Little Cottonwood Project

To Whom this all concerns:

I live on [REDACTED] in a house I purchased in 1999. I have dealt with powder day traffic backups on my street for years, many times affecting my ability to get home in the morning after completing a 12hr ICU shift. Little to nothing has ever been done regarding this mess. Anyone along the road going up to LCC can't leave their house to go shopping, or anything else, in the morning as getting home is an issue due to the traffic jam created by skiers awaiting the road opening. **(32.7B)**

I am a skier. I have used the bus since moving into my home as the pick-up is literally across the street. Widening Little Cottonwood Canyon would be an environmental disaster. permanently defacing the beautiful canyon. **(32.17B and 32.4I)** An extra bus lane will not stop drivers from going up the canyon or passing buses or other vehicles. **(32.2.4A and 32.7C)** Reducing bus stops along the existing routes wouldn't work either. I will not drive the opposite direction to catch a bus only to get stuck attempting to drive back home if the buses are full. **(32.2.6.5N and 32.2.6.3Q)** Once upon a time, the bus drivers knew how to drive the ski buses and how to deal with the snow. Since many of them have retired, the new drivers don't know the area or the canyon, how to drive in snow or sometimes even speak English. It's simply not very safe. Hiring more inexperienced UTA drivers will only make it worse.

Who is paying for the Gondola or enhanced bus system? The taxpayers? Who benefits? Snowbird, maybe Alta, and the tax revenue tourist industry thus the State. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Locals are not in favor, only those standing to make a profit in land leasing or construction. I participated in the virtual meeting and heard the comments.

I have a LCC sticker on my vehicle. I've had it since the program started. Unfortunately, it's not enforced. **(32.2.2M)** I've watched for years, both driving and working at The Bird, seeing car rentals without the proper tires along with the locals who also can't seem to learn to purchase proper snow tires or use chains, Installing a Gondola with a hour trip time is not going to go over well with the vast majority who don't follow the driving rules and regulations as it currently stands. Neither system will be running during avalanches and subsequent Interlodge or straightline. **(32.7A and 32.2.6.5H)** Which means night-shift employees still won't be able to get home or day shift get up the mountain. I'm not sure how it would be utilized for food transport during multi-day interlodge since that would also require humans to be outside.

For years this canyon has become more and more congested related to the EPIC and Ikon pass holders. More skiers equals more people in a closed canyon. Snowbird will never limit skier/boarders on the mountain, which is a shame as the number of skiers is ruining the whole purpose of going skiing for those that live here. The ski industry is a business and must make a profit to remain sustainable. I get that. But is all the expansion always necessary?

The root cause of the problem has not been considered, which is too many people in the canyon. Obviously root cause analysis is not being considered as the solutions proposed are to bring MORE people into the canyon, not less and I don't see it as being efficient. **(32.1.2B, 32.20A, 32.20B, and 32.20C)**

Until a gondola system or bus/tram system up the canyon is the ONLY transport allowed, all the money wasted and defacement of the canyon will be for naught. **(32.2.2B)** Instead, a three story parking structure in my neighborhood may be erected, Wasatch Blvd will be turned into more of a freeway than it already is (which makes cycling quite dangerous), and the Canyon walls will be ruined forever by whichever of these two inappropriate “solutions” are chosen by those who will be the profiteers. It's literally residents vs stakeholders. **(32.4M, 32.4I, and 32.2.6.2.2A)**

I don't expect anyone that actually lives here will have their opinions considered. **(32.2.9N)** I've attended too many Sandy City meetings only to have homes torn down, trees ripped out, property taken and housing development started without receiving final notice of said meetings decisions.

Sincerely,

Carol Hoban
Sandy UT

COMMENT #: 11432
DATE: 9/3/21 7:29 PM
SOURCE: Email
NAME: Alex Brunhoeber

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)**
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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,
Alex Brunhoeber
Salt Lake City, UT

COMMENT #: 11433
DATE: 9/3/21 7:30 PM
SOURCE: Email
NAME: Marjorie McCloy

COMMENT:

Dear Utah Department of Transportation (UDOT),

I am an active user of the Wasatch Mountains. I have a season pass to Alta, and in summer I hike several days a week. I don't like sitting in traffic, nor all the cars in the canyon. Nevertheless, I can't support either of the preferred alternatives unless a conscientious effort to find less invasive solutions does not yield sufficient results **(32.2.9C, 32.2.9E, and 32.2.2PP)**. Less invasive solutions include tolls in canyons, carpool incentives, parking fees, and, most important, significantly increased bus service to and from a central terminal, built in the gravel pit, that could serve LCC and BCC as well as Park City resorts. **(32.2.4A, 32.2.2K, 32.1.1A, and 32.2.9A)** The money that would be spent degrading the nature of LCC could be used for expanding the bus lines, perhaps even transitioning to an electric fleet. **(32.2.9A and 32.2.6.3F)** In addition, I am against the snow sheds. Skiers have been dealing with road closures for decades, and we can continue to put up with it the very few times it happens; serious avalanche incidences may even decrease due to climate change. How silly will those snow fences look when there's no more snow? **(32.2.9J, 32.7A, and 32.2.2E)**

Building a gondola or a dedicated bus lane, both of which will irreparably impact the canyon, without first trying non-invasive methods is equivalent to building the Lake Powell Pipeline to supply St George before applying water conservation methods. **(32.29R)**

Sincerely,
Marjorie McCloy
Salt Lake City, UT

COMMENT #: 11434
DATE: 9/3/21 7:31 PM
SOURCE: Email
NAME: Abby Laskey

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

COMMENT #: 11435
DATE: 9/3/21 7:32 PM
SOURCE: Email
NAME: Joshua Gruener

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,
Joshua Gruener
South Salt Lake, UT

COMMENT #: 11436
DATE: 9/3/21 8:14 PM
SOURCE: Email
NAME: Zach Baughman

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Zach Baughman
Salt Lake City, UT

COMMENT #: 11437
DATE: 9/3/21 8:17 PM
SOURCE: Email
NAME: Cole Bisson

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Cole Bisson
Salt Lake City, UT

COMMENT #: 11438
DATE: 9/3/21 8:18 PM
SOURCE: Email
NAME: Emery Bahna

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Emery Bahna
Salt Lake City, UT

COMMENT #: 11439
DATE: 9/3/21 8:26 PM
SOURCE: Email
NAME: Erica Farr

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,
Erica Farr
Salt Lake City, UT

COMMENT #: 11440
DATE: 9/3/21 8:38 PM
SOURCE: Email
NAME: Caroline McQuiggan

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

COMMENT #: 11441
DATE: 9/3/21 8:43 PM
SOURCE: Email
NAME: Erin Schiano

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,
Erin Schiano
Stanley, ID

COMMENT #: 11442
DATE: 9/3/21 8:52 PM
SOURCE: Email
NAME: Barry Makarewicz

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Barry Makarewicz
SLC, UT

COMMENT #: 11443
DATE: 9/3/21 8:59 PM
SOURCE: Email
NAME: Becky Fuys

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,
Becky Fuys
Lake City, UT

COMMENT #: 11444
DATE: 9/3/21 9:01 PM
SOURCE: Email
NAME: Brett Huras

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,
Brett Huras
Salt Lake City, UT

COMMENT #: 11445
DATE: 9/3/21 9:08 PM
SOURCE: Email
NAME: Myles Barrett

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,
Myles Barrett
Bethel, ME

COMMENT #: 11446
DATE: 9/3/21 9:09 PM
SOURCE: Email
NAME: Matthew Lisko

COMMENT:

Dear Utah Department of Transportation,

I would strongly discourage the notion of a gondola being used to solve the ever-growing congestion in the canyon. **(32.2.9E)** Many of the comments indicate that no genuine attempt has been made to bolster the existing bus system servicing the canyon area. **(32.2.9A)** While I think a gondola is a novel idea, it is not a realistic means of transportation for outdoor enthusiasts into and out of the canyon. How can spending 500 million dollars only to double the time it takes to make it to your destination be economical. **(32.1.2B)** It would end up most likely being an hour and a half with transferring busses before most likely waiting in a line to board that 55 minute ride up in a gondola car. **(32.2.6.5C)** Or build a rail way **(32.2.9F)**

A typical lift in a season has its issues due to mechanical problems caused by ice, snow, wind, and everyday use. Not to mention how would an evacuation, if ever need be, take place. **(32.2.6.5K)** In addition to being an eyesore, it will only serve two resorts and not the vast recreational opportunities that await. **(32.17A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** First, as discussed many times already improved bus service to the area and strictly enforcing that vehicles have four or all-wheel drive, the correct tire and tread is the most economical option. **(32.2.9A and 32.2.2M)** Multiple bus stop locations around the area would better suit the needs and allow for more nonstop rides to the final place of interest. **(32.2.6.3C)** I would continue to try and find a way to mitigate traffic and balance busses and cars at peak times. **(32.2.4A)** Or build a railway **(32.2.9F)**

I would invest in a monorail network that would grow to one day include a loop of both canyons. **(32.2.2I and 32.1.1A)** Design a rail system bypassing current avalanche locations while also still serving the most popular areas. **(32.2.2CCC)** Also, this network could be used to one day link the canyons into a loop. **(32.1.5B and 32.2.2I)** Yeah, I said that crazy idea. Although this sounds insane, this could be the best long-term option to satisfy the needs of the public and private sectors. Why? Stops would include all current attractions while planning for the future by incorporating stops that will expand resort lift-serviced terrain. As the network grows, you could offer lodging and nightlife in the greater salt lake area while advertising an option to quickly and efficiently travel the numerous opportunities the canyon has to offer.

It sounds insane but utilizing the existing community will help revitalize the business and real estate of the city while better suiting the needs of locals and vacationers alike. Those rare times when you can't go outside due to avalanche danger could now be enjoying the city and numerous options that exist. It would be a significant investment, but in the long run, it could unite all ski areas within the entire region while curbing emissions from cars and busses. Making new lift areas accessible only via the rail network would eliminate parking issues and additional roadway congestion. I'd say improve the bus system and find a way to create this idea. While it could also be considered an eyesore, it could be kept much lower to the ground, bypass avalanche zones and continue to operate year-round while serving all seasons and activities. **(32.1.1C)**

Sincerely,
Matthew Lisko
Guilderland, NY

COMMENT #: 11447
DATE: 9/3/21 9:20 PM
SOURCE: Email
NAME: Roger Wilcox

COMMENT:

Dear Utah Department of Transportation,

I'd like to see a hyper loop but that's unrealistic so how about just expand the road and add a lot of parking and a massive \$100 toll for drivers that's hood for say 5 days so it doesn't cover two weekends (put toll up canyon before resorts so people sledding or snowshoeing or whatever that isn't crowding a mass of people into a tiny area aren't effected **(32.2.2C, 32.2.2K, 32.2.4A, and 32.2.2Y)**- I know this sucks for back country skiing in Alta but something's gotta suck and they are going to need that space for the resort anyway if we put 1000s more people up the canyon anyway.

Sincerely,
Roger Wilcox
Sandy, UT

COMMENT #: 11448
DATE: 9/3/21 9:21 PM
SOURCE: Email
NAME: Caroline Cooper

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

COMMENT #: 11449
DATE: 9/3/21 9:22 PM
SOURCE: Email
NAME: Sean Flynn

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

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Sincerely,
Sean Flynn
Salt Lake City, UT

COMMENT #: 11450
DATE: 9/3/21 9:39 PM
SOURCE: Email
NAME: Heidi MacNaughton

COMMENT:

Dear Utah Department of Transportation,

Hi,

I wish I had the time and energy to craft my own message, but please read this and know I couldn't agree more with the form below. We are loving our canyons to death. While I'm not a Utah native, I moved here in 2009 for my love of these mountains. It is my therapy and my joy. As a working class citizen, I can't even enjoy them anymore on the weekends when I have free time. There is so much that can be improved with canyon tolling of private vehicles, resorts & Ikon helping financially, increased busing, improved parking and stops for the busses, improved trailheads for non resort users etc. before spending millions on a gondola that only serves the resorts, not the other canyon users. **(32.2.4A, 32.2.2K, 32.2.9A, and 32.2.6.3C)** Also, busses specific to Alta, Snowbird, or non resort trailheads **(32.2.6.3N)**.

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,
Heidi MacNaughton
Salt Lake City, UT

COMMENT #: 11451
DATE: 9/3/21 9:46 PM
SOURCE: Email
NAME: Collin Friedman

COMMENT:

Dear Utah Department of Transportation,

Hi there-

I have spent my life living near and enjoying these canyons. What is mentioned below should be absolutely considered. 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 and 32.2.9E)** 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,
Collin Friedman
Salt Lake City, UT

COMMENT #: 11452
DATE: 9/3/21 9:52 PM
SOURCE: Email
NAME: Tyler Dexter

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

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

COMMENT #: 11453
DATE: 9/3/21 9:53 PM
SOURCE: Email
NAME: Marsha Wilson

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Marsha Wilson
Holladay, UT

COMMENT #: 11454
DATE: 9/3/21 9:53 PM
SOURCE: Email
NAME: Uni Curtis

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)**
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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,
Uni Curtis
South Jordan, UT

COMMENT #: 11455
DATE: 9/3/21 9:55 PM
SOURCE: Email
NAME: Brie Poirier

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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- 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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Protect LCC and the pristine backcountry!

Sincerely,
Brie Poirier
Heber City, UT

COMMENT #: 11456
DATE: 9/3/21 9:59 PM
SOURCE: Email
NAME: Linda Oswald

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Linda Oswald
Salt Lake City, UT

COMMENT #: 11457
DATE: 9/3/21 10:01 PM
SOURCE: Email
NAME: Parker Chapple

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,
Parker Chapple
Salt Lake City, UT

COMMENT #: 11458
DATE: 9/3/21 10:19 PM
SOURCE: Email
NAME: Molly Kinney

COMMENT:

Dear Utah Department of Transportation,

I'm a Local employee and resident extremely opposed to the gondola for several reasons:

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 **(32.2.9R)**
- 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,
Molly Kinney
Alta, UT

COMMENT #: 11459
DATE: 9/3/21 10:19 PM
SOURCE: Email
NAME: Lindsay Hunt

COMMENT:

Dear Utah Department of Transportation,

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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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,
Lindsay Hunt
Sandy, UT

COMMENT #: 11460
DATE: 9/3/21 10:23 PM
SOURCE: Email
NAME: Sam Poole

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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- 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.

Little Cottonwood Canyon is the reason I am the outdoor enthusiast I am today. Since a teen I have been recreating in the canyon, exploring many different trails that are already established, in addition to snowbird and Alta ski resorts and I am a snowboarder. There are many, many, areas of the canyon that are untouched and undeveloped "that make LCC the haven that it is to many outdoor enthusiasts, as well as rare untouched and protected land that is hard to find in this age of development. Constructing the gondola towers in such a path as they are designed, would destroy many sections of the north facing side of the canyon, destroy the beauty of what the glacier before us has left for us to view, and could potentially dump environmental toxins related to the gondola into our precious watershed for the entire valley. The watershed after all, is, our only water supply. **(32.2.9E, 32.17A, and 32.12A)**

I have been a student of environmental studies at Westminster college, there where I learned the impacts of developing construction near watersheds and precious water ways. Not only will it possibly

impact the quality of the watershed, but also impact the precious biodiversity that is within the LCC ecosystem. Animal habitat would be destroyed during construction and never made the same again. **(32.13A)**

As an employee of Snowbird in the winter seasons, I have seen first hand what the traffic congestion is like in LCC. It may take up to 2-3 hours to get to work in the morning. I believe enhanced bus routes are a way to curb this traffic problem. **(32.2.9A)** Bus passes should be made more accessible to the public, tolling should be put into place in the canyon to alleviate congestion, and Snowbird and Alta should assess their paid parking and enhanced bus route options before a project that will only benefit the resorts and not the greater good of the canyon or the people gets put into place. **(32.2.4A, 32.2.2K, 32.2.9A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** In addition, routes that are not Wasatch BLVD should be assessed for busses commuting. **(32.2.2I)**

Also, as a lift operator, and after seeing the tram at Snowbird itself go on wind hold many times a season, it is not proven that the gondola may be out of service due to wind hold, lightening and thunder hold, or avalanche danger. All of which are very real and very common possibilities to slow the efficiency of the gondola to operate. **(32.2.6.5K)**

Sincerely,
Sam POOLE
Sandy, UT

COMMENT #: 11461
DATE: 9/3/21 10:24 PM
SOURCE: Email
NAME: Mike Schmidt

COMMENT:

Dear Utah Department of Transportation,

I'll start by saying that I really hope that those who read this will really read this and count it as part of the public voice that will make or break decisions going forward. **(32.2.9N)** 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)**
- 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,
Mike Schmidt
Sandy, UT

COMMENT #: 11462
DATE: 9/3/21 10:44 PM
SOURCE: Email
NAME: Brian Hutchinson

COMMENT:

Dear Utah Department of Transportation,

The Forest Service and the Utah Department of Transportation have not shown that they fully recognize and accept the gravity of decisions that impact the future of the Wasatch Canyons. Development of a cost-effective, safe, efficient, equitable and environmentally sound transportation system for Little Cottonwood Canyon, the rest of the Wasatch and the Salt Lake valley is a task that exceeds the qualifications and capacities of these two departments. **(32.1.1C)** Should these two agencies come to accept that responsibility they will soon realize the need to create a new project timeline that allows for a through capacity study and collaboration with a group of experts in a wide range of fields. **(32.20B)**

A system that only offers service to the two ski resorts falls well short of the needs of the general public. To design a \$billion transportation system that denies service to the 95% of valley residents who may prefer to visit non-resort canyon locations is highly controversial and calls into question the management priorities of these governmental agencies. (NOTE: Rather than include non-resort stops in the transportation system the Forest Service has said that they would require non-resort canyon users to petition for a special use permit for separate, private shuttle services.) **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

The Forest Service is currently pushing for roadway expansion in MCC, BCC and LCC to accommodate higher volumes of private automobile traffic at higher speed limits, which would further degrade the canyon experience as it increases the likelihood of collisions between cars and wildlife as well as humans. **(32.1.2D, 32.2.4A, and 32.13B)** It will also increase the likelihood of roadside fires and wildfires. In light of all 18 national forests in California being closed due to wildfire, the Uinta-Wasatch-Cache National Forest Ranger may want to reconsider any plan that increases visitation to the already crowded Wasatch Canyons.

Sincerely,
Brian Hutchinson
Salt Lake City, UT

COMMENT #: 11463
DATE: 9/3/21 11:03 PM
SOURCE: Email
NAME: Gustav Grenmyr

COMMENT:

Hi,

I tried to use your comment form but I'm not sure if it worked. Anyhow, please see my comments below.

Thank you for your work. Below are a few items that might contribute to reaching the purpose and needs.

1. When needed (peak demand etc.), mandate people (that are able to) to use public/mass transportation to areas in the canyon served by public transportation. **(32.2.2B)**
2. "3 peak snowflake tires" or similar for all vehicles when applicable (the current traction law could be strengthened) to possibly reduce slide-offs etc. **(32.2.2M)**
3. When needed (peak demand etc.), for parking areas in the canyon served by public transportation only allowing High-Occupancy Vehicle (HOV) parking (for people that are able to) **(32.2.2K and 32.2.4A)**
4. Off-ramps/Overpasses or similar in applicable intersections; e.g. for travelers driving down the canyon on S.R 210 (from the ski-resorts or elsewhere) when turning onto S.R 209 **(32.2.2NNN)**
5. New or improved on-ramps in applicable intersections (e.g. when going up the canyon on SR. 209 and entering S.R. 210) **(32.2.2NNN)**

Thanks,

Gustav Grenmyr

Hi, I did not manage to include a proposal (below) that also might contribute to reaching the purpose and needs.

6. When needed (peak demand etc.), for parking at popular areas (e.g. at ski resorts) to implement booked parking. This could limit the vehicles in the canyon (fewer vehicles that get turned around due to no parking) and spread out (in time) when the vehicles that drive up the canyon for parking since it would be possible to drive up later after the worst rush if preferred and still get parking (since booked). The booked parking may possibly be combined with a booked time slot to drive up the canyon. Think when boarding an airplane (of course not perfect but better than chaos), everybody has a booked seat (compare booked parking) and is boarded in zones (compare booking a time slot for when driving up the canyon). As it is now on a busy morning in the canyon, many vehicles are trying to get up early at a similar time (long lines) in hope for a parking spot and possibly waiting for quite a time before lifts start, which just make the total time (from door to lift) longer than a more planned system. **(32.2.2K)**

COMMENT #: 11464
DATE: 9/3/21 11:06 PM
SOURCE: Email
NAME: Travis 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)**
- 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 and I wholeheartedly disapprove of any transportation solution that includes any new construction in Little Cottonwood Canyon. **(32.2.9G)**

Sincerely,
Travis Allen
Salt Lake City, UT

COMMENT #: 11465
DATE: 9/3/21 11:06 PM
SOURCE: Email
NAME: Marissa Pappas

COMMENT:

What hubris are we made of to think building a gondola will improve upon the Creator's majestic perfection that is Little Cottonwood Canyon. **(32.2.9E)** The pre-existing road could be considered a necessary evil, yet it allows access to this pristine and divine wilderness. What a tragedy the addition of an unsightly gondola would be. **(32.17A)** What a disgrace it would be to future generations yet unborn. By working with the private sector to further develop parking structures at the bases of the canyons, and through the continuing innovation of electric vehicles, harnessing solar energy, we can expand our bus system and preserve the beauty that is this natural wonderland. **(32.2.9A and 32.2.6.2.1C)**

Albeit a gondola would provide visual access to those physically unable to access the trails by foot, that same beauty will forever be tarnished to the sight of any skier, any hiker, any visitor the moment they look across the canyon marred by wires and poles. We owe it to ourselves, to our Creator regardless of belief system, to preserve this perfection, as is... **(32.17A and 32.29G)** We can be better stewards of our lands by making the current roads work, implementing and incentivizing more carpooling, and promoting the bus system. **(32.2.4A and 32.2.9A)** As a sixth-generation Utah pioneer, I do not want my local tax dollars going towards a ghastly contraption that lends itself to the feeling of a theme park instead of preserving the natural wilderness we are so blessed to be the temporal caretakers thereof. **(32.2.7A)**

COMMENT #: 11466
DATE: 9/3/21 11:20 PM
SOURCE: Email
NAME: Joshua Strong

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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 believe this is the right solution to the problem. I do not want to see the mountains I grew up adoring become destroyed. **(32.4I)** Please work to find a better solution than this **(32.2.2PP)**. We can and WILL do better if we all work together. Thank you.

Sincerely,
Joshua Strong
Salt Lake City, UT

COMMENT #: 11467
DATE: 9/3/21 11:36 PM
SOURCE: Email
NAME: Megan Budge

COMMENT:

Dear Utah Department of Transportation (UDOT),

To whom it may concern:

The Wasatch is my home. It is where I grew up and where I connect with my favorite people. It is truly the best part of the Salt Lake area, but the proposed plans do not protect these amazing mountains for future generations. **(32.2.9C and 32.2.9E)** The gondola serves a tiny sliver of the population; it caters to affluent users and would generate profit for a few wealthy individuals while doing nothing to address the problems noted below that are in the interest of the entire Salt Lake community. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Additionally, widening roads will destroy many of the natural spaces that make the Wasatch so special **(32.4I)**. Enhanced bus services as proposed by Save Our Canyons would serve all of our community, including populations that have historically been excluded from the mountains due to socioeconomic inequity. **(32.2.2I and 32.5A)** The gondola and widened roads as currently proposed are antithetical to the interests of the Salt Lake community and what the Wasatch truly is: public land.

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

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

I urge you to protect our home and preserve our access to it by rejecting the proposed gondola and implementing enhanced bus services in Little Cottonwood Canyon. **(32.2.9E, 32.4I, and 32.2.9A)**

Thank you,
Megan Budge

Sincerely,
Megan Budge
SALT LAKE CITY, UT

COMMENT #: 11468
DATE: 9/3/21 11:37 PM
SOURCE: Email
NAME: Claire Esplin

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(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,
Claire Esplin
Cottonwood Heights, UT

COMMENT #: 11469
DATE: 9/3/21 11:50 PM
SOURCE: Email
NAME: Lia Westermann

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,
Lia Westermann
Salt Lake City, UT

COMMENT #: 11470
DATE: 8/20/21 8:00 AM
SOURCE: Mailed
NAME: Anne Zeigler

COMMENT:

Little Cottonwood Canyon EIS c/o HDR
2825 E. Cottonwood Parkway Suite 200
Cottonwood Heights, UT 84121

August 20, 2021

As a 62 year resident of Utah, meeting my husband on the single chair lift line at Alta, a former ski instructor at Snowbird and an Alta skier for the last 4 years, I have strong feelings about what the plans are forming for the future of Little Cottonwood Canyon. My reasons for not wanting the Gondola are as follows:

- The Gondola towers are ugly and will destroy the natural beauty of this beautiful canyon.
- Cars will still drive the road because by the time they find a place to park, walk to Gondola and wait in line, it is faster and easier to take their car. It will also add to the traffic problem on the road to LaCaille. .
- This only solves a traffic problem for 10-15 days a year and this is a 4-season problem. PLUS a gondola will not solve the problems we now have.
- Will not serve summer hikers/backcountry skiers in White Pine/Red Pine, Albion Basin, Grizzly Gulch, etc.
- To spend money on a gondola to only serve Snowbird and Alta Collins skiers is not an economical or practical solution to weekend/weekday "powder days" traffic. Without a year round use, a gondola is a total waste of taxpayers money.

IMPROVE CANYON ROAD FOR BUS SERVICE

- You need parking lots from the whole valley, using 5-15 min. intervals for winter bus departure to specific area (back country, Alta, Snowbird)
- To help eliminate cars, charge a fee – Use a tolling system. \$50/vehicle/1 person. or season pass - \$5,000. \$40/vehicle/2 person or \$4000/season, etc. Special fee for residents, service, etc.
- Provide snow sheds for avalanche protection
- Widen the road where possible and let electric buses have priority. If our National Parks and other ski areas use them, so can we.
- Our AIR QUALITY should be a major component in making this difficult decision as well as water quality, and wildlife impacts.



Anne Zeigler, Cottonwood Heights

32.2.9E

32.17A

32.2.4A
32.1.4D,
32.1.2C, 32.7B
32.7C
32.1.2C and
32.2.6.5G
32.1.2C and
32.2.6.5G

32.2.2I

32.2.4A

32.2.9K

32.2.9B and
32.2.6.3F
32.2.9G

COMMENT #: 11471
DATE: 8/24/21 8:00 AM
SOURCE: Mailed
NAME: Sarah Schlaefke

COMMENT:

Sarah Schlaefke

August 24, 2021

Dear Little Cottonwood Canyon EIS/UDOT:

My name is Sarah Schlaefke and I am a constituent and a voter living in Salt Lake City. I work in Wellness at the University of Utah Health, and I consider myself an avid outdoorswoman.

I am reaching out to state how important it is that we take care of our wildlife first, especially in the case of the Little Cottonwood Canyon transportation plan options. To my understanding, the gondola option is the most aggressive of the options still being considered. And I say aggressive because it is aggressive. Building massive skyscraper-esque towers to hold cables, plus the land that these structures will take up, all to not really alleviate the problem our Canyon is facing? This sounds like the lobbying of ski corporations behind the scenes.

Zion National Park had this exact issue years ago where overcrowding and too many cars stressed out visitors, rangers, the land, and wildlife. Solution? Buses only. Another option would be to have a hefty gate charge to even get your vehicle up the canyon, therefore incentivizing bussing. Neither of these options needs to destroy as much wild land or disrupt watersheds or ecosystems.

Please consider a less invasive solution. Please do not permanently destroy such a beautiful, valuable resource like that canyon and watershed in order for ski resorts to make the news and get more money. Mother Nature, the land, that canyon, and the wildlife were all here first. For us to destroy it would be a serious shame.

There is no money on a dead planet.

Sincerely,
Your constituent and an enthusiastic voter,

Sarah Schlaefke



This letter is printed on repurposed materials. Please recycle responsibly.

32.2.9E,
32.17A,
32.1.2B, 32.7B,
32.7C, and
32.2.7A

32.2.2B and
32.2.4A

32.17A, 32.13A,
and 32.12A

COMMENT #: 11472
DATE: 9/2/21 2:19 PM
SOURCE: Mailed
NAME: Randy Eves

COMMENT:

**Little Cottonwood Canyon Transportation Alternatives
Draft EIS Public Comment**

Being a native of Utah and Salt Lake County, a skier, and a resident of Sandy since 1975, I have always had an interest in the Wasatch Mountains. Skiing, climbing, hiking, camping, biking, or going to the mountains to chill or have a picnic...all of these activities right in our backyard. The nearby mountains and canyons are phenomenal. They are readily accessible to those of us that live here. More and more people move here from out of state as they discover the vast beauty and lifestyle of Utah.

Those who do not live here are guests, visitors, and tourists which need to be treated with respect. But for those of us who do live here, we need to take care of our state by being excellent stewards. We don't want to be left cleaning up the mess after the guests, visitors, tourists (party revelers) have had their fun and gone home. The state we live in year-around needs to be sensitive to these folks, and accommodate them within reason, but they should not dictate, mandate, or require change that adversely changes our way of life or the culture. When that happens, we will no longer have the very attributes, charm, or character that brought them here in the first place. We need to manage the state to meet our needs, who we are, and what we want to be. We aren't Europe, we aren't Scandinavia, we aren't South America, we aren't New Zealand or Colorado...WE ARE UTAH and we happen to have THE GREATEST SNOW ON EARTH as well as THE BIG FIVE National Parks. We need to continue to create our own identity and protect the entire state, including the Wasatch mountains and canyons, for our children's and grandchildren's future enjoyment. We need to manage our state to meet our needs and wants rather than become an oversized version of Jackson Hole, WY or Ketchum, ID where the uber rich come to recreate and then leave. Today, only the rich can afford to live in those communities, but those who serve them, the locals, cannot. Park City, Alta and Snowbird have already achieved this status. Do we wish this upon the state in general? I hope not.

With the increased attention both Little Cottonwood Canyon (LCC) and Big Cottonwood Canyon (BCC) have recently received due to growing use and traffic issues, it is time for me to speak out. We are on the verge of altering the character and beauty of one of our greatest resources, LCC---we need to tread lightly. Are the two proposed LCC transportation alternatives the best direction for the community...all for 30 days of LCC "rush hour"?

32.1.4D

For many months there has been considerable discussion and debate about proposed changes to transportation in LCC. UDOT has spent who knows how much time and money researching this problem. The Central Wasatch Commission (CWC) has held numerous meetings on the topic. And, I would think the Wasatch Front Regional Council (WFRC) is in the loop too. Locals and visitors have their opinions and have debated what the best or the right solution is ad nauseum. Newspaper columnists have become "experts" and aired their thoughts. And the governor and Salt Lake County mayor have chimed in with their opinions. It's a hot topic!

Transportation in LCC and the use of LCC is a huge dilemma and there is not a simple clear-cut answer. Difficult choices, all with consequences. UDOT, by assignment, and after years of study, has arrived at their two preferred alternatives and revealed them to the public. 1) Enhanced Bus with Roadway Widening for Peak-Period (Shoulder Lane) in LCC, and 2) Gondola B (From La Caille) with Bus From Mobility Hubs, No Additional Roadway Capacity in LCC. UDOT is one step away from moving on to the next phase. Yet, both of these alternatives do not address larger big picture concerns such as what is the human capacity of LCC or how do LCC recreators and businesses fit into the larger Wasatch Front puzzle? LCC is one small piece in a big complex Wasatch Front puzzle. What is the master plan for the Wasatch Front? Then, how does LCC and the traffic dilemma fit and relate to that overall plan?

32.1.1C and
32.20B

How many people can LCC handle? What is its human capacity? Whether it be resort skiers, backcountry skiers, or summer's campers, hikers and recreators, what are the canyon's limits? Over time, are we, the residents and stewards of this natural resource, willing to subject LCC to **unlimited** use

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**Little Cottonwood Canyon Transportation Alternatives
Draft EIS Public Comment**

by locals and visitors, and the resulting degradation of both the environment and the experience which is the very reason we go there in the first place? I don't hear any discussion of the "The Human Capacity" of the canyon? Or, who is responsible for defining it, or determining what that capacity is, or enforcing it.

32.20A, 32.20B,
and 32.20C

Who decides when there are no more up canyon vehicles or when the proposed gondola should quit loading and sending additional passengers? When is the canyon "sold out"? Since they are the immediate monetary benefactors of canyon traffic, what do Alta and Snowbird "think" the "human capacity" of the canyon is? Is it limited only by how many ski passes they can sell, how many hotel rooms they can fill, or meals their restaurants can serve? Is "human capacity" having a solid 30-60 minute lift line of skiers at every lift, every day of the week, 95% sell through of hotel rooms, and every dining table filled--you get the picture. Something tells me their definition of "human capacity" is different than yours, mine, or environmentalists. Is the fox managing the chicken coop? I would expect there is no "more" that is enough for the resorts. They have to be excited about gaining approval for either of the LCC transportation alternatives, particularly if it is paid for by the public, or, even if it is subsidized by us--- more on this later. The prevailing attitude seems to be that there is no such thing as "human capacity" and more like, how many people can cars, buses, gondolas, trains etc. stuff up the canyon without any consideration for the canyon or the outdoor experience.

32.20B

For skiers/snowboarders, what is an acceptable lift line length? No line, 5 minutes, 15 minutes, 30 minutes, one or two hours? Does this apply for powder days, weekdays and/or weekends? While more is better for the resort owners, more skiers/snowboarders result in a poorer quality experience for the participants. There's a delicate balance between maximum use and abuse. What is the tipping point? Who monitors that tipping point?

32.20C

Similarly, in the summer, what about day visitors and campers that can't find a picnic table or camp site? What about a traffic jam of hikers going to and from Red Pine Lake or making their way to Catherine's Pass? I question whether acting on either transportation alternative #1 or #2 is appropriate before LCC's "human capacity" limits are determined. UDOT has the capacity to build anything, but do the communities and their leaders really know what they want them to build? I suspect the cart is before the horse here. Reference the Central Wasatch Commission's (CWC) statement, [Pillars for Transportation Solutions in the Central Wasatch Mountains](#), dated June 7, 2021, which includes comments from Wasatch Front and Back community leaders who feel they have a stake in what happens. A copy attached at the back of these comments. UDOT's solution to the LCC traffic situation feels a bit too much like, "fire, aim, ready."

32.20B

Reportedly, there are about 30 days per season that constitute "Peak-Ski-Days" in LCC. Dare I call this "rush hour", something everyone, even non-skiers/snowboarders understand. These days are typically Fridays, Saturdays, Sundays, and/or holidays. In terms of canyon traffic patterns all of these days should be pretty predictable. Sunny days are a bonus and will increase traffic. The real unpredictable game changer are days where there is a significant amount of freshly fallen snow. POWDER! Any day with powder will see a surge in LCC traffic. The bigger the storm, the more traffic there will be as skiers and snowboarders alike race up the canyon in search of a patch of untracked powder. Put a POWDER day on top of a "Peak-Ski-Day" and it is a recipe for chaos in the canyon.

32.1.4D

LCC is blessed and cursed with steep avalanche prone terrain. Expert skiers love the challenge of the steep and deep while avalanches jeopardize their and everyone's safety. On snow days, the first and foremost important responsibility is to clear SR 210 and mitigate potential avalanches in LCC and throughout the resorts. UDOT's advance preparation and ability to mitigate or clear avalanches in the canyon once they have occurred is to be commended. This skill has been acquired over years and years of experience. The same can be said for Alta and Snowbird's ski patrols. Safety first. Oft times this

**Little Cottonwood Canyon Transportation Alternatives
Draft EIS Public Comment**

safety first policy delays vehicles from venturing up the canyon until the danger has been removed. This can create long lines of vehicles from the mouth of LCC out into the valley. It is unavoidable and the proposed Gondola B alternative is not going to solve this problem because the gondola is not going to run when there's avalanche control work going on.

32.7A, 32.7B,
32.2.6.5Z, and
32.2.6.5K

The topography of LCC is natural. Snow is natural. Avalanches are natural. And oddly, "rush hour" is natural all around the world. Albeit a manmade phenomenon. In LCC there are only about 30 days in the winter when travel is particularly onerous. What is not natural is the expectation that if we throw enough money and engineering at this particular problem, we can make it go away. Vehicles will still travel up and down the canyon for a variety of reasons once the road is cleared. Snow will continue to fall in LCC and due to the steep canyon walls avalanches will continue to swoosh down the mountainside. The Gondola B alternative is an expensive Band-Aid while the proposed Enhanced Bus and Roadway Widening seems extreme considering how few, if any, other solutions have ever been tried to solve the problem. We are only talking about 30 days a year of LCC "rush hour"---and if climate change continues in the direction it has been going as of late, it could be less than that in the future.

32.1.4D

32.2.9E,
32.2.9C,
32.2.2PP,
32.1.4D, and
32.2.2E

"Rush hour" occurs daily along freeways and arterial roads of the Wasatch Front, and pretty much anywhere else around the world where there are concentrations of people traveling to some destination. Pick any large city---or how about the summer crowds in Yellowstone, Zion, or Arches National Parks to name a few.

There are many more pressing traffic problems that impact 1,000s of lives along the Wasatch Front, every day, than the few people impacted during those 30 winter Peak-Ski-Days in LCC. One such problem that has existed for decades is the lack of expeditious east/west travel across the Salt Lake Valley. Except for I-80 and S.R. 201 there are not any stop-light-free roads, or highways, to transport 1,000s of daily east/west commuters across the valley. The accumulative total time lost by LCC skiers/boarders stuck in their version of "rush hour" is a fly speck when compared to the time lost on a daily basis by commuters across and around the Wasatch Front. There are many more pressing traffic problems which have a daily impact on a far greater number of lives than the LCC problem. I find it difficult to rationalize the expense of \$500 to \$600 million, plus the annual maintenance expense, to address a seasonal 30-day problem in LCC. The expense and benefit are is disproportionate to the problem in the greater scheme of things. There is obviously a problem, but the expenditure is out of line.

32.1.2B

Heaven forbid that a few recreators should wait an extra 30 minutes to travel up canyon while there are 1,000's traveling on clogged freeways and highways elsewhere. Perhaps that extra 30 minutes of anticipation by skiers/snowboarders actually makes those first tracks on the slopes even sweeter.

I ski 50-60 times a year and lay down in excess of 1,000,000 vertical feet. I typically arrive at Snowbird or Alta between 10:00 a.m. and 11:00 a.m. Intentionally I avoid weekends and holidays. I can only recall being caught in one traffic jam a couple of years ago, and that was attributed to the canyon being closed earlier in the morning for avalanche work. I hear comments all the time from other skiers with similar travel schedules that have also never encountered the nasty traffic jams that get talked about. Last year (2020-2021) there were a couple of days when the whole canyon was shut down for the entire day due to too much snow and severe avalanche danger. Nobody goes up canyon those days and that's fine, it is too dangerous.

Is the squeaky wheel getting the \$500-\$600 million grease? Please spend the tax payer's dollars where it will do the most good for the greater population.

32.1.2B

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With that said I would like to address UDOT's two preferred transportation alternatives for LCC. If something must be built, frankly, I'm not a fan of the Gondola B alternative for a litany of reasons. As I analyzed the data in UDOT's documents about the Gondola B (from La Caille) with Bus from Mobility Hubs, No Additional Roadway Capacity I was not overwhelmed with the proposal at a cost of \$592 million. I suppose I'm more of an enhanced bus service proponent, and even then, have concerns about The proposed solution and why other measures haven't been implemented previously. I feel there are a variety of other steps that could be taken to make traveling up the canyon in winter more effective and expeditious and be less impactful or invasive to the canyon than a four lane highway. Yet, none of those steps, to my knowledge, have ever been used. Below are my thoughts.

32.2.9E,
32.2.9C, and
32.2.6.3B

Gondola B (From La Caille) with Bus from Mobility Hubs, No Additional Roadway Capacity in LCC
\$592 Million

First, and foremost, I do not think a gondola should run the length of LCC and out into Salt Lake Valley due to the esthetics of it. The 21 towers ranging from 131 feet to 262 feet in height with gondola cars dangling from cables would be a scar in this pristine alpine setting. It is not sexy, cool or charming as proponents would like us to believe. The use of slick videos, artificial four-color photos, and carefully worded statements by "respected" individuals, along with other forms of hype are merely *marketing*. There's a lot of money at stake here which has a tendency to bring out the worst in people. And the Gondola B alternative has truck loads of money from a variety of sources driving it.

32.17A and
32.2.6E

On a crisp winter day as I stand on top of the Regulator Johnson ski run at Snowbird and look west over the resort and down into the Salt Lake valley there is a natural beauty to the steep rugged granite walls trimmed by pine trees and aspens that have been dusted, or buried, with snow. It's a most rare, precious, and spectacular sight. Similar things could be said about views from Alta looking across the valley to Mount Superior. The canyon should not be goobered up with a gondola. A gondola would be a distraction of epic proportion to this postcard picture perfect natural wonder. The towers and gondolas are visually obtrusive and would be an eyesore that never goes away. An out of business gondola in the Moab area is evidence of that. I don't have a problem with gondolas being used within a ski resort as a transportation vehicle like the Aerial Tram at Snowbird. It is somewhat expected. But imprinting man's mechanical engineering prowess over 10 miles of this revered mountain landscape with Erector® set like metal towers and a plethora of gondola cabins would be catastrophic. The loading/unloading terminals at Snowbird and Alta aggravate the eye sore. My kids and grandkids deserve to see a preserved and natural LCC with a minimum of man's footprint on it.

32.4I and
32.17A

The extension of the proposed gondola out of LCC into CW Management's LaCaille Center—Villages would be an additional eyesore as it travels over the foothills and S.R. 210. It would also be a potential distraction for drivers as they gaze up at the gondolas passing overhead to see who is sitting inside.

32.4E and
32.4M

All the current hubbub about existing traffic congestion at the mouth of LCC on prime ski days, which includes fresh powder days, Fridays-Saturdays-Sundays and holidays, will only be acerbated by the introduction of a gondola, a bus mobility hub, and a parking structure. Imagine any one of those "Peak-Ski-Days" where the parking structure is full of cars belonging to, 1) employees of Alta and Snowbird, who oh-by-the-way will not be returning until after their shift is over and they've skied a lap or two, and 2) skier's/snowboarder's vehicles who will not be back for three or four hours, at minimum, while they are transported up and down the canyon and ski for an hour, or two, or three—maybe even all day. Available parking stalls will be limited to how fast parked vehicles leave, or turnover. There is no data provided by UDOT or in CW Management's proposal that indicate the turnover rate.

32.2.6.5E and
32.2.6.5J

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Due to the lack of available parking, there will be a large number of cars aimlessly "wandering" around the parking garage and Little Cottonwood Canyon Road "knowing" that a parking place will free up any minute—but not really. Due to normal vehicular flow up canyon, in addition to the "wanderers", traffic congestion at the mouth of the canyon will be much worse, not better. Add to this, buses which are coming and going all day long and cars dropping off passengers to ride the gondola. The mobility hub, the gondola, and the parking structure individually and collectively will put an enormous strain on the roads and neighborhoods. Perhaps concentrated chaos? I read in a Deseret News article dated July 14th that the parking garage was going to have 1,800 stalls. The additional 300 stalls only compounds the situation.

32.2.6.5E and
32.2.6.5J

The proposed Gondola B alternative is capable of handling 1,050 passengers per hour, max. Gondola cabins cannot be added and the speed cannot be increased. According to a now retired former Snowbird Tram operator I spoke with a couple of years ago, Snowbird found out there was a limit to how fast they could run their Aerial Tram because running at a higher speed increased the need to make repairs and service the equipment. They opted for a slower speed, fewer skiers on top, and fewer repairs. The additional repair and service costs were not worth the minimal increase in the total number of skiers delivered to the top of the mountain during the course of a day when running at full speed. So, if the Gondola B option were selected it can potentially transport 1,050 passengers, and only 1,050 an hour. It's fixed! The questions then become, how many passengers arrive at, or are delivered to, the proposed mobility hub in anticipation of riding the gondola up LCC, and can the gondola handle that load?

32.2.6.5N

A ski bus can handle 41 passengers when "full", or 56 when passengers are "crushed" into a bus. "Crushed" is a UTA passenger measurement term for maximum capacity. Using the lower figure of 41 passengers per bus, and knowing there are only six buses/hour from the Gravel Pit and six/hour from the 9400 South parking lot, as projected in the DEIS, these 12 buses potentially will deliver 492 skiers/snowboarders to the gondola every hour during the "3 Hour-Peak-Capacity" window on "Peak-Ski-Days". In a "crushed" environment, which is likely to happen on "Peak-Ski-Days", that "crushed" capacity number is 672. This is 64% of the hourly capacity of the gondola's 1,050 passengers.

32.2.6.3E

Sometime in the future, as skiers/snowboarders increase at Alta and Snowbird, let us assume one additional bus is added from both parking lots to offer better service. The new "crushed" capacity becomes 784. This is now 75% of the gondola's hourly capacity. Buses can easily be added to offer more frequent deliveries to the proposed gondola, but the gondola's capacity remains constant. It's fixed. The gondola is a Band-Aid®, not a solution to the LCC transportation dilemma and an inherent flaw. The number of passengers it handles cannot be expanded.

Arriving Bus Passengers per hour (6 or 7 buses). "Full" Capacity vs. "Crush" Capacity

Parking lot location	Buses per hour	"Full" capacity Pssngrs/bus	Total "Full" capacity Pssngrs/hour	"Crush" capacity Pssngrs/hour	Total "Crush" capacity Pssngrs/hour
Gravel Pit	6 or 7	41	246 or 294	56	336 or 392
9400 South	6 or 7	41	246 or 294	56	336 or 392
Total	12 or 14	41	492 or 588	56	672 or 784

32.2.6.5GG

In addition to passengers arriving at the mobility hub via bus, there are skiers/snowboarders arriving to park their vehicles in the 1,500 parking stall garage. For this exercise, since no turnover rate for the parking stalls was provided by UDOT, let's assume 500 vehicles, or 1/3 of the parking stalls, are available each hour early in the morning, or free up each hour, that's (500 x 1.9 skiers/car = 950 skiers/hour). These 950 "vehicle" passengers plus the "bus" passengers total 1,442. This is 392 more than the gondola's capacity. What happens to these passengers?

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Per UDOT's DEIS, each gondola can hold 35 passengers. At 35 passengers/gondola this equates to a 22 minute "lift" line after the first hour if no additional passengers show up and the gondolas depart every two minutes, also per the DEIS. Unfortunately, additional gondola riders are arriving at the rate of 24 per minute. If this passenger load continues during the "3 Hour-Peak-Capacity" period there will be an excess of nearly 1,200 disgruntled gondola riders milling around waiting for a ride up the canyon (that's over an hour wait to board the gondola). If the buses are filled to "crush" capacity, the problem will be worse. Much worse! After the first hour there's a 32 minute "lift" line, 64 minutes after the second hour, and 98 minutes after the third. I would think the next time the skier/snowboarder heads up LCC they will bypass the gondola and instead drive up the canyon in their vehicle---it will be faster. At which point the gondola *fails* because even though there may be vehicle congestion in LCC, cars are faster up canyon during "3 Hour Peak Capacity" on "Peak-Ski-Days" than the gondola. And, anxious skier/snowboarders "know" the fresh powder is getting skied out every minute they are waiting in a "lift" line. How soon will there be a cry for a second gondola up LCC because the existing gondola can't handle "rush hour"?

32.2.6.5C and
32.2.6.5GG

Additionally, should bus service from both parking lots ever be expanded to 7 buses per hour, the failure increases by 82 passengers per hour, and 246 over the 3 Hour Peak Capacity time line.

32.2.6.5GG

Arriving passengers during 3 Hour Peak Capacity with "Full" Bus Capacity

3 Hours of Peak Capacity	Pass./vehicle	1/3 of Parking Stalls avail./hour	1/3 of Arriving Parking stall Pass./hour	Arriving Full Bus Pass./hour	Arriving Full bus + Parking stall Pass./hour	Max. Gondola Capacity	Pass. in excess of Gondola capacity
1st hour	1.9	500	950	492	1,442	1,050	392
2nd hour	1.9	500	950	492	1,442	1,050	392
3rd hour	1.9	500	950	492	1,442	1,050	392
							1,176

Arriving passengers during 3 Hour Peak Capacity with "Crush" Bus Capacity

3 hours of Peak Capacity	Pass./vehicle	1/3 of Capacity Parking Stalls avail./hour	1/3 of Capacity Arriving Parking stall Pass./hour	Arriving "Crush" Bus Pass./hour	Arriving "Crush" bus + Parking stall Pass./hour	Max. Gondola Capacity	Pass. in excess of Gondola capacity
1st hour	1.9	500	950	672	1,622	1,050	572
2nd hour	1.9	500	950	672	1,622	1,050	572
3rd hour	1.9	500	950	672	1,622	1,050	572
							1,716

I would add that I don't think once the parking garage is full, the hypothetical turnover of 500 parking stalls in a 1-hour period, or 1/3 of the parking capacity, is achievable any time before noon. A good portion of the spaces will be occupied by Alta and Snowbird employees and the remaining spaces will be filled by skier/snowboarder vehicles whose occupants will ski/snowboard for a couple hours minimum after the 9:30 a.m. resort opening. Add a 27 minute gondola ride down the canyon to the two hours on the mountain and that brings you to noon or later. On "Peak Ski Days" during the "3 Hour Peak Capacity" period, the gondola alternative cannot solve the very problem it was meant to. Because of the proposed gondola's inability to handle the number of people showing up for a ride, it creates another whole set of problems which will simply be resolved by skiers/snowboarders bypassing the nearly \$600 million dollar "solution" on their future trips up LCC. As mentioned earlier, vehicles are lingering in the parking garage and on S.R. 210 while they wait for the parking space, they "know" is going to become available any moment.

32.2.6.5J

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In a second scenario, let's assume buses are coming from both parking lots at 50% of "full" capacity--- unlikely during the 3 Hour-Peak-Capacity period on "Peak-Ski-Days". They will deliver 246 passengers/hour. Let's also assume only 25% of the parking stalls are available, or are turned over, every hour (1,500 x .25 = 375 vehicles x 1.9 passengers/vehicle = 713 passengers). The 246 bus passengers plus the 713 parking stall passengers total 959. This accounts for 92% of the gondola's hourly capacity and assumes there are no drop offs. A slow day, or perhaps more representative of usage on a normal weekday, not a "Peak Ski Day" and the gondolas are nearly full, but the good news is they are handling the load (but with only 3 extra seats per gondola). They would also be capable of handling the load if bus service was expanded to 7 buses per hour from both parking areas (but with only 1 extra seat per gondola).

32.2.6.5GG

Arriving Bus Passengers per hour (6 or 7 Buses) @ 50% Capacity

Parking Lot Location	Buses/hour	50% of "Full" capacity Pass./bus	Total 50% of "Full" capacity Pass. /hour
Gravel Pit	6 or 7	50% x 41=20.5	123 or 143
9400 South	6 or 7	50% x 41=20.5	123 or 143
Total	12 or 14	50% x 41=20.5	246 or 286

Arriving Passengers with 25% of parking stalls available/hour and Buses at 50% of "Full" Capacity

3 Hours of Peak Capacity	Pass./ vehicle	25% of Parking Stalls avail./hour	25% of Arriving Parking stall Pass./hour	Arriving 50% of "Full" Bus Capacity Pass./hour	Arriving 50% of "Full" Bus + Parking stall Pass./hour	Max. Gondola Capacity	Pass. in excess of Gondola capacity
1st hour	1.9	375	713	246	959	1,050	-91
2nd hour	1.9	375	713	246	959	1,050	-91
3rd hour	1.9	375	713	246	959	1,050	-91
							-273

One last scenario to consider. On an hourly basis, when buses are 31% full (153 passengers) and if 31% of the parking stalls are turned over (465 x 1.9 = 884 passengers) there are 1,037 gondola passengers. Add to that, 13 additional skiers/snowboarders dropped off at the mobility hub and the gondola is always at capacity. Anything greater stresses the system. That's a pretty low percentage number to achieve maximum gondola capacity.

32.2.6.5GG

The whole point of the proposed gondola option is to solve the "rush hour" problem of those 30 "Peak Ski Days" a year and reduce the number of cars in LCC. It falls well short of this challenge. During the first "3 Peak-Capacity-Hours" of "Peak-Ski-Days" the gondola will be overrun and add a new dimension to the mayhem at the mouth of LCC---both vehicular and patrons. The parking garage can only hold 1,500 vehicles and each parking space, once filled, will be occupied for hours. The gondola can handle the passenger volume on slow days, but only with a few passengers per gondola to spare. It offers no ability to expand for future growth. More gondola cabins cannot be added and it cannot run at a faster speed without greater wear and tear on the equipment. The proposed Gondola B option looks good on paper and is being heavily hyped by proponents, but it fails on every "Peak-Ski-Day". Skiers/snowboarders will not put up with the 32 to 98 minute "lift" line and the problems associated with the gondola system on "Peak Ski Days". They will be back in their reliable vehicles in no time, and the gondola will become a novelty ride like at a theme park.

32.2.6.5J and
32.2.6.5GG

Scott Anderson, President and CEO of Zion's Bank, in his Salt Lake Tribune article on August 19, 2021, entitled, "LCC Congestion Demands a World Class Solution" totally misses the mark and misleads the

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public when he deviously states, "Building the proposed gondola would remove **up to 1,400 vehicles from the canyon per hour** (emphasis added) on the busiest days..." He's correct, but only for the first hour. Vehicle turnover after that will be negligible.

32.1.2D and
32.2.6.5GG

An important factor in bus transportation relative to skiers/snowboarders is the number of transfers from vehicle to vehicle necessary to arrive at the final destination. Lugging gear from their vehicle, to a bus, and then to a gondola is pushing it, I would think. Every transfer is an additional deterrent, so the more transfers there are between modes of transportation, the more it negatively affects ridership. A fourth transfer would be an absolute deal killer.

32.2.6.5J

The DEIS states that **the gondola will not operate when the canyon is closed for avalanche work**. From the people I've spoken to, there is a misconception that the gondola will run even though there may be avalanche control work in progress. The slick video distributed by Snowbird to its loyal followers helps "sell" this concept when it states, "...the gondola keeps moving...when there's an avalanche." Cleverly implying the gondola is transporting passengers at times when it cannot. A case of false advertising or in the current vernacular "fake news." Shame on Snowbird. The gondola is not the panacea everyone believes it to be. It does not run regardless of weather conditions. And the Gondola B proposal is no better than the Enhanced Bus Option when it comes to moving people up or down LCC when avalanche work is taking place. It does not provide a method of rushing passengers to or from the resorts while vehicles are stopped on S.R. 210 waiting for avalanche control work to finish. According to comments made at the open house the gondola will also not operate for emergencies in these situations. The advantage of the gondola is that it is disassociated from the highway and can still run when there is congestion, slide offs, and accidents on SR 210.

32.2.6.5H and
32.2.6.5K

I have heard some expound about the virtues of the gondola being used as an evacuation device in avalanche situations or a method of transporting those with medical emergencies down canyon during Interlodge. At the bottom of page two of the [Gondola Alternative B \(From LaCaille\)-Other Transportation Performance Considerations](#) it states that the, "System does not operate during avalanche mitigation" and during the open house a comment was made that the gondola would not operate during Interlodge conditions. So, this is not a valid added benefit as proponents would like us to believe.

32.2.6.5H

Some would say, looking at the pristine mountain views of the canyon from inside the gondolas would be spectacular. Undoubtedly true. Conversely, for those that spend hours hiking to the top of the Pfeifferhorn, Dromedary Peak, Mt. Superior or other mountain peaks for an extraordinary view and outdoor experience, they would likely not appreciate looking down to the canyon floor and seeing the gondolas, towers, cables and stations. They are more likely a distraction and unsightly scar that diminishes the reward for their hard work. It's a matter of perspective.

32.17A

Utah is prone to earthquakes. The most recent earthquake that caught everyone's attention, and gave everyone in the Sal Lake valley a literal wakeup call was at 7:09 a.m. on March 18, 2020. The LaCaille area and the mouth of LCC virtually sit on the Wasatch Fault. It would seem logical that if there was a seismic event associated with the Wasatch Fault there would be an impact on some component of the gondola, whether it be the station, parking garage, bull wheel, engines, gondola towers, or the alignment

32.2.6.5K

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of the cables, cars and overall system. Small, medium or large seismic activity could affect the proposed gondola in a variety of ways.

Thankfully, to my knowledge, there hasn't ever been a forest fire in LCC. With the potential introduction of a gondola in LCC there are a series of associated questions regarding this topic. With the recent trend of more forest fires year around across the country and in Utah, what is the risk of fire and the resulting damage to the eco system and a gondola transportation system in the canyon? If a portion of the gondola is damaged, will it effectively close down the system? What is the repair time and availability of repair/replacement parts? Is the gondola, or its riders a potential source of fire ignition in the canyon? Due to the height and location of the towers, does the gondola become an obstacle to fire suppression? Update: Reference the August 14, 2021 Parley's Canyon fire.

32.2.6.5K

The Gondola B alternative is solidly linked to one and only one use, visiting Snowbird or Alta, primarily to ski or snowboard. There are no stops along the way for those that may want to visit the Gate Buttriss, the Great White Icicle, Tanners Flats, White Pine, the Church of Jesus Christ of Latter-Day Saints storage vaults, or any other points of interest. There's only the gondola base with stops at Snowbird and Alta. Hikers, campers, cyclists and others interested in outdoor activities or facilities located in the canyon gain no particular benefit from this massive expenditure and never could. Another instance of the inflexible nature of the Gondola B alternative.

32.1.2B,
32.1.2D,
32.2.7A, 32.7B,
and 32.7C

Since early 2020 the world has experienced the effects and repercussions of the Coronavirus. Alta and Snowbird both closed down operations prematurely that year. During the 2020-2021 season both resorts tweaked lift, restaurant and other resort policies so they could open up. Social distancing and sanitation were key areas of focus. COVID-19 has killed hundreds of thousands of people in the United States alone. School systems have tried to adapt and there is currently a huge debate as to what schools at every level should do for the 2021-2022 school year and into the future. Public transportation services made adjustments to ridership policies with social distancing and sanitization. COVID-19 has negatively affected all aspects of the travel and hospitality industry. The debate rages over vaccination requirements and governments are on the verge of mandating masks once again. How long we will be dealing with COVID-19 and its variants is unknown.

32.2.6C

If the LCC gondola was in place today what social distancing and sanitization policies would there be and how would they affect the viability of the operation? How many fewer passengers per hour could be delivered to Alta and Snowbird? Half of capacity? One third of capacity? What do these capacity adjustments do to the cost of a ticket? And, what are the associated liabilities?

The greatest financial benefactors of either of the proposed transportation alternatives, and the gondola in particular, are the resorts of Alta and Snowbird. As the primary benefactors of the gondola, they should be the primary source, if not the total source for the cost of construction, as well as its ongoing maintenance costs. The Gondola B alternative's sole function is to transport customers to and from Alta and Snowbird with a residual benefit of alleviating traffic congestion on SR 210 on snowy days. As mentioned earlier, there are no intermediate stops along the gondola's route where other recreators could possibly be dropped off. The Gondola B alternative is clearly an Alta and Snowbird transportation device

32.1.2B,
32.1.2D,
32.2.7A, 32.7B,
and 32.7C

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from which they will reap the benefits for decades to come. Let them pay the bill. This is not a burden that should be borne by tax payers.

Should the Enhanced Bus with Roadway Widening option be selected, the highway improvements are more of an upgrade of existing infrastructure and are more likely to have some portion paid by the taxpayer. However, the bulk of the improvement costs should still flow to Alta and Snowbird because the needed improvements are directly related to traffic generated by their patrons.

What is the cost to ride the gondola for a non-skier/snowboarder? Does anyone know? Is the cost of a single roundtrip ride so prohibitive that it encourages potential riders to drive a vehicle up LCC?

In a nutshell, as far as tourism goes, Alta, Snowbird and LCC are known and recognized by the ski and snowboard community as some of the best snow and terrain in the world. Oft times the snow is reliably good to excellent here, when other regions around the country are struggling with poor conditions or have little to no snow. While there are some hotels and restaurants at the resorts, perhaps more importantly, LCC is within close proximity to Salt Lake City, the Wasatch Front and Back, with all they have to offer in accommodations, restaurants, and entertainment. The convenience of a nearby international airport is also a great factor and facilitates easy access to the canyon and its resorts.

A couple of years ago, I rode up a ski lift at Alta with a gentleman who lived in Boston who had an Alta season's pass. Pretty unusual I thought. He outlined that it made more sense for him to visit Alta several times during the season and ski a world class resort with fantastic conditions, than drive to Vermont and ski on horrible icy snow. He could fly here as fast as he could drive to Vermont, and with accommodations, meals, and ticket prices being comparable, he could spend a week at a time skiing here for about the same price as at a Vermont resort. It made perfect sense.

For years enthusiasts have visited these resorts to ski and snowboard. LCC, Alta, Snowbird are a fantastic attraction. People visit Alta, Snowbird and LCC to ski and snowboard. The addition of a gondola is not the reason for their visit. Some have commented that it would be a great attraction. In fact, it would be like a novelty ride at a theme park where the comment might be, "Oh, I rode that thing once." Skiers and snowboarders come here because of Alta, Snowbird and the LCC backcountry, not because there is a gondola.

In summary, it is doubtful the gondola alternative can achieve its objective and most certainly creates another whole collection of problems.

- \$592 million of UDOT funds could be better used to solve a variety of other daily traffic congestion problems in the Salt Lake Valley, i.e., east/west travel across the valley, instead of a "rush hour" problem that occurs only about 30 days a year and affects a relatively small portion of the population.
- With its 131' - 262' high metal towers and stations spread the length of LCC, the gondola is an esthetic scar of epic proportion. It's not in keeping with the rugged pristine alpine mountain topography where it is sited and my kids and grandkids don't need to see LCC trashed.
- The Gondola B alternative is unable to handle the crush of skiers/snowboarders during the 3 Hour-Peak-Capacity of Peak-Ski-Days that happen about 30 times a year. This is precisely the problem the proposed Gondola B option is supposed to solve.

32.2.7A

32.2.4A

32.1.2B and
32.1.4

32.17A

32.2.6.5GG

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- Traffic associated with the gondola, the mobility hub, and the parking lot worsens the traffic problem at the mouth of LCC, Little Cottonwood Canyon Road and the surrounding neighborhoods.
- The gondola does not have the flexibility to transport any more than 1,050 passengers/hour. Is the next step to build a second gondola?
- The Gondola B alternative is only user friendly to people going to and from Alta or Snowbird. All other winter and summer recreators must use another form of transportation.
- There is some question as to whether or not the gondola will operate year-round.
- Public opinion is that the gondola runs during avalanche control work, which is incorrect. Neither vehicles nor the gondola will move up or down canyon if avalanche control is underway. Lines of cars at the base of LCC will continue to exist and large crowds will form at the mobility hub waiting for avalanche control work to be completed.
- The gondola is not an effective means of evacuation during Interlodge since it does not run during times of high avalanche danger.
- The Wasatch Fault runs virtually underneath the proposed Gondola B alternative exposing the gondola station and parking structure to seismic activity that could damage, cripple, or even destroy it.
- The gondolas and their occupants are potential sources for forest fire and a possible deterrent to fire suppression.
- COVID and its variants may be with us for the foreseeable future, which negatively impacts the gondola's ability to effectively transport skiers to the resorts. COVID also affects its financial viability due to reduced passenger load.
- Although Alta and Snowbird resorts have publicly endorsed the Gondola B alternative, it is not the public's responsibility to pay for improvements built to benefit private enterprises. The resorts should pay to transport their patrons to their businesses.
- "Rush hour" in LCC remains because of the gondola's failure to handle the passenger load during 3 Hour-Peak-Capacity on Peak-Ski-Days.
- \$592 million is a lot of money to *not* solve a 30 day problem.
 - \$592 million/ten years/30 days=\$1,973,333/day
- What is the cost of a gondola ride for a non-skier/snowboarder and is it prohibitive?
- LCC is not a theme park in need of a new novelty attraction. LCC is the attraction!

32.2.6.2.1C and
32.2.6.5E
32.2.6.5N
32.1.2B,
32.1.2D,
32.6.5G, 32.7B
and 32.7D
32.2.6.5F
32.2.6.5H
32.2.6.5K

32.2.6.5K
32.2.6C

32.2.7A

32.2.4A and
32.2.6.5N
32.2.4A

On a different but very related topic—transporting people. I've given considerable thought to the problem and conundrum that faces both LCC and BCC. I've wondered if and how any of my business or personal travel experiences could offer a partial solution to the problem. I'm now retired, but was involved in the furniture industry for over 40 years and have attended furniture markets (conventions) four times a year. For 50+ years the primary furniture market in the U.S. has been located in High Point, NC. The secondary market, since 2005, has been in Las Vegas at The World Market Center. These two cities are opposites of one another. As different as night and day. Las Vegas is a large internationally known city geared for conventions, shows, and handling masses of people. High Point, on the other hand, is a small town that has grown from about 65,000 people in 1980 to 115,000 today.

Twice a year, 50,000 - 70,000 visitors (pre-COVID) invade High Point and the surrounding area to participate in furniture market. Imagine Sandy, Utah being inundated with that many visitors. Years ago, the High Point Chamber of Commerce recognized that the wholesale furniture market was the lifeblood of their community and helped their residents understand and adapt to this. For example, because the community is so small it can't feasibly support the number of hotels year-round that are needed to accommodate 50,000 - 70,000 visitors twice a year for two to three weeks. Because of the Chamber's efforts it is common place for market attendees to rent homes or individual rooms from home owners—kind of a predecessor to VRBO, except for business. It's been that way for decades. Where possible,

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homeowners move to their basements, go on vacation, or arrange to live with relatives during the 10 - 21 day market period. Community involvement and participation in this concept has kept the wholesale furniture market viable for High Point.

Where this relates to the LCC conundrum is how High Point handles the transportation of 50,000 to 70,000 visitors. Yes, there are lots of cars and a few parking lots and garages (pay-to-park) that have been built. However, these fill up quickly and extremely early in the morning. Today, most market attendees ride buses to get to market. Since market attendees live throughout the town and the surrounding communities (some as far as 60 miles away), market attendees will drive their car from their rented house to a nearby store or mall parking lot that's on a designated market bus route, and hop on a bus which continues on its route and ultimately drops them off at the front door of the main furniture market building. The Market organizers or Chamber of Commerce enlist all different kinds of buses, including commercial UTA type buses, school buses, large buses, small buses, 12 or 15 passenger vans--you name it. What bus is used on a particular route depends on the route and what buses are available. It's a logistical masterpiece which has been developed and honed over the years. Market attendees receive a Market Visitor packet that helps them understand how the system works which helps them plan their schedules so they can arrive at market at the appropriate time. Their breakfast and dinner schedules hinge on bus schedules--people know the bus routes and schedules that are important to them. Oh, one more thought, bus rides to market are free to market attendees.

I'm not advocating that the solution to LCC's problem is to use school or church buses, but that the use of buses in general is extremely flexible and viable. Much more so than building a 10 mile long gondola with a limited capacity of 1,050 passengers per hour. Just as the number of market attendees varies from season to season and year to year, depending upon what's going on in the economy, the number of buses used to transport skiers/snowboarders also would fluctuate. Based on knowledge and projections a bus or buses can be added, deleted, or used for other purposes or itineraries. And if one finds they have too many buses they park them or sell them---it's a lot more difficult to off load a custom built 10-mile long gondola if it's not working out as expected.

32.2.6.3D

There are an infinite number of routes and probably an infinite number of locations in Salt Lake, Utah, Summit, and Davis counties that could be used as bus stops. Why must there be giant mobility hubs that creates negative traffic nightmares in selected neighborhoods? Are there not economic benefits to stores having a bus stop in their parking lot, i.e., oh I forgot my Chapstick@ sun block, I'm thirsty and could use a drink, or I'll pick up some milk and bread on the way home after skiing. Probably, so bus stops might even be put out for bid.

32.2.21

Buses come in an array of sizes and can be adjusted to fit the need. A matrix of bus routes, with a blend of smaller and larger bus stops along the route that ultimately deliver skiers to the resorts is a better solution than massive parking lots or parking structures that add traffic, noise, and stress to people's lives. UDOT's concept of "mobility hubs" is interesting, but they have a host of negatives. And two of UDOT's proposed hubs are located near the mountains, not in, or near, pre-existing commercial areas that already are familiar to vehicle traffic.

32.2.21

With regard to the buses used in the canyons, it's my understanding that today's diesel buses are engineered to be surprisingly clean--not billowing diesel exhaust fumes like in the past. Alternatively, there are CNG powered buses. Electric buses aren't technologically ready yet for the rigors of canyon travel--but maybe in the future. Regardless, today's buses are not the exhaust belching buses of yester year.

32.2.6.3F and
32.10A

I would add a note about the Las Vegas World Market Center. Approximately 50,000 people attend twice a year for five to seven days. There are 5 million square feet of showrooms and there is a seven story \$60-million parking garage that holds 3,600 cars (175,000 square feet per level totaling 1.225 million square feet). If you calculate 2 passengers per car that adds up to 7,200 people. The other 40,000+ market attendees arrive on busload after busload of people and some taxis after being picked up from hotels and casinos around Las Vegas. There is a large bus passenger delivery area right outside the

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market buildings that allow bus riders to easily walk into market. Without buses there might be 20,000 cars hunting for parking spaces. Oh, one more thought, bus rides to market are free for market attendees. The natural thought process leads all of us to think of UTA as the supplier of bus service. However, perhaps privatization or an Alta/Snowbird owned transportation company---since they are the benefactors of the service---should be considered. It might be more cost effective.

32.2.6I

While visiting Yosemite 45+ years ago my wife and I were invited to participate in a multi-page "Use Survey". Clear back then the National Park Service realized they had a serious problem. Yosemite was being loved to death! They worked on the solution for years--and I would dare say they continue to work on the problem today. They now use many CNG buses to transport visitors around the Yosemite Valley. You don't have to drive your car from site to site once parked. Just take the bus. They have also implemented a campsite reservation system for tents and RVs. A required reservation is good for up to seven days. Campsite and RV reservations are frequently made months in advance due to Yosemite's popularity and limited supply of camping spaces.

I learned earlier this year that for the first time ever, during the summer of 2021, Yosemite was going to implement a reservation system for park visitation. If you don't have a reservation for a specific day, you are not allowed in the park. It's not ideal, but it is a method of controlling the mass of humanity that enjoys the park. During our April 2021 Yosemite trip, I noticed the roads were the same as they have been for years. There are primarily two traffic lanes in each direction, one of which is a dedicated bus lane. To accommodate site seers there are periodic turnouts and parking areas. The two incoming traffic lanes are not adjacent to the outgoing traffic lanes (this is not an option in LCC). Due to COVID-19, Yosemite had temporarily suspended the use of their bus system. Off season in Yosemite is a whole different issue---busy, but not overloaded.

Perhaps there's a variation on a theme that could work for LCC, Snowbird and Alta. "Buses Only" in the canyons during the ski season, except for residents, and properly licensed commercial vehicles hauling guests or supplies to commercial enterprises in the canyon. All winter trained drivers with properly equipped vehicles (snow tires, chains, traction devices) making their way up and down the canyon could be a great way to reduce the number of vehicles in LCC. "Buses Only" could stop along the way for riders wanting to be dropped off/picked up at known natural or existing stops---like the Gate Butte, The Great White Icicle, Lisa Falls, Tanner Flats, White Pine, etc. This would serve a wider variety of canyon recreators than a limited delivery point method of transportation like a gondola. Both LCC and BCC are getting loved to death---not unlike Millcreek Canyon.

32.2.2B

Additionally, as I have discussed the LCC dilemma with family members, one of my sons reminded me that when you visit Zion National Park you park your car and are transported through the canyon via bus. The problem I recall from our last visit to Zion, was we needed to arrive early to get a parking space in the ginormous parking lot. Great incentive for fresh powder skiers/snowboarders to hop on a bus headed for LCC early in the morning. First rider, first tracks.

A few years ago, my wife and I took a road trip in Europe that took us through Switzerland. We were cautioned several times about the need to have a current "Swiss Motorway Vignette" and have it posted on the front windshield of our car. If you don't have one when you arrive at the Swiss border you are going to purchase one---which can delay your travel. A new "Vignette" is required every year. In essence it's a road use tax. Residents pay. Tourists pay. Everyone driving in Switzerland pays annually. We purchased our rental vehicle's "Swiss Motorway Vignette" prior to going through the border and had no Swiss travel hiccups. There are no daily, weekly, monthly, or prorated "Vignettes".

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The thought of an adaptation of the "Swiss Motorway Vignette" for driving in LCC during the winter months crossed my mind. Not so much as a tax, which in essence is what it would be, but as a matter of managing the vehicles that travel the snowy and sometimes treacherous LCC.

32.2.4A

Here's how it would work. Only vehicles with a "LCC Vignette" can enter the canyon during the winter months. To receive a "LCC Vignette", vehicle owners who anticipate driving into LCC would need to have their vehicle(s) inspected annually by authorized "LCC Vignette" inspection stations, to make sure minimum winter equipment requirements are met, i.e., 4x4s or other types of vehicles have appropriate mounted snow tires along with a set of chains or other traction devices. Maybe even studded tires. Vehicles meeting the minimum requirements are issued a current "LCC Vignette". This ensures vehicles entering LCC are ready and able to operate in winter conditions---no bald tires, etc.

32.2.2M

The "LCC Vignette", with the right monitoring system and penalties, would discourage drivers with ill equipped vehicles from venturing up the canyon. If they do, they will receive a substantial fine.

While there are "flashing" signs at the base of LCC during snow storms warning, "4x4's Only" or "Mandatory Snow Tires, Chains or Traction Devices," there is **never** any proactive enforcement of this law. It's my understanding if you get caught, as in an accident, that this is when the law is enforced and the fine imposed. There is no attempt to manage the problem at the mouth of the canyon where it should be.

To proactively manage the situation, an inspection kiosk could be built at the bottom of LCC. That kiosk would be staffed by a law enforcement officer who monitors all vehicles for compliance---cars, trucks, 4x4s, commercial vehicles alike. Any vehicle without a current "LCC Vignette" is turned away. This could easily be a first step of controlling traffic problems in LCC due to snowy winter slide offs etc. and would be substantially less expensive than \$500+ million. The price of the "LCC Vignette" would help offset the cost of the kiosk and staffing. The other attractive feature of the "LCC Vignette" is that it only applies to vehicles that travel the canyon. Someone who never goes into the canyon never needs to pay.

32.2.2M

A problem associated with a manned kiosk and individual vehicle inspection is that it would likely lead to a long line of cars at the mouth of LCC, which is what everyone is trying to avoid. A more expeditious method of monitoring would be to implement the use a scanner, perhaps something similar to what is used to monitor freeway HOV lanes. Theoretically, all vehicles pass through the reader which scans for a chip in the "LCC Vignette." Upon reading the chip (RFID?) vehicles without a current "LCC Vignette" are photographed, including the license plate number, driver's face, location, date, and time. Subsequently the vehicle's owner receives a ticket for a "LCC Vignette" violation which involves a substantial monetary penalty. This is not unlike Robo-Cop speeding violations used here in the U.S. or photo speeding violations in Europe.

32.2.2M

Additionally, the more violations a vehicle has the greater the fine. For instance, the first violation is \$299, the second is \$399, the third is \$499 and so on. Highway signs leading up to the base of the canyon, and the "LCC Vignette" scanner, would need to adequately warn drivers of the fines associated with entering the canyon without a current "LCC Vignette". There would need to be an awareness campaign for both locals and visitors alike. It is important that the vignette be taken seriously and fines are substantial or LCC remains vulnerable to ill equipped vehicles traveling LCC in winter conditions.

32.2.2M

Car rental companies renting vehicles to skiers should also make sure all their ski vehicles comply and are properly vignettted. Out of state visitors need to comply as well. Alta, Snowbird, Ikon, Epic, Mountain Collective, and Ski Utah can all post information on their websites iterating the necessity of the "LCC Vignette". Local car dealers and tire retailers can post it in their stores. It could be used as a marketing tool. There will always be those that claim they know nothing about it and beg a pass on the "LCC Vignette". But for the good of all those traveling the canyon the response must be, "So sorry, you will

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need to turn your car around and come back when it's properly equipped or suffer the fine for entering the canyon." Car rental companies not abiding by the law will get the message via the fines as they increase with each violation.

As a community, one of Sandy City's Five Priorities as stated to the Central Wasatch Commission (CWC) is to "Improve the Canyon Experience." Introduction of the "LCC Vignette" would help achieve this goal.

Ill equipped vehicles with bald tires have no place on snow packed canyon roads and it is important to have proactive enforcement.

Hammers. There are many different types and sizes. Jeweler's, silversmith's, carpenter's, metalworker's, machinist's, sledge, jack, even a wrecking ball works as a jumbo-sized hammer to knock buildings down. What's the appropriate hammer for the job? Regarding winter travel in LCC, what's the appropriate hammer to solve the problem?

When reviewing UDOT's two preferred alternative transportation proposals the *only* alternative with *any* long-term flexibility to handle the growing volume of traffic is the Enhanced Bus with Roadway Widening for Peak-Period (Shoulder Lane) alternative. Additional buses can be introduced as ridership grows without the need to expand the highway any further. Pick up and drop off points can be altered as routes evolve. This alternative also has a variety of transportation options which can flex with the season including buses, private vehicles, commercial vehicles, motorcycles, and bicycles. These vehicles and their passengers can venture to the top of the canyon or stop anywhere along the way to enjoy whatever recreational activity they have planned.

The Gondola B alternative can handle 1,050 passengers or less, and that's it. And there is not any way to increase the hourly passenger capacity. Destinations are limited to Alta, Snowbird and the base station. If you aren't going to Alta or Snowbird, then you are out of luck, or need to make other arrangements. It fails to deliver the needed solution during the 3 Hour Peak Capacity of the 30 or so Peak-Ski-Days each season. The Gondola B alternative, with its 21 obtrusive towers is a huge waste of 592 million dollars and an immediate visual and esthetic splotch in LCC.

As an interesting side note. In a world of esthetics and environment, LCC is flanked by the Lone Peak Wilderness area on the south and the Twin Peaks Wilderness area on the north. LCC's ruggedness and natural beauty fits homogenously between these two wilderness areas. Except for the long-ago mining of precious metals and establishment of the town of Alta, the whole canyon could easily be absorbed into them as one large wilderness area. Collectively they would be an even more incredible natural resource than they already are, and all within moments of a nearby major metro area. Call it a fantasy if you will, because it cannot ever happen, but it makes for an interesting concept. A gondola would never be permitted to run through a wilderness area.

While we cannot go backwards on existing development, UDOT can choose not to go forward with the proposed Gondola B alternative and properly size any other type of construction in LCC. Major portions of LCC are part of the Wasatch National Forest which is managed by the U.S. Forest Service. LCC is an amazing treasure to have so close to a major urban area and it's imperative that it be protected from improper development. Let's not "goober it up".

32.2.9B,
32.2.6.3D, and
32.2.6.5N

32.2.6.3N,
32.2.6.5N,
32.2.6.5GG,
32.17A

32.4I

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Inevitably, winter time traffic is going to increase beyond what the existing two-lane road, and let us assume the proposed fancy new Gondola B alternative can handle. When that day arrives, the entire community will once again be thrust back into the dilemma about what to build next to accommodate the throngs of people wanting to visit LCC, Alta, and Snowbird. At that point is it time to build the second gondola? I would anticipate the conversation would return to something akin to the Enhanced Bus with Roadway Widening for Peak-Period (Shoulder Lane) alternative. The addition of a second gondola is unlikely because the fatal flaw of the first gondola will have been fully revealed---the inability to solve the LCC transportation problem in the long term.

32.2.6.5GG and
32.2.6H

With the Enhanced Bus Proposal there are two lanes dedicated to buses and two lanes dedicated to all other vehicles. The potential passenger volume is now massive. To fully maximize the number of passengers transported up and down canyon it becomes a matter of running more buses, which hold more passengers than cars, SUVs, and trucks, and running them at more frequent intervals. Suddenly the number of passengers delivered reaches a level of absurdity---tens of thousands---because the four lanes are a virtual freeway. And yes, the transportation of large volumes of skiers/snowboarders is swallowed up in the whole equation.

32.2.6.3N and
32.2.6.3B

With that being said, it's important a measured response be used to solve the problem at hand. The correct size hammer needs to be used. **Before** a massive four-lane highway is built up LCC, every other possible alternative or combination of alternatives needs to be tried. The first meaningful response ever, should not be a four-lane highway with dedicated bus lanes. This is the equivalent of going straight for the wrecking ball before trying any other hammer. And yes, there is a bus transit system in place but I don't think it is taken seriously. To tear LCC up for three or four years with dynamite, heavy earth moving equipment is an over the top first attempt to solve a 30-days a year "rush hour" problem. It is my understanding that a bi-product of the "Enhanced Bus with Roadway Widening" alternative is that 70% of the north side of the road will have a sheer wall 20 feet high with other sections sporting 75' high manmade cliffs. Something this immense brings to mind the nasty looking gunite finished walls of Provo Canyon. This is not progress and falls into "goobering up" LCC. What about a more scaled approach---a carpenter's hammer even?

32.2.2PP,
32.2.6.3B,
32.2.7C, and
32.17B

It's important to note that neither Alta nor Snowbird can instantaneously distribute all skiers/snowboarders on mountain. Both resorts will experience lift lines at their base mountain lifts as skiers arrive. A high-speed quad chair lift can load up to four skiers per chair at a rate of about one chair every 8 seconds. This equates to 30 skiers/snowboarders per minute which is a maximum of 1,800 per hour. Snowbird's tram can handle 125 passengers at a time, but only runs every 15 minutes which equates to 500 passengers per hour. These volumes are all assuming no required social distancing as related to COVID-19. Through an anonymous source I learned social distancing requirements decreased the ability to transport skiers/snowboarders up mountain during the 2020-2021 by 50% to 55%.

32.20C

*Alta Collins lift, high speed quad	1,800/hour
*Alta Sunnyside lift, high speed triple	1,350/hour
*Alta Wildcat lift, regular speed double	500/hour
*Snowbird Gadzoom lift, high speed quad	1,800/hour
*Snowbird Peruvian lift, high speed quad	1,800/hour
*Snowbird Mid Gad lift, regular speed double	500/hour
*Snowbird Aerial Tram	<u>500/hour</u>
*Total potential skiers/snowboarders	8,250/hour
2020-2021 Season COVID-19 Impact -50%	4,125/hour

* Figures above are my estimations. Neither Alta or Snowbird would supply information.

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In addition to the "LCC Vignette" previously mentioned, below are some thoughts I have had or have heard about how to manage LCC traffic. It's guaranteed that some will be less popular than others. In fact, some of what are listed here I find offensive. As mentioned earlier, Yosemite went to buses and followed it up for the first time this year with a daily reservation system---that stings, but it protects the park from being overrun and the overall experience visitors have. Yosemite's campsites have been controlled by a reservation system for years. Zion National Park uses buses to transport people through the park, but the volume of visitors is limited by the number of available parking spaces.

32.2.2B

- What is the "Human Capacity" of LCC. How many people can actually use Alta, Snowbird and the US Forest service lands before the outdoor experience degrades or the environment suffers.
 - Can, or will, resort management realistically project and protect this figure? Right now, their max traffic is determined by how many guests they have staying in nearby hotels, how many cars can park in their parking spaces or on SR 210, and how many skiers/snowboarders are being delivered via mass transit. This is without regard to how long lift lines are anywhere within the resort. What about back country skiers who aren't in lift lines?
 - Can the U.S. Forest Service provide similar figures for trails, campsites, picnic sites, etc.
- Honor System of Vehicle Management. The "honor" system of vehicle management which has been used for years to control vehicles traveling in LCC during snow storms has proven that it does NOT work. This is evidenced by the fact that over and over cars enter the canyon on winter days with bald tires and without chains or traction devices. Ignoring the flashing signs at the base of the canyon is a major contributor to the LCC traffic problem as ill-equipped vehicles get stuck or slide off the road. The penalty, a ticket, I presume, is written if and when a violator is caught. There is a need for a designated pull-out area to facilitate installation of chains or traction devices.
- Vehicle and equipment management. A kiosk inspection station manned with a law enforcement officer at the mouth of LCC. All vehicles are inspected by the officer to make sure the vehicle is properly equipped for prevailing or forecast conditions. 4x4s and other vehicles should have snow tires, chains and traction devices. If vehicle meets the minimum equipment for the day, they are given access to the canyon. If not, they are turned away. There is a need for a designated pull-out area to facilitate installation of chains or traction devices.
- LCC Vignette with Visual Inspection. As mentioned earlier. In summary, vehicle(s) and equipment for winter driving conditions are managed by state sanctioned licensing stations. Stations inspect vehicles to make certain they are equipped with snow tires, and have chains or traction devices. A kiosk inspection station manned with a law enforcement officer at the mouth of LCC inspects vehicles for an approved LCC Vignette which qualifies them for access to the canyon. If they don't have a LCC Vignette they are turned away.
- LCC Vignette with Scanner. As mentioned earlier. In summary, the LCC Vignette system using a scanner similar to HOV lanes on the freeway would be more expeditious than an inspector performing individual visual inspections for proper equipment. Non-compliant vehicles are photographed and citations and fines are distributed to the vehicle owner. This would be like speeding tickets issued by RoboCop or photos of speeders in Europe. The fine increases with each infraction, i.e., first offense is \$299, second offense is \$399, third offense \$499 etc. Another advantage of the LCC Vignette is that only those who use the LCC would need to purchase the Vignette. In essence the Vignette is a use tax.
- Tolling. Pay to Play. Used as a method to reduce the number of cars in LCC. The cost of the toll alone would deter some vehicles from entering the canyon. There are several permutations of this. A flat charge regardless of how many passengers are in the car; a per person charge for each passenger in a vehicle; or a charge that decreases with an increased number of passengers. This happens to be a component of the Enhanced Bus proposal. This concept could be used without the full blown proposed Enhanced Bus program and still decrease the

32.20A, 32.20B,
and 32.20C

32.2.2M

32.2.2M

32.2.2M

32.2.2M and
32.29R

32.2.4A and
32.2.2Y

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number of vehicles. Why hasn't this previously been used? This method of tolling could cause traffic jams and delays at the mouth of LCC. Perhaps UDOT is familiar with a system that measures vehicle occupancy and can charge accordingly. There is a need for a designated pull-out area to facilitate installation of chains or traction devices.

- Vehicle Occupancy Restrictions. Only vehicles with two or more passengers are permitted up LCC during peak use, or a substantial fee is charged. This would involve some type of inspection, either visual or electronic. There is a need for a designated pull-out area to facilitate installation of chains or traction devices. 32.2.4A
- Resort Parking Reservations--Free or Paid. This concept was first implemented by Snowbird for the 2020-2021 season. Only vehicles with an advance reservation could park in Snowbird's standard parking spaces for free. There was also a preferred parking service, for a charge, providing premium parking spaces with closer access to lifts. Vehicles without reservations were turned away and were forced to park on the shoulder of SR 210, if it was available that day. Snowbird's reservation system is being expanded for 2021-2022, and for the upcoming season Alta will also venture into the parking reservation system. There are not any limits on the number of bus passengers either resort accepts. With a charge to use their parking facilities, in addition to the cost of a ski ticket, Alta and Snowbird will effectively eliminate a group of patrons who cannot afford, or will refuse to pay, what is effectively a higher price for a day of skiing/snowboarding. There is a need for a designated pull-out area at the base of LCC to facilitate installation of chains or traction devices. 32.2.2K
- Free Bus Rides. If Alta and Snowbird would incorporate the cost of a bus ride into the price of their lift tickets and offer a "free" bus ride with each ticket it would encourage the use of buses since there is no charge. Regular bus service would need to run at specified times and routes throughout the day. Over time this becomes the norm for getting to and from the resorts. This would be similar to the "free" market shuttle available to furniture market attendees which I referenced earlier in my personal experiences. 32.2.4A
- Free Bus Ride and Resort Parking Reservation Fees. An expansion of "Free Bus Rides" listed above. Alta and Snowbird to offer "free" bus rides with every ski pass purchased as well as to charge for parking in resort parking lots. There would be no parking on SR 210. Since both resorts are already trending towards parking reservations and/or charging for parking, this would incentivize bus usage and deter driving up LCC. There is a need for a designated pull-out area at the base of LCC to facilitate installation of chains or traction devices. 32.2.4A and
32.2.2K
- Three Lanes with Flex-Lane. Currently the canyon primarily has two lanes top to bottom. The enhanced bus proposal provides for four---which makes it a highway with significant environmental impacts. Instead, build a three-lane road where the middle lane is a Flex-Lane. This would be less environmentally invasive. During the morning "rush hour" one lane is dedicated to up canyon bus traffic and in the afternoon one lane is dedicated to down-canyon bus traffic. The advantage of buses is they carry more passengers than cars and the dedicated bus lane expedites travel up and down the canyon for them. There is a need for a designated pull-out area at the base of LCC to facilitate installation of chains or traction devices. 32.2.2D
- Buses Only. The canyon is restricted to buses only except for residents. If someone is going up or down the canyon, for whatever purpose, it is via the bus. This would be like the Zion National Park model. Private vehicles are parked at designated stops on routes along the Wasatch Front that deliver passengers into and out of LCC. This might best work during the peak ski season and revert to something more normal from April through November. Using UTA buses for such an abbreviated time period as December through March could be problematic due to the expense of buses and training of drivers. 32.2.2B
- LCC Reservations. This concept limits access to the entire canyon based on the predetermined "Human Capacity" of LCC. Determining the seasonal "Human Capacity" of the canyon would not be unlike determining how many visitors can visit Yosemite National Park during any given day. Spring, summer, fall, and winter capacities most likely vary. A commission, or an authority, would need to be created to determine what the "human capacity" of the canyon is and to also determine at what reservation threshold no more reservations are accepted. 32.20B,
32.2.2L, and
32.2.2K

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- Ski resort pass reservations, buses & algorithms. First, Alta and Snowbird must determine what the maximum number of skiers/snowboarders they can host and still maintain the quality of experience they desire for their clientele. Next, reservations or ticket sales do not exceed the daily maximum. There could be a fee for cancelled or unused ski passes. Skiers/snowboarders reserve a seat for a free bus ride, which is included with each pass. Based on reservations and advance ticket purchases, an algorithm determines how many buses are needed to transport passengers to the resorts and how many passengers are at each bus stop based on the number signed up. There could also be a fee for cancelled or unused free bus rides. Buses are dispatched to pick up skiers/snowboarders at the appropriate bus stops and transport passengers to Alta and Snowbird.
- Buses only to Alta and Snowbird. No need for SR 210 expansion. Except for commercial vehicles supplying restaurants, hotels, etc. with supplies, restrict transportation to Alta and Snowbird to bus traffic only. This would be a blend of the previously mentioned Zion National Park and High Point, N.C. furniture market transportation systems. The use of smaller community bus stops spread at meaningful locations across the Wasatch Front offers more flexibility down the road to adjust and change bus stops as trends change or knowledge is gained as to what works best. This would eliminate the high traffic, noise, congestion, and concentrated pollution associated with large transportation/mobility hubs. Free bus rides, or nominally priced bus passes, are purchased in conjunction with lift tickets. Buses would travel their routes and straight up the canyon to Alta and Snowbird. Algorithms could be used to measure and tailor routes and bus stops based on usage. Bus stops could be located in store parking lots, with sufficient parking space, where store management is interested in catering to the skiers/snowboarders as potential customers. Ski resorts would bare the cost of the "free" bus rides of their customers. LCC road expansion could be avoided because the road already exists. LCC traffic would be reduced to buses and commercial vehicles that are properly equipped to travel LCC. See the chart below for hypothetical passenger delivery rates based on UTA 35' long ski buses traveling at 40 MPH.

32.2.2K and
32.2.2B

32.2.2B and
32.2.2I

UTA 35' long Ski Bus traveling at 40 MPH

MPH	Ski Buses entering LCC/Hour	Buses entering LCC/Minute	Passengers per Ski Bus at "Full" Capacity	Passengers per Ski Bus at "Crush" Capacity	Passengers per hour at "Full" Capacity	Passengers per hour at "Crush" Capacity
40	1	.02	41	56	41	56
40	4	Every 15 min.	41	56	164	224
40	8	Every 7 ½ min.	41	56	328	448
40	12	Every 5 min.	41	56	492	672
40	20	Every 3 min.	41	56	820	1,120
40	30	Every 2 min.	41	56	1,230	1,680
40	60	Every 1 min.	41	56	2,460	3,360
40	120	Every 30 sec.	41	56	4,920	6,720
40	240	Every 15 sec.	41	56	9,840	13,440

32.2.6.3N and
32.2.2B

- A Valiant First Attempt. Both of the proposed LCC transportation alternatives are commendable because they are a valiant first attempt to address what has been a growing problem for years. However, they are grandiose and over the top considering the seasonality and brevity of the problem---approximately 30 days a year. Since there has been little attempt to manage the "Human Capacity" of LCC or the traffic traveling within it, both the proposed alternatives should be placed on hold until other options are investigated. UDOT has already explored a number of concepts and rejected them for a variety of reasons. Through the use of some of the suggestions listed here, either individually or in combination, or others you learn of during this public input

32.1.4D,
32.20B, and
32.2.2PP

Little Cottonwood Canyon Transportation Alternatives Draft EIS Public Comment

process, I would hope UDOT finds alternative solutions that are more measured and less likely to deface or destroy the beauty of LCC.

How can the existing infrastructure be maximized or tweaked to better fit the need? To my knowledge there haven't been any credible attempts to get bald tired or incorrectly equipped vehicles out of the canyon. These are the source of many problems. This is a good place to start. There also hasn't been an attempt to increase the number of riders per vehicle or expand bus ridership or incentivize the use of buses. What about free bus passes for ski ticket holders? The recent implementation of parking reservations and the new parking fees haven't been given time to play out. These could be impactful. In Millcreek Canyon a use fee was imposed to save the canyon from being pulverized.

During the winter, use of LCC has the flavor of a free-for-all or Formula 1 race. Rabid skiers and snowboarders all clamoring to be first up the canyon and first on the hill. When there's an overnight snowstorm needing avalanche control work before up canyon travel is safe, the whole problem is exacerbated. Neither four lane highways nor gondolas are going to solve that problem. Skiers/snowboarders are queued up and raring to go along Little Cottonwood Canyon Road (SR 210) and onto Wasatch Boulevard and down Cottonwood Canyon Road (SR 209) to 9400 South. And, if the proposed Gondola B alternative is built, add another 1,000 or 2,000 people hanging around the mobility hub waiting LCC to clear. *Start your engines!*

- Mountain Buses-general information. Buses used by UTA to transport skiers/snowboarders to ski resorts are specially designed and configured. Because of this, they do not integrate well, or easily function as substitutes for buses used elsewhere in the UTA system. UTA has used them as substitute vehicles during the skiing off-season while regular buses receive scheduled maintenance. However, regular bus riders complain when they are used because of their unusual configuration. In addition to equipment modifications of mountain buses, their drivers must receive special training to operate them safely and effectively in mountainous terrain and its environment. The mountain buses and their drivers are used for a limited number of months during the year so the dilemma is what to do with them the rest of the year. Mountain buses, their drivers, and the seasonal nature of this segment of business are unique in the UTA system and present challenges which UTA works around. This leads to questions about if the "Enhanced Bus with Roadway Widening" alternative is implemented or some other rendition of expanded mountain bus service should be adopted, is UTA the best transportation solution, is another commercial bus service available, or should the Alta and Snowbird resorts develop their own bus transportation service?
- Enhanced Bus with Roadway Widening for Peak-Period (Shoulder Lane) one bus to each resort every ten minutes (1,008 passengers/hour).
- Enhanced Bus with Roadway Widening for Peak-Period (Shoulder Lane) one bus to each resort every five minutes (2,016 passengers/hour).

Regardless of which of the two proposed transportation alternatives is adopted it is imperative the LCC watershed be protected via the most advanced system available for mitigating road salt and chemicals used to melt ice and snow. The continuing drought in which we find ourselves, and this past summer's water shortage, has helped us realize how important our water supply is and how it needs to be protected. We must acknowledge that because vehicles and people will never be eliminated from LCC, appropriate measures need to be taken to make certain the water remains as clean as possible.

It is also incumbent upon landscape architects, as man engineers his way up and through the magnificent LCC landscape, to do their best to hide, disguise, and integrate things like snowsheds into the terrain and not let them become eyesores. It is paramount that as excavation of the mountain side occurs or new cliffs, or sheer walls are created that they be tiered, stepped, shaped, or contoured to blend with the existing terrain as best possible with native trees and plants giving the newly "engineered" man-made

32.2.2M,
32.2.4A,
32.2.2K, and
32.2.4A

32.2.6.3B,,
32.2.9E, 32.7B,
32.7C,
32.2.6.5E, and
32.2.6.5J

32.2.6I

32.2.6.5N

32.12A and
32.12B

32.17A, 32.17B,
and 32.17C

**Little Cottonwood Canyon Transportation Alternatives
Draft EIS Public Comment**

landscape a natural look and feel. I don't know how one hides a series of 100' to 250' tall steel gondola towers.

The question is not about UDOT's ability to build, the question is what they will build? Will it be a gondola system with its ridiculously invasive tall towers, cables, and cars which is destined to fail from the day it opens or an oversized, invasive four lane highway up a pristine alpine canyon? Or will common sense and restraint prevail to not build the biggest, or longest, or highest monument, in favor of the right sized long term and flexible solution to the dilemma LCC transportation offers? Something that can grow and flex with the time and needs. It is an immense challenge and conundrum. Whatever the decision, we, our children, and our grandchildren will live with it for decades to come.

There are three things I learned from an experience 25+ years ago while observing UDOT on another transportation issue:

- 1) "If you build it, they will come."
- 2) "Be careful what you ask for."
- 3) "UDOT is in the business of building things, and there is no challenge they are not up to. Just ask them!"

Thanks for your consideration on this most important topic,

Randy Eves



Attachment:
Central Wasatch Commission (CWC)---Pillars for Transportation Solutions in the Central Wasatch
Mountains

Pillars for Transportation Solutions in the Central Wasatch Mountains
Central Wasatch Commission
June 7, 2021

In connection with UDOT's Little Cottonwood Canyon Environmental Impact Statement (EIS), we, the undersigned commissioners (Commissioners) of the Central Wasatch Commission (CWC), hereby state the following.

For over two years, CWC has actively engaged in assessing the foundational elements of the upcoming Draft EIS and successful solutions for transportation in the Central Wasatch Mountains. Throughout that process, each Commissioner has invested heavily in studying and reviewing objectives and options regarding the complex decisions surrounding solutions to the transportation and preservation challenges facing Little Cottonwood Canyon (LCC) and the Central Wasatch Mountains. Although our work in this critical area is not yet complete, we have decided to issue this statement in the interest of sharing some observations we have at this time.

The Commissioners are unified in the opinion that "doing nothing" regarding the challenges facing the Central Wasatch Canyons is not a viable solution. In addition, although we are not yet fully united on a preference for a particular transportation mode, we continue to work toward arriving at consensus. In the meantime, we have come to agreement on a set of "pillars" that we believe should be considered and implemented in connection with the eventual transportation solution. These broad principles are consistent with the original intent of the Mountain Accord, and we believe should be applied to whatever transportation mode is ultimately recommended in UDOT's Record of Decision.

PILLARS

Visitor Use Capacity

The transportation alternatives being evaluated in the EIS have the potential to significantly increase the quantity of visitors accessing LCC, and what they do when they visit. All of these alternatives pose a risk of "over-use" of LCC, which could result in negative environmental, public safety and water resource consequences. Additionally, over-use could negatively impact the visitor experience for both tourists and locals who seek to enjoy recreation and nature from unmanaged crowds.

These concerns have been raised repeatedly by the public, various groups, and elected officials during the EIS process, but the limited scope of the EIS's stated "purpose and need" has not allowed UDOT the opportunity to fully consider these issues. To appropriately address the risks, we believe a corresponding visitor use strategy needs to be identified and implemented to complement any existing management plans.

Watershed Protection

Protection of the fragile environmental conditions of the Central Wasatch Mountains is the highest priority for the communities that rely on these Mountains for watershed and water supply. Any transportation solution for LCC should minimize and mitigate negative environmental impacts, including irreversible damage to the watersheds that provide precious drinking water to more than 450,000 people in the Valley and in the LCC itself.

32.20B

32.12A and
32.12B

Traffic Demand Management, Parking and Bus (or other Transit) Strategies

The Commissioners favor the implementation of a set of traffic management strategies that address both traffic impacts on the roads accessing Big and Little Cottonwood Canyons, as well as the roads within these Canyons. In addition, consideration of expanded bus (or other transit) service and parking management outside of the Canyons is critical, regardless of the transportation mode ultimately selected for LCC.

32.2.2I,
32.2.6.2.1C,
32.2.4A, and
32.2.9P

Management strategies outside of the Canyons include providing parking in dispersed locations and improved bus (or other transit) service. The Commissioners also favor appropriate roadway improvements along Wasatch Boulevard and 9400 South. Canyon traffic management options include variable tolling, limited access for single occupancy vehicles, carpool programs, and the reduction of on-road parking. These Canyon strategies should be utilized immediately as a "first phase" of the final EIS alternative implementation, i.e., even before a long-term LCC transportation mode is designed and constructed. None of the proposed transportation alternatives in the EIS will be fully effective without corresponding traffic demand management, expanded regional parking, and bus (or other transit) strategies.

Integration into the Broader Regional Transportation Network

Understanding that the EIS is limited from a geographic perspective to a narrow focus on LCC and its immediate surrounding area, a broader, more holistic approach should be used when implementing solutions for traffic issues related to LCC. To that end, consideration should be given to the integration of any LCC-oriented system with transportation issues attendant to Big Cottonwood Canyon and the broader valley-wide transportation network. To justify the cost from a public benefit perspective, a large-scale infrastructure investment that serves a singular purpose (i.e., alleviating traffic congestion issues affecting LCC) should be accompanied by broader service and infrastructure investment in other areas of the valley. As a result, we support the exploration of the idea of transit micro-hubs in areas throughout the valley as gathering places for visitors and residents to catch transit.

32.1.1C,
32.1.1A, and
32.2.2I

Year-Round Transit Service

The Commissioners consider year-round transit service to destinations in the Canyons a priority, including dispersed recreational opportunities, and other dispersed recreational opportunities in the surrounding areas (such as areas along the foothills). The existing LCC EIS only considers winter, peak transit service.

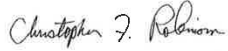
32.1.2C

Long-Term Protection of Critical Areas Through Federal Legislation

Transportation improvements for LCC should be coupled with improved land and natural resource protection. The ultimate transportation solution should be conditioned upon the passage of federal legislation (the Central Wasatch National Conservation and Recreation Area Act). This coupling of federal legislation to transportation is necessary given the delicate balance that was central to the Mountain Accord agreement, based on four principal tenets: transportation, economy, recreation, and environment.

32.29F

[SIGNATURE BLOCKS OF COMMISSIONERS]



Commissioner Chris Robinson, Chair
Summit County Councilmember



Commissioner Jenny Wilson, Co-Chair
Salt Lake County Mayor



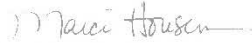
Commissioner Erin Mendenhall
Salt Lake City Mayor



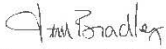
Commissioner Mike Peterson
Cottonwood Heights Mayor



Commissioner Jeff Silvestrini
Millcreek Mayor



Commissioner Marci Houseman
Sandy City Councilmember



Commissioner Jim Bradley
Salt Lake County Councilmember



Commissioner Max Doilney
Park City Councilmember



Commissioner Harris Sandak
Town of Alta Mayor



Commissioner Dan Knopp
Town of Brighton Mayor

COMMENT #: 11473
DATE: 8/24/21 12:00 PM
SOURCE: Mailed
NAME: Richard Saurer

COMMENT:

8-24-'21

Subject: Little Cottonwood EIS c/o HDR

I'm writing a personal letter to protest UDOT plans to widen/straighten Wasatch Blvd. also, I object to UDOT plans to maintain a 50 mph speed limit! It is a grave error since present speeds are well above that. It will exponentially increase noise levels, lessen safety, and violate environmental standards. Excessive noise has been shown in many studies to be detrimental to long-term health. A big improvement would be to enforce speed & noise level laws already in effect.

32.2.9L

32.2.6.2.2A,
32.11B, and
32.11I

32.11C

At the UDOT open house July 13, our C.H.C. mayor Mike Peterson stressed a 35 mph speed limit. Proj. Mgr. Josh Van Gura's response was absurd; passing it off as "outside the environmental process". There are 1350+ people whose properties abut Wasatch Blvd. in the 2.2 miles between Ft. Union Blvd. and south to the Hi-T intersection. Please consider the health & well-being of those & other C.H.C. residents who travel Wasatch daily.

32.2.6.2.2A

Public safety, visual impact, and decrease in noise levels must take precedence over private interests of two ski resorts - Alta & Snowbird. Please re-consider the recommendations of the C.H.C. Planning report, as well as those of the "Save-Not-Pave" campaign. I would appreciate a response to my letter.

32.2.6.2.2A,
32.11B, and
32.11F

Respectfully,
R.F. Saurer

[Redacted signature]

COMMENT #: 11474
DATE: 9/2/21 12:00 PM
SOURCE: Mailed
NAME: William Vogel

COMMENT:

Little Cottonwood Canyon ENVIRONMENTAL IMPACT STATEMENT
S.R. 210 | Wasatch Blvd. to Alta

COMMENT FORM

CONTACT INFORMATION (Optional)

Date September 2, 2021

Name William Vogel

Would you like to receive email updates? Yes or No

The purpose of the Little Cottonwood Canyon Environmental Impact Statement (EIS) is to substantially improve safety, reliability and mobility on S.R. 210 from Fort Union Boulevard through the Town of Alta. Please provide your comments on the preferred alternatives, the environmental impacts associated with each, and other transportation performance considerations.

PREFERRED ALTERNATIVES:

Enhanced Bus Service in Peak-Period Shoulder Lane (PPSL) and Gondola B (from La Caille)

ALTERNATIVE COMMONALITIES:

Wasatch Boulevard Five-lane Alternative, Snow Sheds with Realigned Road Alternative, Trailhead Improvements and No Roadside Parking within 1/4 Mile Trailhead Parking Alternative, No Winter Parking Alternative, Mobility Hubs at Gravel Pit and 9400 South/Highland Drive and Travel Demand Management (Tolling, Vehicle Occupancy Restrictions)

UDOT's responses to comments made during the formal Draft EIS comment period will be included in the Final EIS.

This letter is written Thursday, September 2, and postmarked Friday, September 3, 2021. Please do not disregard it.

Consider the presence of Martin Luther King Jr. who said that in the U.S.A. the rich have socialism and the poor have rugged individualism. Your two preferred alternative benefit primarily the rich ski area owners and the mostly-rich downhill skiers.

Consider too the opinions of David R. Smith of Sandy in his Public Forum letter published by the Salt Lake Tribune August 25, 2021; and the opinions of County Mayor Jenny Wilson, City Mayor Erin Mendenhall, and Alta Mayor Harris Sondak in today's Salt Lake Tribune.

(over)

32.1.2B,
32.1.2D,
32.2.7A, 32.7B,
and 32.7C

In conclusion: No more socialism for the rich,
and rugged individualism for the poor lower three
quartiles of Utah and America's population who pay
taxes benefiting the rich top quartile under UDOT's
proposed plans,

Sincerely, William Vogel

MAIL TO

Little Cottonwood Canyon EIS c/o HDR
2825 E Cottonwood Parkway, #200
Cottonwood Heights, UT 84121

OTHER WAYS TO COMMENT

- ④ LittleCottonwoodEIS.udot.utah.gov
- ✉ LittleCottonwoodEIS@utah.gov

The environmental review, consultation and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by UDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated January 17, 2017, and executed by FHWA and UDOT.



COMMENT #: 11475
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: B. Colopen

COMMENT:

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.

lowers Gas Emissions
50 year Life cycle.

*Full Name: B. Colopen
*Date: 8/2/2021

*UDOT requires full name and date

Or submit your comment to UDOT online



32.2.9D,
32.10A, 32.2.7E

COMMENT #: 11476
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Brooke Golightly

COMMENT:

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.

Weather stops buses entirely -
gondola can still run.

Full Name: Brooke Golightly
Date: 8/6/21*

*UDOT requires full name and date

32.2.9D,
32.2.6.3P, and
32.2.6.5K

COMMENT #: 11477
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Becky Green

COMMENT:

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.

Construction for a wider road
would interfere w/ traffic.

Full Name: Becky Green *

Date: 8/6/21 *

*UDOT requires full name and date

32.2.9D and
32.4C

COMMENT #: 11478
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Chris Chris

COMMENT:

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 COOLER
BETTER NEWS.

*Full Name: CHRIS

*Date: 08/21/2021

*UDOT requires full name and date

Or submit your comment to UDOT online



32.2.9D

COMMENT #: 11479
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Debbie Admunsen

COMMENT:

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 would have less
effect on wildlife.

32.2.9D, 32.13A

Full Name: Debbie Admunsen*

Date: 7/31/21 *

*UDOT requires full name and date

COMMENT #: 11480
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Diana Alvarez

COMMENT:

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 better emissions
and a gondola would cut
down on carbon

32.2.9D, 32.10A

Full Name: Diana Alvarez*

Date: 7/31/21*

*UDOT requires full name and date

COMMENT #: 11481
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Mary Girtman

COMMENT:

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 is reliable w/ road
closures.

32.2.9D,
32.2.6.5K

Full Name: Mary Girtman *

Date: 8/6/21 *

*UDOT requires full name and date

COMMENT #: 11482
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Megan Gorley

COMMENT:

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 is a better experience

32.2.9D

Full Name: Megan Gorley *

Date: 8/16/21 *


*UDOT requires full name and date

COMMENT #: 11483
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Morgan Hallbert

COMMENT:

Little Cottonwood Canyon EIS Public Comment

UDOT team,

 the gondola, keep LLC wild.

*Full Name: Morgan Hallbert

*Date: 08/11/2021

*UDOT requires full name and date



Scan to comment

32.2.9E

COMMENT #: 11484
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Madeline Kaminski

COMMENT:

Little Cottonwood Canyon EIS Public Comment
UDOT team,

I would like to see more efforts
to mediate canyon traffic without
major irreversible construction.
Both proposals - Gondola + Bus - would
destroy what is left of the nature
in the canyon

*Full Name: Madeline Kaminski

*Date: 8/11/2021

*UDOT requires full name and date



Scan to comment

32.2.2PP

32.2.9E and
32.2.9C

COMMENT #: 11485
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Madison Lewis

COMMENT:

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.

32.2.9D

*Full Name: Madison Lewis

*Date: 8-10-2021



*UDOT requires full name and date

Or submit your comment to UDOT online



COMMENT #: 11486
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Kaylene Harns

COMMENT:

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 cut down
on carbon emissions.

Full Name: Kaylene Harns

Date: 7/31/21 *

*UDOT requires full name and date

32.2.9D and
32.10A

COMMENT #: 11487
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Amy Abbott

COMMENT:

Little Cottonwood Canyon EIS Public Comment

UDOT team,

No gondola, no cars, just
busses. ~~also~~ Improve bus
service to the mouth of
the canyons where people can
transfer to the ski busses. Thanks.

*Full Name: Amy Abbott

*Date: 8-26-21



Scan to comment

32.2.9E,
32.2.9A,
32.2.2B, and
32.2.2I

COMMENT #: 11488
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Camille Schadt-Romeroak

COMMENT:

Little Cottonwood Canyon EIS Public Comment

UDOT team,

If you think the gondola is a good idea
you went to a 3rd rate college. Don't destroy
the canyon

32.2.9E

*Full Name: Camille Schadt-Romeroak

*Date: 8/12/21

*UDOT requires full name and date



Scan to comment

COMMENT #: 11489
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Claudia Tataru

COMMENT:

Little Cottonwood Canyon EIS Public Comment
UDOT team,

Bonolole

*Full Name: CLAUDIA TATARU

*Date: 8/16/2021

*UDOT requires full name and date



Scan to comment

32.29D

COMMENT #: 11490
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Caleb Willden

COMMENT:

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 is the right choice

Full Name: Caleb Willden *
Date: 8/6/21 *

*UDOT requires full name and date

32.2.9D

COMMENT #: 11491
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Christopher Ely

COMMENT:

Little Cottonwood Canyon EIS Public Comment

UDOT team,

DEFINITELY
NOT A GONDOLA
YOU IDIOTS!!

*Full Name: Christopher Ely

*Date: 08/13/21

*UDOT requires full name and date



Scan to comment

32.2.9E

COMMENT #: 11492
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Chad Home

COMMENT:

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 gondola!

*Full Name: Chad Home

*Date: 8-14-21

*UDOT requires full name and date

Or submit your comment to UDOT online



32.2.9E

COMMENT #: 11493
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Collin Lindeman

COMMENT:

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 provides safe, reliable transport
and reduces accidents on the road.

*Full Name: Collin Lindeman

*Date: 08/31/21

*UDOT requires full name and date

Or submit your comment to UDOT online



32.2.9D

COMMENT #: 11494
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Annie Fields

COMMENT:

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.

Utahs air sucks - we need a
solution that cuts down on
carbon emissions

Full Name: Annie Fields *

Date: 7/31/21 *

*UDOT requires full name and date

32.2.9D and
32.10A

COMMENT #: 11495
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Alexa Freeman-Crane

COMMENT:

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.

32.2.9D

*Full Name: Alexa Freeman-Crane

*Date: 09/21/21

*UDOT requires full name and date

Or submit your comment to UDOT online



COMMENT #: 11496
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Austin Ginney

COMMENT:

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 protects the environment &
natural wildlife habitat.

*Full Name: Austin Ginney

*Date: August 21, 2021

*UDOT requires full name and date

Or submit your comment to UDOT online



32.2.9D and
32.13A

COMMENT #: 11497
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Angela Bon

COMMENT:

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.

32.2.9D

yes please --
Gondola all day !!

*Full Name:

Angela Bon

*Date:

8/10/21

*UDOT requires full name and date

Or submit your comment to UDOT online



COMMENT #: 11498
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Ashley Dolato

COMMENT:

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 & love the Gondola ↓

*Full Name: Ashley Dolato

*Date: 8/21/2021

*UDOT requires full name and date

Or submit your comment to UDOT online



32.2.9D

COMMENT #: 11499
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Ava Evans

COMMENT:

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 prefer GONDOLA !!

Full Name: Ava Evans *

Date: 08/10/21 *

*UDOT requires full name and date

32.2.9D

COMMENT #: 11500
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Brett Sorensen

COMMENT:

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 for a
place of transport w/ less
carbon emission.

Full Name: Brett Sorensen *

Date: 7/31/21 *

*UDOT requires full name and date

32.2.9D and
32.10A

COMMENT #: 11501
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Brady Voss

COMMENT:

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 bus is unreliable

Full Name: Brady Voss *

Date: 8/16/21 *

*UDOT requires full name and date

32.2.9D

COMMENT #: 11502
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Greg Foley

COMMENT:

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 is a better experience.

Full Name: Greg Foley *

Date: 8/6/21 *

*UDOT requires full name and date

32.2.9D

COMMENT #: 11503
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Glenn Lefors

COMMENT:

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.

100% support. PL Gondola

Full Name: Glenn LeFors *

Date: 8-23-21 *

*UDOT requires full name and date

32.2.9D

COMMENT #: 11504
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Guiliana Oarney

COMMENT:

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.

love the idea but would rather see the funding in education

*Full Name: *Guiliana Oarney*

*Date: *8/6/2021*

*UDOT requires full name and date

Or submit your comment to UDOT online



32.1.2B,
32.2.9E or
32.2.9G

COMMENT #: 11505
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Adam Hammond

COMMENT:

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.

Build a gondola! It will save
our air for us and the
next generation.

Full Name: Adam Hammond *

Date: 7/31/21 *

*UDOT requires full name and date

32.2.9D and
32.10A

COMMENT #: 11506
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Alea Harris

COMMENT:

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 believe it will alleviate
the traffic problems and increase
possibility for more ski customers.*

*Full Name: Alea Harris

*Date: 08-08-2021

*UDOT requires full name and date

Or submit your comment to UDOT online



32.2.9D and
32.20F

COMMENT #: 11507
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Annie Jones

COMMENT:

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.

Weather affects buses and cars
stopping from coming up - not
a gondola.

Full Name: Annie Jones *

Date: 8/6/21 *

*UDOT requires full name and date

32.2.9D and
32.2.6.3P

COMMENT #: 11508
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Carol Anderson

COMMENT:

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.

Build a gondola - its better
for our watershed canyon

Full Name: Carol Anderson *

Date: 7/31/21 *

*UDOT requires full name and date

32.2.9D and
32.12A

COMMENT #: 11509
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Carol Baron-Sebesta

COMMENT:

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 to get more cars
out of both canyons.

Full Name: Carol Baron-Sebesta

Date: 7/19/2021 *

*UDOT requires full name and date

32.2.9D

COMMENT #: 11510
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Cary Black

COMMENT:

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 is so bad here, we need
a gondola to cut down
on carbon emissions

Full Name: Cary Black *

Date: 7/31/21 *

*UDOT requires full name and date

32.2.9D and
32.10A

COMMENT #: 11511
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Austen Kirton

COMMENT:

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 This yes

*Full Name: Austen Kirton

*Date: 08/11/21

*UDOT requires full name and date

Or submit your comment to UDOT online



32.2.9D

COMMENT #: 11512
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Alana Ludlow

COMMENT:

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 will be effected when
the road close too.

Full Name: Alana Ludlow *

Date: 8/6/21 *

*UDOT requires full name and date

32.2.9D,
32.2.6.5H, and
32.2.6.3P

COMMENT #: 11513
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Pearl Radzinski

COMMENT:

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 the gondola!

*Full Name: Pearl Radzinski

*Date: 8/6/21

*UDOT requires full name and date

Or submit your comment to UDOT online



32.2.9D

COMMENT #: 11514
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Paige Raufor

COMMENT:

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 Gondola. Please
try increased bus
service!*
Full Name: *Paige Raufor*
Date: *8/15/21* * Thank you

*UDOT requires full name and date

32.2.9E and
32.2.9A

COMMENT #: 11515
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Philip Sampinos

COMMENT:

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 NOT SUPPORT A GONDOLA
IN LITTLE COTTONWOOD CANYON.
A MONORAIL WOULD BE BETTER,
A RAISED MONORAIL !!!
BAN IKON PASSES + THE LIKE - STOP THE
OVERCROWDING

*Full Name: PHILIP SAMPINOS

*Date: 8-6-2021

*UDOT requires full name and date

Or submit your comment to UDOT online



32.2.9E, 32.2.2I
and 32.2.2K

COMMENT #: 11516
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Robert Bedont

COMMENT:

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 air is so bad, we want
a gondola!

Full Name: Robert Bedont *

Date: 7/31/21 *

*UDOT requires full name and date

32.2.9D

COMMENT #: 11517
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Rachel Child

COMMENT:

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 is more environmentally friendly.

Full Name: Rachel Child *

Date: 7/31/21 *

*UDOT requires full name and date

32.2.9D

COMMENT #: 11518
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Ash Neihbarger

COMMENT:

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 bus is stressful for
a whole family.

Full Name: Ash Neihbarger*
Date: 8/16/21 *

*UDOT requires full name and date

32.2.9D

COMMENT #: 11519
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Ashely Patterson

COMMENT:

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.

Easy travel and less environmental
disruption are 2 factors that can
benefit from the Gondola.

*Full Name: Ashley Patterson

*Date: 08/21/2021

*UDOT requires full name and date

Or submit your comment to UDOT online



32.2.9D

COMMENT #: 11520
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Aaron Ray

COMMENT:

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 bad air, gondola
would greatly improve it.

Full Name: Aaron Ray *

Date: 7/31/21 *

*UDOT requires full name and date

32.2.9D and
32.10A

COMMENT #: 11521
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Joleen Bills

COMMENT:

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 air quality needs
improvement - a gondola
would be amazing!

Full Name: Joleen Bills *

Date: 7/31/21 *

*UDOT requires full name and date

32.2.9D and
32.10A

COMMENT #: 11522
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: John Budny

COMMENT:

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.

Not only will it save energy but
it will be a draw to pull tourist
dollars to the area

*Full Name: JOHN BUDNY

*Date: 8/21/2021

*UDOT requires full name and date

Or submit your comment to UDOT online



32.2.9D and
32.6A

COMMENT #: 11523
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Ali Snow

COMMENT:

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 provides a better
way to see the whole
beautiful canyon.

Full Name: Ali Snow *

Date: 8/16/21 *

*UDOT requires full name and date

32.2.9D

COMMENT #: 11524
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Annette Solt

COMMENT:

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.

32.2.9D

Bigger roads open it all to
more traffic

32.29D

Full Name: Annette Solt *

Date: 8/16/21 *

*UDOT requires full name and date.

COMMENT #: 11525
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Aaron Stierle

COMMENT:

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.

Utahs air quality is bad enough
We need a better solution

Full Name: Aaron Stierle *

Date: 7/31/21 *

*UDOT requires full name and date

32.2.9D and
32.10A

COMMENT #: 11526
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Adrien Swensen

COMMENT:

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.

Having a gondola would be better
for Utah air.

Full Name: Adrien Swensen*

Date: 7/31/21 *

*UDOT requires full name and date

32.2.9D and
32.10A

COMMENT #: 11527
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Anne Vanderhoof

COMMENT:

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.

If an accident happens,
gondola is still good.

Full Name: Anne Vanderhoof*

Date: 8/6/21*

*UDOT requires full name and date

32.2.9D

COMMENT #: 11528
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Alec Weeks

COMMENT:

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 gondola please.

*Full Name: Alec Weeks

*Date: 8/15/21

*UDOT requires full name and date

Or submit your comment to UDOT online 



32.2.9E

COMMENT #: 11529
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Angela West

COMMENT:

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 still add poor emissions compared to a gondola.

Full Name: Angela West *

Date: 8/6/21 *

*UDOT requires full name and date

32.2.9D and
32.10A

COMMENT #: 11530
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Ashley Wilkensen

COMMENT:

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 build a gondola
and save our animals.

Full Name: Ashley Wilkensen

Date: 7/31/21 *

*UDOT requires full name and date

32.2.9D and
32.13A

COMMENT #: 11531
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Andrew Wilson

COMMENT:

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.

Making a road wider for buses
is just opening it to more
traffic.

Full Name: Andrew Wilson*

Date: 8/16/21*

*UDOT requires full name and date

32.2.9D,
32.2.4A, and
32.20C

COMMENT #: 11532
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Dave Mortensen

COMMENT:

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 better for our watersheds

Full Name: Dave Mortensen*

Date: 7/31/21*

*UDOT requires full name and date

32.2.9D and
32.12A

COMMENT #: 11533
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Devan Pollington

COMMENT:

Little Cottonwood Canyon EIS Public Comment

UDOT team,

GONDOLA!

*Full Name: DEVAN POLLINGTON

*Date: 8/23/21

*UDOT requires full name and date



Scan to comment

32.29D

COMMENT #: 11534
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: David Robinson-Preece

COMMENT:

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 the only real solution.

Full Name: David Robinson Preece

Date: 8-15-21 *

*UDOT requires full name and date

32.2.9D

COMMENT #: 11535
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Oscar Augustine

COMMENT:

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.

Less traffic. Less CO2 emissions
More tourists and people who can't always get
up.

*Full Name: Oscar Augustine

*Date: 8/21/21

*UDOT requires full name and date

Or submit your comment to UDOT online



32.2.9D,
32.10A, 32.20C

COMMENT #: 11536
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Oscar Cruz

COMMENT:

Little Cottonwood Canyon EIS Public Comment

UDOT team,

NO Gondola!!!!!! 


The construction would take forever.
So many trees would need to be cleared.
It would bring more people to canyon (tourists).
Not efficient.

*Full Name: Oscar Cruz

*Date: 8/22/21

*UDOT requires full name and date



Scan to comment

32.2.9E,
32.2.6.5B, and
32.20A and
32.20C

COMMENT #: 11537
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Phyllis Allen

COMMENT:

Little Cottonwood Canyon EIS Public Comment
UDOT team,

I VOTE THE GONDOLA OPTION

OR

DROP THE IRON PASS HAVE ALTA-SPECIFIC & BIRD-SPECIFIC BUSES & INCREASE BUS STOPS THROUGHOUT THE VALLEY

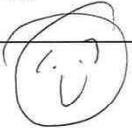
*Full Name: Phyllis Allen

*Date: 8/12/21

*UDOT requires full name and date



Scan to comment



32.2.9D

32.2.2K

32.2.6.3A and
32.2.2I

COMMENT #: 11538
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Brian Bateman

COMMENT:

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.

PRO'S OUT WEIGH THE CON'S

*Full Name: BRIAN BATEMAN

*Date: 8/21/21

*UDOT requires full name and date

Or submit your comment to UDOT online



32.2.9D

COMMENT #: 11539
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Bob Bedon

COMMENT:

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 air is so bad that a
gondola would improve air
for my children.

Full Name: Bob Bedon *

Date: 7/31/21 *

*UDOT requires full name and date

32.2.9D and
32.10A

COMMENT #: 11540
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Brandon Berg

COMMENT:

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 my large family is cheaper
on a gondola

Full Name: Brandon Berg *

Date: 8/10/21 *

*UDOT requires full name and date

32.2.9D and
32.2.4A

COMMENT #: 11541
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Blake Heywood

COMMENT:

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 drastic help with our
air problems. This is a
major step

Full Name: Blake Heywood

Date: 7/31/21 *

*UDOT requires full name and date

32.2.9D and
32.10A

COMMENT #: 11542
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Britannia Howe

COMMENT:

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 whole family can enjoy
the beauty of the canyon*

Full Name: *Britannia Howe*

Date: *8/16/21* *

*UDOT requires full name and date

32.2.9D

COMMENT #: 11543
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Becky Snyder

COMMENT:

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 is hard w/ a
whole family.

Full Name: Becky Snyder.

Date: 8/16/21 *

*UDOT requires full name and date

32.2.9D and
32.2.9C

COMMENT #: 11544
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Caleb Child

COMMENT:

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 better for our
watersheds.

Full Name: Caleb Child *

Date: 7/31/21 *

*UDOT requires full name and date

32.2.9D and
32.12A

COMMENT #: 11545
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Collette Cook

COMMENT:

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! It would greatly improve air quality

Full Name: Collette Cook *

Date: 7/31/21 *

*UDOT requires full name and date

32.2.9D and
32.10A

COMMENT #: 11546
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Cibely deMelo

COMMENT:

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. Lets do this! we
need it!

*Full Name: Cibely de Melo

*Date: 9/21/21

*UDOT requires full name and date

Or submit your comment to UDOT online



32.2.9D

COMMENT #: 11547
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Lexi Wyer

COMMENT:

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 cut our
carbon emissions, and be
better on our air.

Full Name: Lexi Wyer *

Date: 7/31/21 *

*UDOT requires full name and date

32.2.9D and
32.10A

COMMENT #: 11548
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Miriam Barn

COMMENT:

Little Cottonwood Canyon EIS Public Comment

UDOT team,

Garuda with diesel bus as plan

*Full Name: *Miriam Barn*

*Date: *9/3/21*

*UDOT requires full name and date



Scan to comment

32.2.9D and
32.2.2W

COMMENT #: 11549
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Matt Brunner

COMMENT:

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 this makes the most sense
in order to limit pollution and reduce
traffic in the canyons.

Full Name: Matt Brunner *

Date: 9/3/21 *

*UDOT requires full name and date

32.2.9D and
32.10A

COMMENT #: 11550
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Marla Burns

COMMENT:

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 build is an investment in
generations of our community

32.2.9D

Full Name: Marla Burns *

Date: 7/21/21 *

*UDOT requires full name and date

COMMENT #: 11551
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: MayLech Lund

COMMENT:

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

*Full Name: Maylech Lund

*Date: 9/21/21

*UDOT requires full name and date

Or submit your comment to UDOT online



32.2.9D

COMMENT #: 11552
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Michelle Moses

COMMENT:

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 horrible pollution,
this would be the best
option

Full Name: Michelle Moses *

Date: 7/31/21 *

*UDOT requires full name and date

32.2.9D and
32.10A

COMMENT #: 11553
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Melissa Olsen

COMMENT:

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 directly help
effect our inversion
problem directly.

Full Name: Melissa Olsen *

Date: 7/31/21 *

*UDOT requires full name and date

32.2.9D and
32.10A

COMMENT #: 11554
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Manuel Puena-Sanches

COMMENT:

Little Cottonwood Canyon EIS Public Comment

UDOT team,

Gondolas!

Why not an electric train system?

*Full Name: Manuel Puena-Sanchez

*Date: 8/13/21

*UDOT requires full name and date



Scan to comment

32.29D and
32.2.3B

COMMENT #: 11555
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Derek Aramala

COMMENT:

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 has Multiple benefits for
Utah and its Skiers*

32.2.9D

*Full Name: *Derek Aramala*

*Date: *3/21/2021*

*UDOT requires full name and date

Or submit your comment to UDOT online



COMMENT #: 11556
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Ducky Barbera

COMMENT:

Little Cottonwood Canyon EIS Public Comment
UDOT team,

Large amount of buses, required
after certain time of day in order
to enter canyon

*Full Name: Ducky Barbera

*Date: 8/22/21

*UDOT requires full name and date



Scan to comment

32.29D or
32.2.2K

COMMENT #: 11557
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Dave Carrier

COMMENT:

Little Cottonwood Canyon EIS Public Comment

UDOT team,

I vote for bus option

32.2.9A

*Full Name:

Dave Carrier

*Date:

8/12/21



Scan to comment

COMMENT #: 11558
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Dennis Jensen

COMMENT:

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 High speed TRAIN would be
the best Long term Solution

32.2.9F

If not the train then I
Support the Gondola

32.2.9D

*Full Name: Dennis Jensen

*Date: 8-15-2021

*UDOT requires full name and date

Or submit your comment to UDOT online



COMMENT #: 11559
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Deanna Kobett-Peterson

COMMENT:

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 is an AWESOME
idea & I thoroughly support it!

*Full Name: Deanna M Kobett-Peterson

*Date: 8-21-21

*UDOT requires full name and date

Or submit your comment to UDOT online



32.2.9D

COMMENT #: 11560
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Dallas Loos

COMMENT:

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: DALLAS William LOOS

*Date: 8/16/21

*UDOT requires full name and date

Or submit your comment to UDOT online



32.2.9D

COMMENT #: 11561
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Lily Dixon

COMMENT:

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.

Carbon emissions need to be
cut in our valley! Please
build a gondola!

Full Name: Lily Dixon *

Date: 7/3/21 *

*UDOT requires full name and date

32.2.9D and
32.10A

COMMENT #: 11562
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Emilee Belnap

COMMENT:

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 a funner
experience

Full Name: Emilee Belnap*

Date: 8/16/21*

*UDOT requires full name and date

32.2.9D

COMMENT #: 11563
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Eleisha Keen

COMMENT:

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.

Weather conditions don't
stop the gondola

Full Name: Eleisha Keen *

Date: 8/6/21 *

*UDOT requires full name and date

32.2.9D and
32.2.6.5K

COMMENT #: 11564
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Erin Lunstord

COMMENT:

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.

Wider roads just leads to
more emissions.

Full Name: Erin Lunstord *

Date: 8/16/21 *

*UDOT requires full name and date

32.2.9D and
32.10A

COMMENT #: 11565
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Ryan Jacobs

COMMENT:

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.

Emissions would go down with a
gondola.

Full Name: Ryan Jacobs *

Date: 7/31/21 *

*UDOT requires full name and date

32.2.9D and
32.10A

COMMENT #: 11566
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Rachee Kirton

COMMENT:

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.

32.2.9D

*Full Name: Rachee Kirton

*Date: 8-11-2021

*UDOT requires full name and date

Or submit your comment to UDOT online



COMMENT #: 11567
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Racher Parker

COMMENT:

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 gondola is so much
easier for my family

Full Name: Racher Parker *

Date: 8/6/2021 *

*UDOT requires full name and date

32.2.9D

COMMENT #: 11568
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Rachel Rollins

COMMENT:

Little Cottonwood Canyon EIS Public Comment

UDOT team,

I work at Alta in the winter and my primary concern is being trapped in the canyon during Interlock. A road expansion would not solve this problem, but a GONDOLA could! Most of the employees I've talked to - the ones that make that commute every day - agree with me!

*Full Name: RACHEL ROLLINS

*Date: 23 AUG. 2021

*UDOT requires full name and date



Scan to comment

32.2.9D and
32.2.6.5H

COMMENT #: 11569
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Ryan Rausch

COMMENT:

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 PREFER THE GONDOLA BECAUSE I THINK IT WOULD BE A MORE CONVENIENT WAY TO GET TO THE RESORTS

*Full Name: Ryan Rausch

*Date: 8-21-21

*UDOT requires full name and date

Or submit your comment to UDOT online



32.2.9D

COMMENT #: 11570
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Ellie Mitchell

COMMENT:

Little Cottonwood Canyon EIS Public Comment
UDOT team,

neither, go electric buses!
better than destroying environment
or letting off diesel. look at
the air people.

32.2.6.3F

*Full Name: Ellie mitchell

*Date: 8-12-21



Scan to comment

*UDOT requires full name and date

COMMENT #: 11571
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Ernest Planger

COMMENT:

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 saves me from
figuring out parking

32.2.9D

Full Name: Ernest Planger *

Date: 8/16/21 *

*UDOT requires full name and date

COMMENT #: 11572
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Erin Saunders

COMMENT:

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 gondola that offers
less cars and better air
quality.

Full Name: Erin Saunders *

Date: 7/31/21 *

*UDOT requires full name and date

32.2.9D and
32.10A

COMMENT #: 11573
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: John-David Brewer

COMMENT:

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.

Weather stops buses and
gondola can keep going.

Full Name: John-David Brewer

Date: 8/6/21 *

*UDOT requires full name and date

32.2.9D and
32.2.6.3P

COMMENT #: 11574
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Evan Shawn

COMMENT:

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 improves watershed issues.

Full Name: Evan Shawn *

Date: 7/31/21 *

*UDOT requires full name and date

32.2.9D and
32.12A


COMMENT #: 11575
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Geof Andersen

COMMENT:

Little Cottonwood Canyon EIS Public Comment
UDOT team,

NEITHER!

*Full Name: Geof Andersen
*Date: 8/13/21


Scan to comment

*UDOT requires full name and date

32.2.9G

COMMENT #: 11576
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Gerald Berrett

COMMENT:

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 to a gondola

*Full Name: *Gerald Berrett*

*Date: *8-21-2021*

*UDOT requires full name and date

Or submit your comment to UDOT online



32.2.9D

COMMENT #: 11577
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Lolly Stewart

COMMENT:

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 & because I'll take pass
off the canyon

*Full Name: Lolly Stewart

*Date: 8/21/21

*UDOT requires full name and date

Or submit your comment to UDOT online



32.2.9D

COMMENT #: 11578
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Leah Wurgler

COMMENT:

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.

Avalanches won't stop the
gondola.

Full Name: Leah Wurgler *

Date: 8/16/21 *

*UDOT requires full name and date

32.2.9D,
32.2.6.5H, and
32.2.6.5K

COMMENT #: 11579
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Hillary Hahn

COMMENT:

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.

Maintenance of a wider road
is expensive.

Full Name: Hillary Hahn *

Date: 8/16/21 *

*UDOT requires full name and date

32.2.9D and
32.2.7C

COMMENT #: 11580
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Ian Stout

COMMENT:


Little Cottonwood Canyon EIS Public Comment
UDOT team,

Why can't we have e-buses or
better options?

*Full Name: Ian Stout

*Date: 08/12/21

*UDOT requires full name and date



Scan to comment

32.2.6.3F and
32.2.2PP

COMMENT #: 11581
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Josh Bennett

COMMENT:

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 are complicated and
still not great for air
quality*

Full Name: Josh Bennett*

Date: 8/16/21*

*UDOT requires full name and date

32.2.9D and
32.10A

COMMENT #: 11582
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Jessica Dalton

COMMENT:

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 aren't as comfortable

Full Name: Jessica Dalton*

Date: 8/6/21*

*UDOT requires full name and date

32.2.9D

COMMENT #: 11583
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Janet Keen

COMMENT:

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.

Avalanches won't stop
gondola from running.

Full Name: Janet Keen *

Date: 8/14/21 *

*UDOT requires full name and date

32.2.9D and
32.2.6.5K

COMMENT #: 11584
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: James Lewis

COMMENT:

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.

32.2.9D

*Full Name: James Lewis

*Date: 8-10-2021

*UDOT requires full name and date

Or submit your comment to UDOT online



COMMENT #: 11585
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Jacey Linam

COMMENT:

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 takes into account air
air quality.

Full Name: Jacey Linam *

Date: 7/31/21 *

*UDOT requires full name and date

32.2.9D and
32.10A

COMMENT #: 11586
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Katelyn Lewis

COMMENT:

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: Katelyn Lewis
*Date: 8-10-2021



*UDOT requires full name and date

Or submit your comment to UDOT online

32.2.9D

COMMENT #: 11587
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Kenzie Osguthorpe

COMMENT:


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.

Hi, I AM All For The Gondola
Getting The Skiers/Boarders up the
Hill to reduce traffic. However
I feel that local ~~also~~ have
Season pass should not pay \$33.

*Full Name: Kenzie Osguthorpe
*Date: 8/21/21 Highway Designer



*UDOT requires full name and date
Or submit your comment to UDOT online 

32.2.9D

32.2.4A

COMMENT #: 11588
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Kordell Seider

COMMENT:

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 cause I like
swing bees

32.2.9D

*Full Name: Kordell Seider

*Date: 8/21/21

*UDOT requires full name and date

Or submit your comment to UDOT online



COMMENT #: 11589
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Kathleen Sykes

COMMENT:

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.

With air quality sucks - a
gondola would improve
carbon emissions

Full Name: Kathleen Sykes *

Date: 7/31/21 *

*UDOT requires full name and date

32.2.9D and
32.10A

COMMENT #: 11590
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Joy Manning

COMMENT:

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 gondola is a whole
adventure itself.

Full Name: Joy Manning *
Date: 8/16/21 *

*UDOT requires full name and date

32.2.9D

COMMENT #: 11591
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Juie McBeth

COMMENT:

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 air is so poor, we
need a gondola to improve
carbon emissions

Full Name: Julie McBeth *

Date: 7/31/21 *

*UDOT requires full name and date

32.2.9D and
32.10A

COMMENT #: 11592
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Chad Howe

COMMENT:

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 gondola!

*Full Name: Chad Howe
*Date: 8-14-21



*UDOT requires full name and date

Or submit your comment to UDOT online

32.2.9E

COMMENT #: 11592-A
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Jose Ortiz

COMMENT:

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 rather take a gondola ride
as opposed to a bus up here.
Carbon wise, I also prefer the gondola

32.2.9D

32.10A

*Full Name: Jose Ortiz

*Date: 21 Aug 21

*UDOT requires full name and date

Or submit your comment to UDOT online



COMMENT #: 11593
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Julie Panessa

COMMENT:

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!

*Full Name: Julie Panessa

*Date: 8/21/21

*UDOT requires full name and date

Or submit your comment to UDOT online



32.2.9D

COMMENT #: 11594
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Jady Proxy

COMMENT:

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 aren't reliable or comfortable

Full Name: *Jady Proxy* *
Date: *8/16/21* *

*UDOT requires full name and date.

32.2.9D

COMMENT #: 11595
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Jeremy Rigby

COMMENT:

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 gondola

*Full Name:

Jeremy Rigby

*Date:

22 Aug 2021

*UDOT requires full name and date

Or submit your comment to UDOT online



32.2.9D

COMMENT #: 11596
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Jennifer Rigley

COMMENT:

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 consider global warming & the urgent need to consider alternative transportation.

*Full Name: Jennifer Rigley

*Date: 06/22/1984

*UDOT requires full name and date

Or submit your comment to UDOT online



32.2.9D and
32.10A

COMMENT #: 11597
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Jack Schenk

COMMENT:

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 only increases traffic.

32.2.9D

Full Name: Jack Schenk *

Date: 8/16/21 *

*UDOT requires full name and date

COMMENT #: 11598
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Jacob Shamy

COMMENT:

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.

Build this and help create a better environment for the future.

32.2.9D

Full Name: Jacob Shamy *

Date: 7/31/21 *

*UDOT requires full name and date

COMMENT #: 11599
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Jamie Sia

COMMENT:

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 adds a whole added experience to going up the canyon.

32.2.9D

Full Name: Jamie Sia *

Date: 8/16/21 *

*UDOT requires full name and date

COMMENT #: 11600
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Jordan Sollenberger

COMMENT:

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 believe Gondola will make good progress in preserving
the unique ecosystem found here in the Cottonwood Canyon
vs making roads for busses

32.2.9D

*Full Name: Jordan Sollenberger

*Date: 08/21/21

*UDOT requires full name and date

Or submit your comment to UDOT online



COMMENT #: 11601
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Jesseca Sorensen

COMMENT:

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! It would be beautiful,
fun, amazing!*

*Full Name: Jesseca Sorensen

*Date: 8-21-2021

*UDOT requires full name and date

Or submit your comment to UDOT online



32.2.9D

COMMENT #: 11602
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Justine Trare

COMMENT:

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 less cars on the
roads.

Full Name: Justine Trare *

Date: 7/31/21 *

*UDOT requires full name and date

32.2.9D

COMMENT #: 11603
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Kelli Allen

COMMENT:

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 traffic

Full Name: Kelli Allen *

Date: 7/31/21 *

*UDOT requires full name and date

32.2.9D

COMMENT #: 11604
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Kayla Bigler

COMMENT:

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 would improve
our air quality and cut
emissions.

Full Name: Kayla Bigler *

Date: 7/31/21 *

*UDOT requires full name and date

32.2.9D and
32.10A

COMMENT #: 11605
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: K. Cambe

COMMENT:

Little Cottonwood Canyon EIS Public Comment

UDOT team,

NEITHER SAVE 200 MILLION

32.2.9G

DONT RISE THE CANYON FOR 5 FEET GIVE
AS CUMBERS, HOURS AND OTHER JUST FOR
A FEW SILVERS/ROADWAYS

32.4I

*Full Name: K. Cambe

*Date: 8/19/2021

*UDOT requires full name and date



Scan to comment

COMMENT #: 11606
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Larissa Farre

COMMENT:

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 air is soo bad, a gondola
would greatly benefit our
community.

Full Name: Larissa Farre *

Date: 7/31/21 *

*UDOT requires full name and date

32.2.9D and
32.10A

COMMENT #: 11607
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: LeeAnn Freeman

COMMENT:

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.

Would much improve traffic
in summer & winter.

*Full Name: LeeAnn Freeman

*Date: 8/21/21

*UDOT requires full name and date

Or submit your comment to UDOT online



32.2.9D and
32.2.6.5F

COMMENT #: 11608
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Lauren Hedin

COMMENT:

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 poor air, a gondola
would help so much!

Full Name: Lauren Hedin *

Date: 7/31/21 *

*UDOT requires full name and date

32.2.9D and
32.10A

COMMENT #: 11609
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Lauren Heininger

COMMENT:

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 help reduce hours of
winter traffic on big snow days

32.2.9D

*Full Name: Lauren Heininger

*Date: 8/21/21

*UDOT requires full name and date

Or submit your comment to UDOT online



COMMENT #: 11610
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Lucas McGraw

COMMENT:

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.

Build a gondola - It's better for
our environment.

Full Name: Lucas McGraw
Date: 7/31/21 *

*UDOT requires full name and date

32.2.9D

COMMENT #: 11611
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Lue Russell

COMMENT:

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.

Go gondola!

*Full Name: *Lue Russell*

*Date: *8-23-21*

*UDOT requires full name and date

Or submit your comment to UDOT online



32.2.9D

COMMENT #: 11612
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Kelsey Crnich

COMMENT:

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.

Weather issues halt all traffic

Full Name: Kelsey Crnich *

Date: 8/6/21 *

*UDOT requires full name and date

32.2.9D and
32.7C

COMMENT #: 11613
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Kelly DeCorso

COMMENT:

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 ALL THE WAY, MUCH BETTER THAN ROAD WIDENING

*Full Name: KELLY DECORSO

*Date: 8-21-21

*UDOT requires full name and date

Or submit your comment to UDOT online



32.2.9D

COMMENT #: 11614
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Kathryn Eberle

COMMENT:

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 wider road is one more
road we are constantly
fixing.

32.2.9D

Full Name: Kathryn Eberle *

Date: 8/16/21 *

*UDOT requires full name and date

COMMENT #: 11615
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Kathryn England

COMMENT:

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 is a better less
stressful time for whole
family

32.2.9D

Full Name: Kathryn England

Date: 8/16/21 *

*UDOT requires full name and date

COMMENT #: 11616
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Kara Follis

COMMENT:

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 more environmentally friendly.

Full Name: Kara Follis *

Date: 7/31/21 *

*UDOT requires full name and date

32.2.9D

COMMENT #: 11617
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Kamery Gardner

COMMENT:

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.

32.2.9D

*Full Name: Kamery Gardner

*Date: August 19, 2021

*UDOT requires full name and date

Or submit your comment to UDOT online



COMMENT #: 11618
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Ky Johnson

COMMENT:

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.

Wider roads puts construction
for years blocking traffic.

32.2.9D and
32.2.9C

Full Name: Ky Johnson *

Date: 8/16/21 *

*UDOT requires full name and date

COMMENT #: 11619
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Kim Koniacki

COMMENT:

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 is better for our watersheds!

Full Name: Kim Koniacki *

Date: 7/31/21 *

*UDOT requires full name and date

32.2.9D and
32.12A

COMMENT #: 11620
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Kelly Taylor

COMMENT:

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 the gondola
to travel safer in the winter!

32.2.9D

*Full Name: Kelly Taylor

*Date: 9/21/21

*UDOT requires full name and date

Or submit your comment to UDOT online



COMMENT #: 11621
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Kaleb VanArsdale

COMMENT:

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.

EXPAND BUS SERVICE & RIDERSHIP
INCENTIVES W/O WIDENING ROADWAYS,
NO GONDOLA! NO WIDENED ROADS!

32.2.9A, 32.2.4A,
32.2.9E, and
32.2.9C

*Full Name: KALEB VANARSDALE

*Date: 8.14.2021 84105

*UDOT requires full name and date

Or submit your comment to UDOT online



COMMENT #: 11622
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Keith Williams

COMMENT:

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.

Carbon emissions would be so much better with a gondola.

Full Name: Keith Williams

Date: 7/31/21 *

*UDOT requires full name and date

32.2.9D and
32.10A

COMMENT #: 11623
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Logan Budny

COMMENT:

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.

Not only will it cut down on CO2 emissions but it will draw tourism to they area

32.2.9D

*Full Name: Logan Budny

*Date: 8-21-2021

*UDOT requires full name and date

Or submit your comment to UDOT online



COMMENT #: 11624
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: M. Christensen

COMMENT:

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.

32.2.9D

*Full Name: M. Christensen

*Date: 9/1/2021



*UDOT requires full name and date

Or submit your comment to UDOT online



COMMENT #: 11625
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Maureen Conroy

COMMENT:

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 could allow us to
enjoy a winter canyon.

Full Name: Maureen Conroy *

Date: 8/6/21 *

*UDOT requires full name and date

32.2.9D

COMMENT #: 11626
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Megan Dever

COMMENT:

Little Cottonwood Canyon EIS Public Comment
UDOT team,

Whatever transportation is utilized, it needs to run year round (bikers/hikers). Summer ^{traffic} will grow exponentially as winter recedes. Dedicated lanes (like in Europe) to move traffic in the right direction as volume dictates.

*Full Name: MEGAN DEVER

*Date: 9/1/21

*UDOT requires full name and date



Scan to comment

32.1.2C and
32.2.2E

32.2.2D or
32.2.2EE

COMMENT #: 11627
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Melanie Faddis

COMMENT:

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!

Full Name: Melanie Faddis *

Date: 8/6/21 *

*UDOT requires full name and date

32.2.9D

COMMENT #: 11628
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Maria Samuelson

COMMENT:

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 gondola!

32.2.9D

*Full Name: *Maria Samuelson*

*Date: *8/21/21*

*UDOT requires full name and date

Or submit your comment to UDOT online



COMMENT #: 11629
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Margaret Shan

COMMENT:

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 is The Best long term solution.

*Full Name: *Margaret Shan*
*Date: *9-1-21*



*UDOT requires full name and date

Or submit your comment to UDOT online

32.2.9D

COMMENT #: 11630
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Mandi Titcomb

COMMENT:

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.

Road closures wouldnt effect
a gondola.

Full Name: Mandi Titcomb *

Date: 8/6/21 *

*UDOT requires full name and date

32.2.9D and
32.2.6.5H

COMMENT #: 11631
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Natalie Crichtlaw

COMMENT:

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.

Car and bus add same emissions
we need a gondola

Full Name: Natalie Crichtlaw

Date: 8/16/21 *

*UDOT requires full name and date

32.2.9D and
32.10A

COMMENT #: 11632
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Nathan Delemos

COMMENT:

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 lower gas emissions
and reduce traffic.

*Full Name: Nathan delemos

*Date: 8-21-21

*UDOT requires full name and date

Or submit your comment to UDOT online



32.2.9D and
32.10A

COMMENT #: 11633
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Rylee Scott

COMMENT:

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.

*Utahs air quality is bad
enough! Need a gondola!*

Full Name: Rylee Scott *

Date: 7/31/21 *

*UDOT requires full name and date

32.2.9D and
32.10A

COMMENT #: 11634
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Ryan Thorne

COMMENT:

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 gondola would
clear traffic immensely.

Full Name: Ryan Thorne *

Date: 7/31/21 *

*UDOT requires full name and date

32.2.9D

COMMENT #: 11635
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Maryanne Russell

COMMENT:

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 build a gondola - we need
a way to dramatically
cut down on emissions*

Full Name: Maryanne Russell

Date: 7/31/21 *

*UDOT requires full name and date

32.2.9D and
32.10A

COMMENT #: 11636
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Shirlynn Baird

COMMENT:

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 system better for our
air quality.*

Full Name: *Shirlynn Baird*

Date: *9/3/21* *

*UDOT requires full name and date

32.2.9D and
32.10A

COMMENT #: 11637
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Shawn Goodwin

COMMENT:

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: Shawn Goodwin

*Date: 21-8-21

*UDOT requires full name and date

Or submit your comment to UDOT online



32.2.9D

COMMENT #: 11638
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Sara Greener

COMMENT:

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 less cars on the
roads

Full Name: Sara Greener *

Date: 7/31/21 *

*UDOT requires full name and date

32.2.9D

COMMENT #: 11639
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Sol Harmon

COMMENT:

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 better for the environment. Cool looking. Fun!

*Full Name: Sol Harmon

*Date: 8/21/21

*UDOT requires full name and date

Or submit your comment to UDOT online



32.2.9D

COMMENT #: 11640
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Sarah Holt

COMMENT:

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 would enjoy riding a gondola than traffic in the canyon

Full Name: Sarah Holt *

Date: 8/16/21 *

*UDOT requires full name and date

32.2.9D

COMMENT #: 11641
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Shauna Keller

COMMENT:

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.

Making a road wider is
more construction.

Full Name: Shauna Keller *

Date: 8/16/21 *

*UDOT requires full name and date

32.2.9D

COMMENT #: 11642
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Shawn Koniecki

COMMENT:

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 more environmentally friendly.

Full Name: Shawn Koniecki *

Date: 7/31/21 *

*UDOT requires full name and date

32.2.9D

COMMENT #: 11643
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Steve Mordecai

COMMENT:

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 is better for our environment

Full Name: Steve Mordecai *

Date: 7/31/21 *

*UDOT requires full name and date

32.2.9D

COMMENT #: 11644
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Shelli Perri


COMMENT:

Little Cottonwood Canyon EIS Public Comment
UDOT team,

Gondola Keep traffic off the roads less vehicles is best!

*Full Name: Shelli Perri
*Date: 8-3-21

*UDOT requires full name and date



Scan to comment

32.2.9D

COMMENT #: 11645
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Suzy Radzinski

COMMENT:

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 has a much smaller carbon footprint than building a highway in the canyon.

*Full Name: Suzy Radzinski

*Date: 8/6/2021

*UDOT requires full name and date

Or submit your comment to UDOT online



32.2.9D, 32.10A
and 32.2.6.3B

COMMENT #: 11646
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Stevie Ray Tate

COMMENT:

Little Cottonwood Canyon EIS Public Comment

UDOT team,

please reconsider! not only will this project wipe out way too many climbing projects/bouldering routes, it will also disturb the natural wildlife + habitat FOREVER. When I'm in nature, I want to see nature, not man-made roads, towers, or cables.

*Full Name: Stevie Ray Tate

*Date: August 12th, 2021

*UDOT requires full name and date



Scan to comment

32.2.2PP,
32.4A, 32.4B,
32.13A and
32.13B

COMMENT #: 11647
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Terri Jensen

COMMENT:

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 a trip in itself!

Full Name: Terri Jensen *

Date: 8/10/21 *

*UDOT requires full name and date

32.2.9D

COMMENT #: 11648
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Tim Jim

COMMENT:

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 can't keep track of buses
as they run now - we need
a better system!*

Full Name: Tim Jim *

Date: 8/16/21 *

*UDOT requires full name and date

32.2.9D

COMMENT #: 11649
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Tanner Law

COMMENT:

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 little cottonwood canyon
gondola because it will increase
accessibility and lower emissions*

*Full Name: Tanner Law

*Date: 09/03/21

*UDOT requires full name and date

Or submit your comment to UDOT online



32.2.9D, 32.7C,
and 32.10A

COMMENT #: 11650
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Tara Lloyd

COMMENT:

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.

Carbon emissions are so high, a gondola would greatly improve our skies

Full Name: Tara Lloyd *

Date: 7/31/21 *

*UDOT requires full name and date

32.2.9D and
32.10A

COMMENT #: 11651
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Tyler O'Donnell

COMMENT:

Little Cottonwood Canyon EIS Public Comment
UDOT team,

32.2.6.3F

Electric Bus

*Full Name: Tyler O'Donnell

*Date: 8/14/21

*UDOT requires full name and date



Scan to comment

COMMENT #: 11652
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Teague Serreth

COMMENT:

Little Cottonwood Canyon EIS Public Comment
UDOT team,

CANONICAL. I DID A PAPER ON
THIS LAST SEMESTER @
THE 'U' - LEAST POLLUTION, OBSTRUCTION,
OVERALL BEST OPTION

32.2.9D

*Full Name: TEAGUE SERRETH

*Date: 8/16/21

*UDOT requires full name and date



Scan to comment

COMMENT #: 11653
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Vicki Dilato

COMMENT:

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 is the best idea

*Full Name: *Vicki Dilato*

*Date: *8/21/21*

*UDOT requires full name and date

Or submit your comment to UDOT online



32.2.9D

COMMENT #: 11654
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Val Hill

COMMENT:

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.

Vote for gondola. It would be better
for our environment.

Full Name: Val Hill *

Date: 7/31/21 *

*UDOT requires full name and date

32.2.9D

COMMENT #: 11655
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Vander White

COMMENT:

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/YES DONT MATTER UNLESS AFFORDABLE

- LOCAL TRAFFIC ONLY DEC 8 - FEB 8*
- BUILD ANOTHER PARKING LOT ASAP*
- ADD TO THE GONDOLA -*
- MAKE LOCAL RIGHTS PLEASE*
- NO NEW PLACES DONT RE-FILL LOCALS DUE TO COST*

*Full Name: Vander white
*Date: 8/8/21



*UDOT requires full name and date
Or submit your comment to UDOT online 

32.2.6.2.1C,
32.2.4A, and
32.2.9D

32.2.4A
32.2.9D

COMMENT #: 11656
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Will Clause

COMMENT:

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 is a great solution that would not damage the views of the Wasatch front. It would protect against traffic caused by avalanches.

*Full Name: Will Clause

*Date: 8-6-21

*UDOT requires full name and date

Or submit your comment to UDOT online



32.2.9D and
32.2.6.5K

COMMENT #: 11657
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Daniel Willden

COMMENT:

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 canyon views would be
so much better than driving

Full Name: Daniel Willden

Date: 8/6/21 *

*UDOT requires full name and date

32.2.9D

COMMENT #: 11658
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Zane Perkins

COMMENT:

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 can all enjoy the canyon if
we don't drive.

Full Name: Zane Perkins *

Date: 8/16/21 *

*UDOT requires full name and date

32.2.9D

COMMENT #: 11659
DATE: 9/3/21 12:30 PM
SOURCE: Mailed
NAME: Zoe Smoot

COMMENT:

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 will be a great way
to reduce pollution & traffic
in the canyon*

*Full Name: *Zoe Smoot*

*Date: *8/15/21*

*UDOT requires full name and date

Or submit your comment to UDOT online



32.2.9D and
32.10A

COMMENT #: 11660
DATE: 9/3/21 12:45 PM
SOURCE: Mailed
NAME: Kylie Baley

COMMENT:

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.

32.2.9D

*Full Name: Kylie Baley

*Date: 08/26/2021

*UDOT requires full name and date

Or submit your comment to UDOT online



COMMENT #: 11661
DATE: 9/3/21 12:45 PM
SOURCE: Mailed
NAME: Dylan Disarro

COMMENT:

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: Dylan Disarro *

Date: 7/2/21 *

*UDOT requires full name and date

32.2.9D

COMMENT #: 11662
DATE: 9/3/21 12:45 PM
SOURCE: Mailed
NAME: Katherine Felt

COMMENT:

Little Cottonwood Canyon EIS Public Comment
UDOT team,

I hate going back to the drawing board, but I hate both of these options. How many people can our canyons hold? Maybe we need to look at more options. I like the gondola better, but that choice breaks my heart, too.

*Full Name: Katherine Felt

*Date: 8/30/2021

*UDOT requires full name and date



Scan to comment

32.2.9C,
32.2.9E,
32.2.2PP, and
32.20B

COMMENT #: 11663
DATE: 9/3/21 12:45 PM
SOURCE: Mailed
NAME: James Haslam

COMMENT:

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 IS THE ONLY LONG TERM SOLUTION
FROM COST AND OPERATIONS

32.2.9D

*Full Name: JAMES A HASLAM

*Date: 8-31-2021



*UDOT requires full name and date

Or submit your comment to UDOT online

COMMENT #: 11664
DATE: 9/3/21 12:45 PM
SOURCE: Mailed
NAME: Linda Haslam

COMMENT:


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 IS 6000

*Full Name: LINDA C. HASLAM
*Date: 8-31-2021



*UDOT requires full name and date
Or submit your comment to UDOT online 

32.2.9D

COMMENT #: 11665
DATE: 9/3/21 12:45 PM
SOURCE: Mailed
NAME: David Johnson

COMMENT:

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 have been coming up Little Cottonwood Canyon for 45 years. I have 3 time shares at the Iron Blossam ledge. I love this canyon and wish to have it protected.

*Full Name: David B. Johnson

*Date: 8-30-2021

*UDOT requires full name and date

Or submit your comment to UDOT online



32.2.9D

COMMENT #: 11666
DATE: 9/3/21 12:45 PM
SOURCE: Mailed
NAME: Riley Norton

COMMENT:

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 is by far the best solution presented to the issue!

Full Name: Riley Norton *

Date: 9/15/21 *

*UDOT requires full name and date

32.2.9D

COMMENT #: 11667
DATE: 9/3/21 12:45 PM
SOURCE: Mailed
NAME: Jacob SanJuan

COMMENT:

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.

32.2.9D

*Full Name: Jacob San Juan

*Date: 08/28/21

*UDOT requires full name and date

Or submit your comment to UDOT online



COMMENT #: 11668
DATE: 9/3/21 12:45 PM
SOURCE: Mailed
NAME: Shane Duncan

COMMENT:

Little Cottonwood Canyon EIS Public Comment
UDOT team,

THE POINT IS NOT TO
RUIN THE VIEW OR GET
MORE PEOPLE UP THE CANYON
BUS!

*Full Name: SHANE DUNCAN

*Date: 8-28-21

*UDOT requires full name and date



Scan to comment

32.1.2B,
32.17A, 32.17B,
and 32.2.9A

COMMENT #: 11669
DATE: 9/3/21 12:45 PM
SOURCE: Mailed
NAME: Zachary Eldredge

COMMENT:

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, is better for traffic

Full Name: Zachary Eldredge *

Date: 7/13/21 *

*UDOT requires full name and date

32.2.9D

COMMENT #: 11670
DATE: 9/3/21 12:45 PM
SOURCE: Mailed
NAME: Gleuda Johnson

COMMENT:

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 Love the Canyons and
We Support UDOT's selection
using a Gondola in the Canyon*

32.2.9D

*Full Name: Gleuda Johnson

*Date: 8-31-2021

*UDOT requires full name and date

Or submit your comment to UDOT online



COMMENT #: 11671
DATE: 9/3/21 12:45 PM
SOURCE: Mailed
NAME: Craig Walker

COMMENT:

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

*Full Name: CRAIG WALKER

*Date: 8/30/2021

*UDOT requires full name and date

Or submit your comment to UDOT online



32.2.9D

COMMENT #: 11672
DATE: 9/3/21 12:45 PM
SOURCE: mailed
NAME: Trevor Parken

COMMENT:

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 all the way!
The traffic is getting terrible in both
Canyons. I feel it would be a great asset
for tourism all year long.*

*Full Name: *Trevor Parken*

*Date: *08/21/21*

*UDOT requires full name and date

Or submit your comment to UDOT online



32.2.9D and
32.2.6.4F

COMMENT #: 11673
DATE: 9/3/21 12:45 PM
SOURCE: Mailed
NAME: Skylar Gamble

COMMENT:

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 BETTER FOR THE
ENVIRONMENT + SAFETY!

*Full Name: SKYLAR GAMBLE

*Date: 8/21/21

*UDOT requires full name and date

Or submit your comment to UDOT online



32.2.9D

COMMENT #: 11674
DATE: 9/3/21 12:45 PM
SOURCE: Mailed
NAME: Shannon Ferrell

COMMENT:

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.

protects the environment!

*Full Name: *Shannon Ferrell*

*Date: *8-21-21*

*UDOT requires full name and date

Or submit your comment to UDOT online



32.2.9D

COMMENT #: 11675
DATE: 9/3/21 12:45 PM
SOURCE: Mailed
NAME: Shaun Crinch

COMMENT:

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.

Driving in a winter roads are
stressful, please create a
gondola.

32.2.9D

Full Name: Shaun Crinch *

Date: 8/6/21 *

*UDOT requires full name and date

COMMENT #: 11676
DATE: 9/3/21 12:45 PM
SOURCE: Mailed
NAME: Shelley Carpenter

COMMENT:

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.

*Canyon closes constantly - that
would stop buses not
gondola.*

Full Name: *Shelley Carpenter**
Date: *8/16/21* *

*UDOT requires full name and date

32.2.9D and
32.2.6.5H

COMMENT #: 11677
DATE: 9/3/21 12:45 PM
SOURCE: Mailed
NAME: Brook Wauson

COMMENT:

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 can better enjoy
the canyon on a gondola*

Full Name: Brook Wauson *

Date: 8/6/21 *

*UDOT requires full name and date

32.2.9D