

## **APPENDIX 32B**

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### Reproductions of Comments on the Draft EIS

Comments 11678–13307

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

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**COMMENT:**

Please please do NOT build a gondola!!! **(32.2.9E)** It would be awful in the canyon and make our beautiful canyon industrial! **(32.4I)** 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!!! The location is awful! **(32.4M)** Keep our canyons as natural as they can be! When people want to ski they can wait in lines & take the buses!

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

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**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. **(32.4A 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). **(32.1.2B, 32.1.2D, 32.1.4D, 32.2.7A, 32.7B, and 32.7C)** 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. **(32.2.2K)** Thank you.

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

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**COMMENT:**

As a Cottonwood Heights resident who lives near [REDACTED], I've been keeping up with the proposals for a couple of years on how to handle the canyon/skiier traffic. Initially I was in favor of the Gondola, but have since heard other perspectives that have given me pause. It seems to me that we should do what we can to preserve the area for residents of the area and Utah first. I would think a Gondola is always an option for the future. Jim Bradley and Mayor Wilson have other ideas. It's too bad we are down to the wire before learning that there might be other ways to address the traffic, but their ideas make sense. Have the current studies really taken these into consideration? **(32.2.2I)** Or do those in who benefit from tourism, the developers, and others who stand to make \$\$ from the more "invasive" solutions have a louder microphone? **(32.2.9N)** I'm not pointing fingers, but we all know \$\$ and power talk first and loudest. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

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

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**COMMENT:**

Please approve the Gondola plan and also support any train proposals. **(32.2.9D and 32.2.9F)** We need both options up both canyons to reduce pollution and accidents. Buses are just going to create more traffic accident risk in the canyons. **(32.2.6.3P)** We need sophisticated transportation to the mountains, not outdated bus and fee alternatives. Busses are just a bandaid. Let's fix this intellegently.

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

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**COMMENT:**

I am a second home owner in Big Cottonwood Canyon. I am in agreement with the statement that the BCCA (Big Cottonwood Canyon Association) drafted and presented to you. Whatever you do in LCC will have a huge impact on BCC. **(32.20D)**

-Please consider tolling as an immediate solution to the heavy traffic problem by encouraging carpools and managing the traffic in the canyon. **(32.2.4A and 32.20D)**

-Have a more robust bus system in place for the summer and winter seasons in the canyon **(32.1.2C)**

-Do not pave any more in BCC. More pavement encourages more vehicles. **(32.1.1A)**

-Put restrictions on parking on the side of the road. Have people pay for parking-it is done in most public areas throughout the US such as beaches, campgrounds, Uinta recreation areas such as Mirror Lake. **(32.2.9P)**

-I am opposed to the Gondola in LCC. The fragile Wasatch Mountain range is not like the Swiss Alps. The impact on the environment would be great. **(32.2.9E and 32.4I)**

-Enhanced bus service with easy parking and wait lots at the bottom of the canyons are the best solution. **(32.2.9A)**

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

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**COMMENT:**

I'm in favor of adding more buses and adding more parking at the base. (32.2.9A)

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

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**COMMENT:**

I grew up at the mouth of this canyon. I've spent many hours skiing, climbing, and hiking in Little Cottonwood. The proposed additions, while helping some issues, will create new problems and destroy so much that is irreplaceable and priceless to Utah and this canyon. **(32.4I)** I urge those deciding to look at other options that will promote safety and ease traffic while preserving part of what makes this canyon so special. **(32.2.2PP)**



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

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**COMMENT:**

I think the gondola is a terrible idea. **(32.2.9E)** It will be expensive, ruin the beautiful scenery of the canyon, and only serve the ski resorts. **(32.2.9E, 32.17A, 32.2.7C, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** There are many other uses for the canyon; I am a hiker and the gondolas would not help the traffic during the summer months. **(32.1.2C)**

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

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**COMMENT:**

No gondola, buses can be quickly implemented and don't require destruction of Little Cottonwood canyon. **(32.2.9E and 32.2.9A)**

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

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**COMMENT:**

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

From a high-level, would like to understand why we're only being presented with two high cost/high impact alternatives, as opposed to a phased approach. **(32.29R)** We'd like to see the details behind the assumptions UDOT is making in the costs (initial and operating) and benefits (capacity) of the two alternatives. We're looking to spend \$500M, (1/2 BILLION DOLLARS?!?) of taxpayer dollars to deal with 15-20 problem days a year, to enrich the ski resorts? **(32.2.7C, 32.2.6.3N, 32.2.6.5N, 32.1.2B, 32.1.4D, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

This solution is not going to be used year-round, and looking at proposals, I do not see it being more convenient to local skiers/snowboarders. **(32.1.2C and 32.2.4A)** Obviously this has no real benefit to any of the other sports (climbing, hiking, biking etc) the LCC is used for. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

We're told by Snowbird that LCC sees about 7,000 cars a day, someone mentioned as high as 15,000 in one day. If we assume 1.5 people per car, that's about 10,500 to 22,500 people a day. The gondola at 35 people every 2 minutes (which I have trouble believing we can load that efficiently with all the gear people will have, kids, skis, backpacks, coolers etc), that's an estimate of 900 people per hour (even if paperwork says 1050). **(32.2.6.5N)** In 3 hours of the morning, we'll alleviate a fraction of the people at a very high cost. **(32.1.2D, 32.2.4A, and 32.2.6.5D)** Parking to gondola is capped at 1,500 cars, so that doesn't even get us to that number. **(32.2.6.5J)** The end-user experience will be to park, walk to bus, wait for bus, take bus, wait for gondola, ride gondola. ALL WITH SKI/SNOWBOARD GEAR. **(32.2.6.5J and 32.2.6.5C)** How is terrible user experience going to entice people to not drive? **(32.2.4A)** And I cannot imagine what the lines for the gondola will be like on the way home. **(32.2.6.5C)**

The bus alternative is more reasonable, but why widen roads right away when we can try and entice a more reliable bus solution and see if people start using it! **(32.29R)** No need to go to 100% and spend the money if we don't convince people to leave their cars at the base. **(32.2.4A)** Make buses reliable and run more often (which both current proposals require), and people will be willing to take them. **(32.2.6.5N)** Bus technology is and will be changing as rapidly as the car industry. Electric and natural gas buses have been here for years. We can reduce emissions and noise and still manage to reduce the numbers in the canyon without any permanent installments or widening a road impacting our watershed. **(32.2.6.3F and 32.2.9A)** The cost numbers shared for bus alternatives are using today's technology as assumptions. And you can always scale buses up and down. **(32.2.6.3D)**

I don't disagree that a toll up the canyon could entice people to use the bus, however I believe think if we encouraged HOV (3+ people) to go up free, that would encourage carpool and would help reduce the number of cars in canyon, which is the real goal. Offer a parking spot, and people will gladly carpool with others and pick up strangers. **(32.2.4A)**

Why not spend some of that gondola/bus money on a police officer to monitor cars going up LCC on snow days, and not allow cars without winter tires up. Rental cars can stay at bottom of canyon and bus. This would reduce further delays and accidents. **(32.2.2M)**

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

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

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**COMMENT:**

Yes, install the Gondola. **(32.2.9D)**

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

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**COMMENT:**

Count me among the legion of LCC lovers when I say: anything but the gondola. **(32.2.9E)** All other options' environmental impacts pale in comparison to the gondola, which would forever blight views and landscape in the most spectacular canyon directly next to a major city that I've ever seen. **(32.17A and 32.4I)** I adore Snowbird and Alta resorts, but their interests and wishes should not fall to taxpayers, and nature lovers. Anything but the gondola, please, for the future of the canyon.

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

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**COMMENT:**

LCC is a treasure, and something deserves to be protected for generations. My concerns with the Gondola are that we will permanently change the nature of the canyon in ways that will only benefit some. **(32.2.9E, 32.17A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

I am an avid climber, hiker, and backcountry snowboarder. I'm up LCC weekly. The Gondola does nothing for hikers or climbers, and actually could limit access to hiking and climbing areas. **(32.4A, 32.4G, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

I'm in favor of optimizing our current infrastructure: roads. Adding a bus lane would do less harm and change the canyon less. We already have a road up the canyon, lets leverage this to fix the traffic problem. **(32.2.9B)**

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

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**COMMENT:**

Please consider all outdoor sports before expanding the road or putting in gondola towers. **(32.2.9E, 32.2.9C, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I love going and climbing on the rocks on the north side of the canyon and hiking on the south side, increasing traffic up the canyon for skiers should not come at the expense of other recreational activity enjoyers. **(32.4A, 32.4B, and 32.4I)**

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

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**COMMENT:**

Vehemently against a gondola. **(32.2.9E)**  
Very against road widening. **(32.2.9C)**

Let's start with common sense solutions first. Often the simplest solutions can take us very, very far. Start by adding a tollbooth at the mouth of the canyon. Improve the bus system (including paying the drivers well.) Create systems that incentivize carpooling and public transit. **(32.2.4A and 32.2.9A)**

The goal is to reduce congestion to better allow people to enjoy the canyon. This includes tourists to the ski resorts, yes, but we also need to consider the locals. Locals use the canyons year-round. **(32.1.2C)** We recreate in them every day. Tourists are only here for a few days or weeks at a time. We need to make the canyons accessible for everyone, but we need to prioritize local input first and foremost.

Furthermore, UDOT absolutely needs to consider the implications and effects that our climate crisis will have on this project. The chances of this region seeing the same amount of tourism 50 years from now is quite grim -- and we should be making huge efforts to minimize our impact on the environment and reduce our carbon footprint. **(32.2.2E, 32.13A, 32.13B, and 32.10A)** Spending \$500+ million dollars on either a gondola or road widening does none of those things.

Would you like to hear an alternative solution? One that is simple to manage, benefits the locals as well as the tourists, keeps the canyons beautiful year-round, takes our climate crisis into account, AND costs very little? It is tolling. Improved bus service. Incentivized carpooling and public transit. **(32.2.4A and 32.2.9A)**

The solution is to minimize our impact. The solution is for people to change their behaviors, not to forever change the land. Please, ditch both the gondola and the road widening until we have first considered these low-impact, low-cost, and common-sense solutions first. **(32.2.9R)**



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

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**COMMENT:**

I think a gondola is a preferred decision as the road will always be subject to avalanches and congestion. **(32.2.9D and 32.2.6.3P)** A combination of bus and gondola with auto restrictions sounds ideal. **(32.2.2W)** Regarding the gondola is there any community that has not enjoyed a similar transportation model? Meaning after building a gondola has any community not liked it.

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

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**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. We only have one LCC we can never undo the damage of development.

What is the problem we are solving for? **(32.1.2B)**

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, 32.2.7A, 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. **(32.2.4A, 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 and 32.2.2X)**

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. **(32.2.2I and 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. **(32.20A)**

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. **(32.20E)**

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

Questions?

Why are we solving an issue that two private ski resorts have created? **(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. **(32.1.2B)**

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. **(32.2.9C 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? **(32.1.2B)**

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

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**COMMENT:**

We do not want a damn gondola. Corporate resorts have enough money. **SAVE THE CLIMBING.**  
**(32.2.9E and 32.4B)**

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

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**COMMENT:**

I appreciate the opportunity to post a comment about the proposed transportation solutions for Little Cottonwood Canyon. Like many others in the community, I firmly believe that the state should conduct a study over the next few years to assess the impact of tolling, enforcing the traction law, and expanding/improving bussing alternatives (free of charge). **(32.2.29R, 32.2.4A, 32.2.2M, and 32.2.9A)** These simple solutions should be tested prior to adding infrastructure like the gondola or expanding the roads, which would irreversibly damage the state of the canyon and only serve to benefit Alta and Snowbird. **(32.2.9C, 32.2.9E, 32.4I, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Currently, there is no incentive to take the bus at all - it runs at inconvenient times, does not stop at backcountry trailheads, there are no lockers easily available, and there is not a warm space to wait for the bus (like then the canyon had 5+ hours of traffic, and those who took the bus had to wait out in the cold instead of in a warm car). **(32.2.6.5N, 32.2.6.3C, and 32.2.3A)** Obviously no one is going to use the bus. There needs to be a toll to disincentive driving, which will help limit congestion as well as limit the environmental impact of having so many cars on the road. **(32.2.4A)** The bussing needs to be more frequent and more comfortable as an alternative. Thank you for your consideration.

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

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**COMMENT:**

I support the gondola. **(32.2.9D)** As an avid winter sports enthusiast my entire life I have been is several terrifying moments on buses in the winter. Now that I am a mom, I am terrified of the idea of putting my little one unrestrained on a bus in winter driving conditions in the canyon. I think the gondola is also as unique as Utah and would provide an unmatched experience in the US. Lets get as far away from our dependence on fossil fuel as possible. **(32.2.9C, 32.2.6.3P, and 32.18A)**

Thanks you,  
Lisa

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

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**COMMENT:**

I support the gondola alternative up Little Cottonwood Canyon. **(32.2.9D)** Sitting in slow moving traffic in the mornings is just terrible. This deters skiers like me from coming to SLC. Gondola rides from the valley below, up to the ski areas in Europe are a true delight. Travelling quietly through the magnificent scenery is a highlight of the day. No fumes. No frustration. Not cramped on a bus.

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

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**COMMENT:**

Hello,

I would like to say that the idea of building a gondola is not the best. **(32.2.9E)** It will visually be disturbing and it would only serve the interest of the ski resorts and not the general public. **(32.17A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. I feel that the best short term solution would be widening the roads and increase the bus service but this would only be a short term solution. **(32.2.9B and 32.29R)**. I would like to add that the best long term solution would be to build a rail road where train schedules could be adjusted depending on the needs and it would have less visual effect on the landscape than some pod's hanging in the air. **(32.2.9F)** It would look like picturesque Alps with little red trains.

Thank you.



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

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**COMMENT:**

To Whom It May Concern:

In choosing between the two options, the enhanced bus option is my preference. More frequent buses with more park-and-ride locations, along with direct buses to Alta and direct to Snowbird should be implemented immediately. **(32.2.9B)** There should also be priority lanes for the buses going up and down the canyons in traffic. Making it easier, faster and less expensive to take the bus than drive is the only thing that will get people out of their cars.

What about BCC? The bus option should be implemented there as well. **(32.1.1A and 32.20D)**

And what about early buses that offer stops at trailheads for backcountry skiers/riders/hikers and later buses for people who want to stay at the resort for dinner, or employees who work late? Has this been considered? **(32.2.6.3N and 32.2.6.3C)**

UDOT and the ski resorts should also enforce the traction law at the mouth of the canyons. There were plenty of times last winter when I saw an attempt to enforce this, only to see the person walk away and let tons of cars up the canyon, which later caused problems driving down. This should also be enforced every day in the winter, not just snowy mornings, as the drive down can be treacherous when people don't have proper traction on their vehicles. **(32.2.2M)**

I also urge you to offer more buses year-round. We all know our canyons are much more crowded than they used to be in the summer, especially on weekends and holidays. **(32.1.2C)**

In regards to widening Wasatch Boulevard, is that really necessary? **(32.2.2.2A)** This project should start immediately this coming winter with more buses and more park-and-ride locations and then decide if widening any roads is truly necessary. **(32.2.7C)**

I am against the gondola alternative for the following reasons:

- The fact that over 100 iconic climbing boulders will be impacted by the gondola **(32.4B)**
- That current views will be blocked by towers and cables **(32.17A)**
- The noise of the machinery will forever ruin the peace of hiking and backcountry skiing/riding in the canyon **(32.11D)**
- There are no plans for trailhead stops in the canyon with the gondola - only stopping at Snowbird and Alta. This does not benefit all canyon users, only resort patrons. **(32.2.6.5G)**
- The fact that there are only 1,500 parking spots at the La Caille station. While there are plans for buses to get people there, this is not convenient and therefore when someone shows up to find the lot full, they will just drive up the canyon. **(32.2.6.5J and 32.2.4A)**
- That the gondola will only run during the ski season. What about the traffic problems in the summer? **(32.2.6.5F and 32.1.2C)**
- What will it cost to ride the gondola? What will the hours be? Will it accommodate early-morning skiers and hikers and people who want to stay for dinner? **(32.2.4A and 32.2.6.5F)**

In conclusion, the main benefactors of this publicly funded gondola will be privately-owned businesses. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** This makes no sense and therefore the enhanced bus service in both Little and Big Cottonwood Canyons (year-round as well) gets my vote.

Thank you.

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

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**COMMENT:**

Pleeeeeease don't expand the road into the boulders at Little Cottonwood Canyon. This is the climbing capital of the country where the Olympic team trains and that's like the number one convenient and awesome bouldering spot in the area **(32.2.9C and 32.4A)**. You would be significantly damaging the climbing community in SLC as well as economic growth prospects for the city since a large proportion of people coming into the city are incentivized by the climbing here. **(32.6D)**

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

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

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**COMMENT:**

This actually look amazing. We brought a 30-person ski trip to Utah 2 years ago. We got 3-day passes to Snowbird, but quickly found parking to be an issue. And the 2-hour drive to go all of 20 miles over the weekend... yikes! It was actually way better and faster going to Powder Mountain, even though it was much further mileage-wise. So a gondola would make SUCH a difference for groups coming to the area. **(32.2.9D)**

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

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**COMMENT:**

Please consider a Train line up the canyon **(32.2.9F)**

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

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**COMMENT:**

I do not support either option put forth by UDOT. **(32.2.9C and 32.2.9E)** Both the gondola and road widening have impacts on the canyon that are far beyond what has been closely examined, including a capacity study. **(32.4I and 32.20B)** Both options are DRASTIC measures that could significantly damage the natural beauty of Little Cottonwood Canyon, and also not solve the main issue, which is canyon traffic. **(32.17A, 32.17B, 32.1.2B, 32.7B, and 32.7C)** Furthermore, canyon traffic is ONLY bad on a handful of days in the winter. **(32.1.4D)** As a climber and skier, I don't believe that the damage to the canyon (i.e. watershed and the ~100 boulders that would be destroyed) outweigh the benefit of being able to "maybe" see an increase in time to arrive at the resort. **(32.12A, 32.12B, 32.4A, and 32.4B)**

If we must choose between the lesser of 2 evils, I believe that road widening is a significantly more viable option for LCC. Widening the road and increasing public transportation, in concurrence with tolling and incentives for bus riders, has the potential to help relieve the traffic issues the canyon is facing during the winter. **(32.2.9B, 32.2.4A, and 32.7C)**

I DO NOT SUPPORT THE GONDOLA OPTION IN ANY WAY. **(32.2.9E)** As a skier and a climber who spends 80% of my time in Little Cottonwood Canyon, the gondola has negative impact on the land and the canyon. **(32.4I)** The gondola WILL NOT REDUCE TRAFFIC and will only have a negative impact on the beauty of the canyon. **(32.2.4A, 32.7B, 32.7C, and 32.4I)** It will RUIN Little Cottonwood Canyon as we know it to benefit only the 2 resorts, pushing aside locals opinions. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The gondola will become an attraction and could actually increase people in the canyon. **(32.20A and 32.20C)**

Furthermore, neither option considers other recreationalists that use Little Cottonwood Canyon aside from skiers and snowboarders at the LCC resorts. Both options IGNORE backcountry users and will not alleviate traffic to other areas of the canyon. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

I believe UDOT should exhaust all other options before considering the 2 options put before the public, including increased bus schedules, tolling, and stricter enforcement of traction law (I was a part of the traction program last year and never once got stopped to check my sticker). **(32.29R, 32.2.6.3N, 32.2.4A, and 32.2.2M)**

PLEASE CONSIDER LESS DESTRUCTIVE OPTIONS FOR LCC. **(32.2.2PP)** THE TWO PROPOSED OPTIONS (in particular the gondola) WILL RUIN LITTLE COTTONWOOD FOR CLIMBERS, SKIERS, BIRD WATCHERS, HIKERS, SNOWSHOEERS, RUNNERS, VISITORS and LOCALS alike. **(32.4I)** PLEASE HELP PROTECT ONE OF THE THINGS THAT MAKES SLC SUCH AN AMAZING PLACE TO LIVE. **(32.29G)**

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

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**COMMENT:**

I would support the gondola option if the ski resorts have to pay the the majority of the associated costs and people could still get into the canyon for a reasonable price. I think in this scenario resort skiers should not be allowed to use the road. (32.2.9D, 32.2.7A, 32.2.4A, and 32.2.2L)

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

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**COMMENT:**

I'm writing to urge you to consider options that are less impactful to both our budget and the natural beauty of Little Cottonwood Canyon. **(32.2.2PP)** I do NOT support the construction of a gondola. **(32.2.9E)** We need to explore and test options such as tolls, carpooling incentives, and expanded bus service. **(32.29R, 32.2.4A, and 32.2.9A)** Spending billions of dollars on a "solution" that would permanently alter our canyon and primarily serve industry before people would be a tragedy. **(32.17A)**

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

Please - NO GONDOLA. Please seriously consider and test every less impactful option. **(32.29R)** It would be such a disgrace to be the generation that ruined Little Cottonwood Canyon for the rest of history.



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

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**COMMENT:**

Expanding roads and damaging is roadside features like boulders would permanently harm the canyon. **(32.2.9C, 32.4A, and 32.4I)** Exploring less destructive options that ensure continued access to the great climbing should be a priority. **(32.2.2PP)** Making bus-service faster and easier, as well as further encouraging carpooling should be implemented before anything that permanently alters the character and access of the canyon. **(32.2.9A, 32.2.6.3N, and 32.2.4A)**

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

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**COMMENT:**

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

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

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**COMMENT:**

Pro train (32.2.9F)

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

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**COMMENT:**

I don't believe a Gondola or expanding the road will work for our problem. **(32.2.9E, 32.2.9C, 32.7B, and 32.7C)** What is our problem? Over crowding? Parking? **(32.1.2B)** Create parking structures at multiple points throughout i80 & SLC & Sandy & create an incentive for bus riding. **(32.2.2I and 32.2.4A)** Putting a fee on car use will only discriminate & act negatively on people who cannot afford recreation outdoors & shouldn't be punished. **(32.5A)** Create more buses & parking. Increase bus usage time-more frequently used. **(32.2.6.3N)**

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

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**COMMENT:**

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

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

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**COMMENT:**

Neither option presented by UDOT considers the entire canyon. **(32.2.9C, 32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** While they might be the "best" options from the views of the ski resorts, they don't consider the impact to recreation and view shed in the remainder of the canyon. **(32.4A, 32.4B, 32.4G, 32.4I, 32.17A, and 32.17B)** Both the gondola and road widening impact climbing options in the canyon. Neither really address access to other areas of the canyon for backcountry skiing and other recreation options.

Traffic isn't just a problem in the canyon. **(32.1.2B)** Bringing vehicles to big central lots at the mouth of the canyon will cause more traffic problems on Wasatch. **(32.2.6.5E)** The I-215 exit at 6200S can be a huge traffic snarl already. You should be building satellite lots that all have bus service so we don't have to drive so close to the mouth of the canyon. **(32.2.2I)** In addition, you should consider alternatives to reducing personal vehicle traffic up the canyon. Strategies such as tolls, carpool (3+ occupants), and bus only times can improve the experience for everyone. **(32.2.4A and 32.2.2B)**

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

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**COMMENT:**

Neither of your proposed alternatives are good! **(32.2.9C and 32.2.9E)** They both create huge environmental impact to the canyon, they do not address the real issues, and they are give-aways to the ski industry. **(32.4I, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** They both cost far too much and there are alternatives that do not cost this much. Taxpayers should not be subsidizing the ski industry. both of these alternatives will contribute to additional pollution in our drinking water supply, will reduce and dramatically impact the total recreational opportunities in the canyon by favoring only one - the ski industry. **(32.12A, 32.12B, 32.4A, 32.4B, 32.4I, and 32.1.2D)** Climbing, camping, picnicking, and many other activities will be irreparably harmed. Wasatch Boulevard will be expanded into a dangerous highway, fracturing neighborhoods and impacting wildlife as well as the quality of life in this area. **(32.2.9L, 32.2.6.2.2A, 32.4F, and 32.13D)** These alternatives represent an abuse of public lands and of the public trust. Please look at other alternatives, such as shuttles, fees for cars, carpooling, timed buses, etc. **(32.2.4A and 32.2.9A)** Smart Bus Transit is scalable, requires phased implementation (reducing the impacts over time), is flexible and all-season. **(32.1.2C)** In this time of extreme drought, we should put all our efforts toward preserving our watershed and not toward short-term gain by one industry.

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

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**COMMENT:**

Of the two preferred alternatives, I believe that the enhanced bus service option makes far more sense. It is much cheaper, offers faster travel times, and is less environmentally damaging. **(32.2.9B)** The Gondola seems overly expensive, unnecessary, slow, and would mean a drastic change in the view-scape. **(32.2.9E and 32.17A)** As a user of the canyons, all I need to stop taking a vehicle up is way more parking at the base of the canyons and more busses. **(32.2.6.2.1C)** If I have to park on the street a half mile away from the park n ride station and then wait to fit inside a packed bus with standing room only then I'd way rather drive my car up the canyon. **(32.2.6.3N)** This is a problem solved with a lot less money than a gondola that may not even solve the problem. **(32.7B and 32.7C)**



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

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**COMMENT:**

We need to implement other options before raping LCC's beauty with a gondola or wider roads. There are better options. (32.2.2PP, 32.2.9E, and 32.2.9C)

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

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**COMMENT:**

This is bad for the state, bad for the environment, bad all around. We should never allow it and never approve it. **(32.29D)**

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

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**COMMENT:**

I support the proposed gondola expansion. **(32.2.9D)** We need to prepare our canyons for the vitality and impact it will have on future generations. The bus routes or expansion of canyons only increases the problem we are trying to solve. **(32.7B and 32.7C)** We must look towards other methods and tools that decrease congestion, eliminate human presence directly on the canyon ground and to help folks access our resorts in a sustainable manner, all while keeping our world class resorts accessible. As a latina with minimal access to the outdoors, this solution helps create space for my community to access these recreational canyons with infrastructure that will last generations to come.

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

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**COMMENT:**

I am vehemently opposed to the two preferred alternatives as put forward by UDOT and other special interests. **(32.2.9C and 32.2.9E)** There are so many other tactics that could be deployed in order to address the traffic issues that only seem to be a problem for a limited amount of days throughout the year. **(32.2.2PP and 32.1.4D)**

Why would we ever destroy the scenic and ecological value that LCC currently has to offer? **(32.1.2B, 32.17A, and 32.17B)** The gondola option is a terrible idea in terms of environmental impacts because service roads would need to be cut into an already degraded watershed for each of the 22 towers. **(32.12A and 32.2.6.5K)** The tower footprint is huge. **(32.2.6.5K)** We must realize that this canyon has a carrying capacity and be respectful of its limitations. **(32.20B)** Increasing accessibility shouldn't be the end game here, instead it should be watershed conservation. **(32.20A 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'm advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC already has in place. Traffic and congestion issues don't necessarily need to be resolved. **(32.1.2B)** They are what they are, given the capacity of the canyon.

I am in favor of:

- Implementing a Tolling System now **(32.2.4A)**
- Enforcing traction rules!!! I can't tell you how many times I've tried to get up the canyon only to be horrified by the endless number of vehicles off the road and blocking traffic due to the fact that they were not compliant with the simple traction requirements **(32.2.2M)**
- Increased funding to support more busses for both BCC and LCC **(32.1.1A and 32.2.9A)**
- Reduced or free bus ticket prices on busy weekends **(32.2.4A)**
- Express bus routes from locations all across the valley, connecting the busses that go up the canyon to TRAX, and including trailheads as drop-off locations, not just the ski resorts **(32.2.2I and 32.2.6.3C)**.
- Restrict single occupancy vehicles on holidays and weekends **(32.2.4A)**.

There are so many affordable and simple solutions that could be enacted now to help address the traffic and congestion issues that we only experience for 30-50 days per year. **(32.1.4D)** The gondola and expanded roadway are not viable solutions in terms of the least amount of environmental impact. I'm shocked that UDOT would put these two expensive and destructive options forward as their preferences.

We can and must do better.

COMMENT #: 11720  
DATE: 9/2/21 3:09 PM  
SOURCE: Website  
NAME: Tyler Peterson

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COMMENT:

SNOW TIRES should be mandatory. NOT m+s tires! SNOW TIRES! And enforce it! Everyday!  
As someone who travels up and down LCC 4-6 days a week I witness hundreds of people struggling in extreme conditions in their SUV with m+s tires on. These should NOT be allowed whatsoever. If you can't afford snow tires, Then ride the bus. And it MUST be enforced. Certainly hiring a person to police the mouth of the canyon costs money, but it sure is less than a gondola. SNOW TIRES! They really do work! Even my wife drives confidently in snow with these on her car. Try it please please please!!!  
**(32.2.2M)**

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

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**COMMENT:**

"My ancestors settled this valley, skied here before the resorts, and started LaCallie. They, and my family are sick at the horrific thought of a gondola. **(32.2.9E)** The visual, environmental and cultural impacts are absolutely unacceptable and offensive to all we stand for as Utahians. **(32.17A and 32.4I)** Bus at best, cap limits at ski areas instead!!! Do not destroy this beautiful area for rich and greedy! **(32.1.2B, 32.2.7A, 32.2.9A, and 32.2.2K)**

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

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**COMMENT:**

As a resident of Salt Lake City and a lover of LCC (my husband and I got married in Alta), I think it is a very rash decision to widen the canyon road or place a gondola when less destructive options have not yet been given a chance. **(32.2.9C, 32.2.9E, 32.2.2PP, and 32.29R)** Tolling to encourage carpooling and to increase bus ridership should absolutely be utilized first in an effort to avoid permanent destruction. **(32.2.9A and 32.2.4A)** Widening the road in particular will only lead people to think, “Oh the road is wider, more cars can drive up the canyon,” leading to further increased traffic **(32.1.2B, 32.2.4A, and 32.20E)** I have been an avid rider of the ski bus for the past few winters and feel that increased use of the bus is not only less destructive to the canyon, but also will reduce air pollution due to cars sitting in the snake up to the resorts and will also reduce road accidents with fewer cars driving up snowy, winding roads. **(32.2.9A, 32.2.6.3P, and 32.10A)** I hope you will pursue the options that have less impact on the geography and will also be better for our air quality and safety overall. **(32.29G)**

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

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**COMMENT:**

The issue with transportation in the Little Cottonwood Canyon is worthy of a lengthy study and discussion. I appreciate the number of options that were identified and the extension of the review period. Although the gondola may work for other locations, I don't see it as a flexible, practical or cost effective option for the LCC. **(32.2.9E)** In theory and on paper it may provide benefits, but I think that in actual operation the usage will not attain the results required for the expensive endeavor. **(32.7B and 32.7C)** I think the addition of parking lots for encouraging carpooling is a very good idea. It has been proven over the past few years (pre-covid) that carpooling and bussing is increasing in usage. I would also support any and all efforts to provide more regulation within the canyon. Whether this is done through fees, inspections or other means. **(32.2.9A, 32.2.2.1C, and 32.2.4A)**

I hope that the future of our canyon is one of preservation and not degradation. The growth in this area is outstanding and the future of this region relies heavily on the watersheds of LCC and BCC and if we introduce more and more people into this area then we are straining our natural resources. **(32.20A, 32.20B, and 32.20C)** Lets face it, people are not all respectfully leaving no trace. There needs to be balance in a solution to the transportation issues along with flexibility for future growth or future decline. I am not in favor of the gondola option and I think it will ruin the natural beauty of our canyon, spend money that could be used better in other areas (construction and long term maintenance) and will not function in a way that is useful all year to all people in the canyon. **(32.17A and 32.1.2C)**

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



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

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**COMMENT:**

I do not agree with the proposed options for LCC. **(32.2.9C and 32.2.9E)** The beauty of the canyon will be severely disturbed with this kind of invasive construction. **(32.4I)** Damaging the spaces we use for recreation just to get more people on the slopes in an already too crowded scenario makes no sense. **(32.1.2B and 32.20C)** Let's explore public transport options or even a toll at bottom of the canyon. Please consider some lesser invasive options. **(32.2.9A, 32.2.4A, and 32.2.2PP)**

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

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**COMMENT:**

While it is apparent that transportation improvements are necessary in Little Cottonwood Canyon, it is essential that these transportation improvements do not impact the outdoor resources that they seek to improve access to. There is no point in expanding access to the canyon if the activity areas that people wish to access will be destroyed by the transportation infrastructure. I personally am invested in the climbing and bouldering areas in the canyon. Salt Lake Climbers Alliance estimates that 64 boulders and 273 bouldering problems will be destroyed by the proposed UDOT expansion. The very rocks that people are trying to access will be destroyed by proposed access infrastructure. **(32.4A and 32.4B)** Please do not allow this to happen. Areas important for other outdoor activities are no doubt threatened by the expansion as well. **(32.4I)** Please seek expert advice on how to improve access to the canyon without destroying the natural areas for which the canyon is valued. Outdoor areas and adventure sports are central to Utah's culture and appeal. Public projects that destroy natural areas run counter to this essential aspect of the state's culture. **(32.29G)**

Sincerely,  
Abby Baka

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

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**COMMENT:**

Interesting that although the Alta Bypass Road is included in the Purpose and Need statement, it is never mentioned again. It plays an important role in the Safety, Reliability and Mobility of traffic in the canyon when the main line under Superior is restricted. Issues on the Bypass Road are well known to users, businesses, and agencies. The only time avalanche mitigation under Superior is addressed is in the now discarded Cog Rail proposal, and that consisted of a snow shed protecting only the rail line. Avalanche mitigation measures to reduce the number, and duration of main line Highway 210 restrictions should be an active part of this Transportation Project. **(32.2.2TT)**

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

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**COMMENT:**

What happens to gondola when there's a fire in the canyon, an earthquake in the valley or at the fault line below lcc, landslides (like last week, where debris was 15 ft high) that hit the gondola towers, or high winds? What happens when the infrastructure is dependent on the gondola and thousands of people are up the canyon and the gondola can't run? **(32.2.6.5H and 32.2.6.5K)** The resorts are already too crowded. You really want more people? Why won't they do a capacity study? **(32.1.2B, 32.20A, 32.20B, and 32.20C)** Who is giving you money to say this nonsense? **(32.2.7A)** It is obvious that this is not logical and not what the citizens want. Please don't destroy this canyon for the ski industry. @skiutah what about those who use the canyon for anything else? I snowboard, should my tax payer dollars support @altaskiarea lots of people don't use the canyon, should they pay?? **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** How can it be better for the water to construct in the canyon when they cannot mine and my dog cannot use this space? **(32.12A and 32.12B)** Please do not build the gondola nor the widened lanes. **(32.2.9C and 32.2.9E)** Please do not ruin this canyon forever to benefit the ski resorts. **(32.4I)** Please listen to the public outcry and consider other options!!!! **(32.2.9N and 32.2.2PP)**

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

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**COMMENT:**

I am most in favor of the enhanced bus with no roadway widening option. **(32.2.9A)** I believe that this option provides the best long term transportation solution and will also be the least expensive, quickest to implement and will have the last environmental impact. Not allowing cars in the canyons during peak periods will eliminate the need to widen the road for a dedicated bus lane. If a bus only system works at Zion National Park that sees many more visitors we shouldn't have any trouble making it work in the Cottonwood Canyons. **(32.2.2B)** Additionally the gondola and cog rail options only focus on transportation to Snowbird and Alta. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** What about Big Cottonwood and the numerous summer and winter trailheads in both canyons? **(32.1.1A, 32.1.2C, and 32.2.6.3C)** Anyone that spends any time in the canyons knows that we need a year-round transposition solution that serves all trailhead locations and not just the ski resorts. **(32.1.2C)** Any solution needs to involve simultaneously increasing public transportation to all locations that people need to go while making in more difficult/more expensive to use personal vehicles. **(32.2.4A and 32.20D)** We need a solution now. **(32.29R and 32.2.7C)** Not a project that will take years of construction and will cause devastating irreversible environment impact and doesn't even solve the problem. **(32.4I, 32,7B, and 32.7C)**

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

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**COMMENT:**

It seems to me that improving the Canyon road will help everyone who commute up and down that road for any reason all year round. **(32.2.6.3B and 32.1.2C)** While Godola can only help the skiers and riders during the skiing season probably. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

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

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**COMMENT:**

We need a train that connects from the TRAX into the cottonwood canyon. **(32.2.2I and 32.2.9F)**

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

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**COMMENT:**

What happens to gondola when there's a fire in the canyon, an earthquake in the valley or at the fault line below lcc, landslides (like last week, where debris was 15 ft high) that hit the gondola towers, or high winds? What happens when the infrastructure is dependent on the gondola and thousands of people are up the canyon and the gondola can't run? **(32.2.6.5H and 32.2.6.5K)** The resorts are already too crowded. You really want more people? Why won't they do a capacity study? **(32.1.2B, 32.20A, 32.20B, and 32.20C)** Who is giving you money to say this nonsense? **(32.2.7A)** It is obvious that this is not logical and not what the citizens want. Please don't destroy this canyon for the ski industry. @skiutah what about those who use the canyon for anything else? I snowboard, should my tax payer dollars support @altaskiarea lots of people don't use the canyon, should they pay?? **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** How can it be better for the water to construct in the canyon when they cannot mine and my dog cannot use this space? **(32.12A and 32.12B)** Please do not build the gondola nor the widened lanes. **(32.2.9C and 32.2.9E)** Please do not ruin this canyon forever to benefit the ski resorts. **(32.4I)** Please listen to the public outcry and consider other options!!!! **(32.2.9N and 32.2.2PP)**



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

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**COMMENT:**

The canyon is beautiful PLEASE do not muddy up the whole cliffside for a bigger highway, a Gondola is way better for the environment and a parking garage could be built at the bottom, it would allow for more revenue to the resorts as well as keep the canyon free from larger construction (**32.2.9C, 32.2.6.3B, and 32.2.9D**)

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

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**COMMENT:**

As a relatively "new" wasatch local of 7 years, i have always been drawn to the beauty of Little Cottonwood, whether it be trail running, skiing, climbing, or most recently, helping others as a part of SLCO Search and Rescue. I am an avid user of the canyon both winter and summer. In my opinion it would be a shame to industrialize the canyon with a gondola looking specifically to serve a very specific user set in winter with the hopes of summer users as well. **(32.2.9E, 32.17A, 32.1.2B, 32.1.2D, 32.7B, 32.7C, and 32.20A)**

In my opinion, as a current ski bus user, i think we should put a concerted effort into making a more efficient and user friendly bus system prior to making any major infrastructure changes to the beautiful canyon. **(32.2.9A)** The current ski bus has continually and gradually been scaled back since i first began using it back in 2015. I think the most respinsible and cost friendly option would be to put our efforts into making the bus work (with possible tolling on busy days) prior to spending half a billion dollars on an infrastructure plan that many locals will not take and would only serve a specific subset of the broader LCC user group. **(32.2.4A, 32.2.6.3N, and 32.1.2D)**

Putting it clearly, in order, it is my opinion as a local and a heavy user of the canyon, i think we should put our efforts in to making an efficient and user friendly bus system for winter AND summer users, with direct busses to Snowbird/Alta in winter plus more stops for backcountry users in winter and summer. This should happen BEFORE any major infrastructure projects are undertaken. **(32.2.9R, 32.2.9A, 32.2.6.3N, 32.1.2C, and 32.2.6.3C)**

If this non-infrastructure option is deemed undesirable because we absolutely need to spend half a billion in tax payer dollars, we should make an effort to widen the road as this will have the largest benefit for the broadest audience, including summer cyclists who can use the spare lane in the summer months, and expedited bus traffic using the swing lane in winter. **(32.2.9B)**

I believe the gondola is the least desirable option. It is frustrating that this is also, by FAR, the most widely advertised option as a private company would be responsible for this project. It is also my opinion that the gondola option, which is the most expensive, is also the most likely option to vastly exceed the initial budget as the numbers seem artificially low for something that has never been built anywhere else in the world. **(32.2.6.5BB)** I also believe that all of the locals adamantly for the gondola will likely use it once or twice, and then push use for "tourists" as a tourist attraction, in which case the gondola will completely miss its mark and not see the road reduction that is desired (it is also the slowest option with the most transfers). **(32.2.4A, 32.7B, 32.7C, and 32.2.6.5J)**

In short, we should make an effort to increase bussing efficiency prior to any infrastructure projects (maybe make the busses a bit greener also with CNG or electric busses). **(32.2.6.3F)** We should definitely not be persuing the gondola as this is the most pushed by special interests, is the most likely to exhibit cost overruns, the least known option (nothing like that exists anywhere else), serves the least user interests (specifically looks to only server users of ski resorts), is the most expensive from an infrastructure view AND from a usership view, the slowest option, has the largest impact on the viewshed of the canyon, and is the most likely to fail in terms of the goal of getting users off the road. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, 32.7C, and 32.17A)**

Please take heed of locals who live directly at the base of the canyon (i am one of them), keep non ski-area users in mind (as well as low income users who frequent the canyon in summer) and start with the

most do-able and known option of making a concerted effort to have an efficient and effective bussing system. **(32.2.9A)**

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

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

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**COMMENT:**

The citizens of salt lake city and other do NOT want either preferred alternative. **(32.2.9C and 32.2.9E)** You have already wasted 65\$ million dollars to come up with these terrible ideas. Please use a phased approach. **(32.29R)** Neither the gondola nor the widened lanes are good for our water or our environment. **(32.12A, 32.12B, and 32.4I)** Neither can fix the issue this winter. **(32.7A, 32.7B, and 32.7C)** You have not fairly evaluated the environmental impact of the bus, as technology will change, nor the gondola as you calculated based on a different power grid than that which is currently available and excluded the fact that it runs during the summer. **(32.2.6H, 32.10A and 32.18A)** This is unfair and unjust. DO NOT BUILD IN LITTLE COTTONWOOD CANYON!!!!!! **(32.2.9G)**

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

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**COMMENT:**

I am in favor on installing a gondola in Little Cottonwood Canyon. **(32.2.9D)**

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

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**COMMENT:**

We should do the least disruptive thing first. **(32.29R)** Adding a gondola will ruin views for all those who enjoy the mountains. **(32.2.9E and 32.17A)** The gondola will impact local climbing spots and access to outdoor recreation. **(32.4B)** We need to preserve all aspects of our canyons, not just those for the skiers. **(32.29G)** I am absolutely against the adding of a gondola.

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

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**COMMENT:**

Neither preferred alternative will really solve the problem. Both only transport about 1000 people per hour during the early morning time period prior to when the lifts open when thousands want to get to the two resorts, each resort with lifts having uphill capacities of many thousands of skiers per hour. These alternatives might ease the parking problems up the canyon, but they don't solve the fundamental problem "mass" transit should try to solve. **(32.1.2B, 32.1.2D, 32.7B, and 32.7C)**

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

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**COMMENT:**

Go back to the drawing board. The gondola is an outrageous expenditure to benefit 2 businesses. **(32.2.9E, 32.1.2B, 32.1.2B, 32.2.7A, 32.7B, and 32.7C)** Not to mention that it destroys the grandeur of the canyon. **(32.17A)** Buses are better. **(32.2.9A)** But let's stop and review all possibilities....tolling, car pool incentives, limiting skiers. Again, why are taxpayer funds being used to support Alta and Snwbird.... And, I'm a skier." **(32.1.2B, 32.2.4A, 32.2.2L, 32.2.2K, and 32.2.7A)**



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

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**COMMENT:**

More work needs to be done. Both the bus and gondola options will cause irreparable damage. I'm against both. (32.2.2PP, 32.2.9C, 32.2.9E, and 32.4I)

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

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**COMMENT:**

PLEASE DO NOT BUILD IN LITTLE COTTONWOOD CANYON. This place is sacred. **(32.2.9E and 32.2.9G)** There are serious flaws pointed out by WBA and SOC with your plans. Please use a phased approach and save this space. **(32.29R)** Please listen to us citizens who do not want to see your ideas implemented in the canyon. No amount of money can repair the damage you will cause to the trust of your citizens when you decide to go against our pleas and build in the canyon! **(32.4I)** SNOWBIRD AND ALTA are corrupting your minds to have you build this. You do not accurately assess the impact of natural disasters such as this <https://www.sltrib.com/news/politics/2019/08/16/little-cottonwood-canyon/> what happens if this slide hits the gondola tower? **(32.2.6.5K)** Listen to us please and DO NOT CONSTRUCT IN LITTLE COTTONWOOD!

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

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**COMMENT:**

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

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

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**COMMENT:**

>Would like to see the Traction Law in effect on EVERY day from Nov 15th to Apr 30th. **(32.2.2M)**  
>Would like to have effective ENFORCEMENT & fines for violation of the Traction Law **(32.2.2M)**  
>Do not see a need to change anything about LCC roadways unless Alta & Snowbird are increasing their acreage. Both resorts are already too crowded. **(32.20C)**  
>If any bus service expansion, must have DIRECT BUS FOR ALTA. **(32.2.6.3N)**  
>What would travel time look like IF TRACTION LAW was strictly enforced + SNOW SHEDS were built? **(32.7A)** Is it possible to introduce both of these before deciding to destroy trees, vegetation & impacting the wildlife in LCC? **(32.29R)**  
Thank you

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

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**COMMENT:**

Please do not implement either of your preferred alternatives. **(32.2.9C and 32.2.9E)** Use a phased approach starting this winter!!!! **(32.2.9R and 32.2.7C)** Add busses, toll the road, build mobility hubs and enforce the traction law. **(32.2.9A, 32.2.4A, 32.2.6.2.1C, and 32.2.2M)** it will be shameful if you build in the canyon and the citizens of this place will never ever forgive you. I will leave and never come back. You will forever be at fault for ruining this sacred place. **(32.4I)**

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

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**COMMENT:**

There is no doubt that we are witnessing a massive increase in volume throughout LCC and greater SLC. The Wasatch is an area of not only 2,000+ species of plants and wildlife, but it is also home to our watershed. This screams "conservation of the land"! With the increase of anthropogenic engagement, we have all established that we need to find a solution to the congestion and traffic issues in the canyon. The solution has to be full proof - one that serves not only those who use it but also one that keeps the environment intact. Both suggested alternatives will not solve your issue of traffic. **(32.7B and 32.7C)** A gondola will serve a small populous while dumping cash into the pockets of successful ski resorts and destroying the land. **(32.4I, 32.1.2B, 32.1.2B, 32.2.7A, 32.7B, and 32.7C)** The bus lane will be invasive and rarely used because many people will not leave their vehicles for public transit. **(32.2.9C, 32.4I, and 32.2.4A)** If you are truly trying to solve the issues of this canyon, you will think beyond tax payer money that will build a monstrosity of a gondola that the EIS states will not increase mobility. **(32.2.2BB)** Simply put, how can one say these alternatives solve the actual issue at hand? **(32.1.2B, 32.7A, 32.7B, and 32.7C)** This entire plan needs to be reevaluated for the sheer fact nothing presented alleviates the pressures the canyon faces now and will continue to face in the future. **(32.2.2PP)**

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

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**COMMENT:**

I would like to voice my support for the gondola. (32.2.9D)

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

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**COMMENT:**

Prior to changing the natural landscape, other resources should be used. **(32.29D)**



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

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**COMMENT:**

Please don't build the Gondola. **(32.2.9E)** It's one-sided and completely benefits the ski resorts only to a massive exclusion to the other users of the canyon. **(32.1.2B, 32.1.2B, 32.2.7A, 32.7B, and 32.7C)** A bus line is better, userwise, as well as a less of a burden to the taxpayers. **(32.2.9A, 32.2.7C, and 32.2.7A)** And with climate change, the snow could eventually be too low for skier use and a gondola would sit unused. **(32.2.2E)**

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

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**COMMENT:**

I am against a gondola being installed in LCC. **(32.2.9E)** There are more cost-effective alternatives to get the same result such as: tolls, additional buses, snowsheds, etc. **(32.2.4A, 32.2.9A, and 32.2.9K)** Most importantly, these alternatives provide flexibility whereas the gondola is a set number of "cars" per hour and presents the additional issue of where will everyone park at the base station? **(32.2.6.5N and 32.2.6.5J)**

Please do not move forward with the gondola!

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

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**COMMENT:**

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

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

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

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

I am very much opposed to the construction of an aerial tram, or gondola in Little Cottonwood Canyon. **(32.2.9E)** It will have almost no effect on reducing traffic in the canyon. **(32.7B and 32.7C)** Once the novelty of the thing wears off, no one (except the developers who live near the base area and curious tourists) will want to spend an extra hour to access Alta or Snowbird when they can simply keep driving up the road. **(32.2.4A)** At the cost of more than half a billion dollars, this is simply a get rich scheme by a few well-connected people.

Don't use my tax dollars to increase the profits of two private ski areas. **(32.2.7A)**

Before we waste that kind of money let's try a few things first:

Build a large transit hub at the gravel pit on Wasatch Boulevard and run enhanced bus and shuttle service to both Big and Little Cottonwood from there. ("Enhanced" meaning busses running every 15 minutes and stopping at trailheads and ski resorts. Encourage resort shuttles.) **(32.2.9A, 32.2.6.2.1C, 32.2.6.3C, 32.1.1A, and 32.2.6.3N)**

Reduce private vehicles in the both canyons by restricting parking, encouraging car-pooling and enacting a toll. **(32.2.4A)**

These solutions could be used year-round, not just during ski season. **(32.1.2C)**

Enforce the traction law that's already on the books and close the canyon during times of high avalanche probability. **(32.2.2M)**

Little Cottonwood Canyon is on the path to being loved to death. At this point the only sensible solution is to restrict, not encourage usage. **(32.1.2B, 32.2.2L, and 32.2.2K)** Making it easier for more people to access the canyon will only acerbate the problem. **(32.20C)**

Respectfully,  
Jon Boyden

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

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**COMMENT:**

Install a "coat closet or dry cleaning" type system at the ski resort to store your skis for really cheap like 10 dollars a season. Its not reasonable to have tons of lockers installed for everyone. **(32.2.3A)**

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

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**COMMENT:**

Gondola or train up canyon. (32.2.9D or 32.2.9F) Buses dont work and add to the danger of canyon driving. (32.2.9C and 32.2.6.3P)

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

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**COMMENT:**

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

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

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**COMMENT:**

Please do not destroy the beauty of Little Cottonwood canyon, and the gorgeous views as we look up and down this beautiful glacial canyon. **(32.4I, 32.17A, and 32.2.9E)** A gondola would destroy this geological and natural treasure. **(32.4I)** Do not destroy what is remaining of the natural beauty of this magnificent canyon. Our transportation problems can be resolved in a much more thoughtful and smart way. **(32.2.2PP)**

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

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**COMMENT:**

As someone who spends about 50 days a year skiing in Big and Little cottonwood canyons I would like to voice my objection to the LCC gondola. **(32.2.9E)** I feel that a \$500 million dollar investment of tax money in what will ultimately benefit two private ski areas is absurd. **(32.1.2B, 32.1.2B, 32.2.7A, 32.7B, and 32.7C)** I would prefer an option of busses with stops where all canyon visitors can reap the benefits of the upgrade not just those visiting Snowbird and Alta. **(32.2.9A, 32.1.2C, and 32.2.6.3C)** I also think the bus option is something that can be tried out now without widening the road and can also bring people from all over the valley with minimal upgrades as opposed to a massive parking area at the base of the canyon. **(32.2.2I)**



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

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**COMMENT:**

Buses are the way to go a gondola is a horrible idea .Buses would be less impactfull and sometime down the road they can all be electric .You can also start implementing them right off. **(32.2.9A, 32.2.9E, 32.2.6.3F, and 32.2.7C)**

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

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**COMMENT:**

The growth rate of Utah has increased exponentially in the past ten years. Along with the population size, the interest in recreation in the outdoors, specifically the Cottonwood canyons has increased. We have all personally seen the traffic and safety hazards these growths have imposed on the canyons. Safety should be the number one priority for all. However, it must be in tandem with sustainability - of the canyons, the environment and views we all love dearly, the population and adjacent cities. We must all accept the reality that the limited space in Little Cottonwood cannot support the drastic increase in human traffic that a gondola would bring. It is not only on UDOT, but also the resorts located in Little Cottonwood to come up with a sustainable solution. The environmental impact a gondola would have on this beautiful canyon, with its finite resources and capacity, is detrimental and unsustainable. **(32.2.9E, 32.17A, and 32.20B)** The beauty and ability to continue to provide a space to recreate in the mountains must be preserved, and the gondola solution cannot do this. **(32.4I)**

I have personally taken the ski buses across the years as a way to access the resorts in both Big and Little Cottonwood canyons. The time schedule, number of buses, and reliability is inconsistent, especially on weekends or during and after a snowstorm. Appropriate time and resources should be allocated to creating a more reliable bus schedule that can help manage and safely transport those interested in accessing the canyons. Sustainability and safety should be at the core of a proposed solution." **(32.2.9A and 32.2.6.3N)**

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

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**COMMENT:**

Please don't widen the road to little cottonwood canyon. **(32.2.9C)** Having lived in the Bay Area in Ca for many years, I observed you can never widen the road enough to accommodate the traffic. The traffic always swells to fill the new lanes. And, we don't need more traffic up the canyon. **(32.20E)** I would suggest selecting the gondola idea. I think overall much less impact to the canyon itself after it is complete. **(32.2.9D)**

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

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**COMMENT:**

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

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

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

While both the buses and a tram accomplish moving people up the canyon, the tram's most significant drawbacks are that its not scalable to demand and it's three terminals serve and benefit two private businesses rather than all the other "user groups" who wish to recreate in other ways and places in Little Cottonwood, then at a resort. **(32.2.9E, 32.2.6.5A, 32.1.2B, 32.1.2B, 32.2.7A, 32.7B, and 32.7C)**

I find your conclusions about viewshed and environmental impact scant and incompatible when compared to other places of similar protected natural beauty and quality. **(32.1.5C, 32.1.5D, and 32.17A)** In short, tram towers are as ugly on ridge lines as they are in valleys. A road, widened by one lane, and planned snowsheds, are less impactful. **(32.2.9B and 32.2.9K)**

Bus service can be scaled make and adopted to demand, that interconnects more with an already existing service. **(32.2.6.3D)**

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

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

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**COMMENT:**

Being raised on the country side of Oahu, HI I can speak first hand on the eye sore big developments have on nature soo pure and beautiful. Despite the pros of development like wind farms and in your case transportation it is ruining the centerpiece of why people visit Utah. When living in Salt Lake City for 2 years I escaped to little cottonwood canyon for its rawness and beauty. It what made me feel like I was in Utah. Utah, which is known for its extreme outdoors. It would be a shame to scar the nearest and most accessible escape to the “essence of Utah” for the citizens surrounding little cottonwood.  
**(32.4I, 32.17A, and 32.17B)**

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

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**COMMENT:**

I think the gondola is a good idea. Much better than widening the road. (32.2.9D and 32.2.9C)

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

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**COMMENT:**

I do not support this option! **(32.29D)**

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

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**COMMENT:**

UDOT should put money into existing infrastructure before building any permanent and invasive transportation infrastructure/systems. **(32.29R)** Increased bussing and carpooling as well as a possible tolling system during peak hours is a more practical and less destructive solution to the canyon congestion. **(32.2.9A and 32.2.4A)** The gondola is a rash solution, that only promotes the ski resorts in LCC without supporting all of the other activities that the canyon provides. **(32.1.2B, 32.1.2B, 32.2.7A, 32.7B, and 32.7C)** It is a huge eye sore, and will change the canyon forever, while only increasing the amount of people in the upper canyon. **(32.17A, 32.4I, 32.20A, and 32.20C)**



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

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**COMMENT:**

I support the gondola option. **(32.2.9D)** It is safer, environmentally cleaner, more reliable, faster and more comfortable than any bus. **(32.2.9C)** It won't matter how many buses you drive up the canyon, I don't want to ride one. **(32.2.4A)** Also I don't support widening the road and putting more pavement up the canyon, along with the increase of diesel exhaust which is already too strong up there. **(32.10A)** Nobody likes to breath diesel exhaust. Honestly it will make me want to ski and hike up there far less because of the buses. And maybe that is why people are fighting for that option, to keep more people from using the canyon, which is selfish and ridiculous.

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

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**COMMENT:**

The impacts of a gondola will forever destroy the main reason why most people want to go to these mountains, the scenery. **(32.2.9E, 32.17A, and 32.4I)** Included in this is the maintenance road (s) needed to access the support towers. When avalanche control works the canyons, the gondolas could easily be taken out which could be cost prohibitive. **(32.2.6.5H and 32.2.6.5K)**

In my opinion, the train option that was presented would be the best! **(32.2.9F)** This would allow passengers to connect to the Trax system allowing a greater array of individuals to see the beautiful sights of the canyon. **(32.2.2I)**

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

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**COMMENT:**

UDOT needs to reconsider the damage a gondola will do to our canyon. **(32.2.9E and 32.4I)** Please put the environment first and consider how more people and traffic will affect our resources, like water.

**(32.29G)** Thank you!

#saveourcanyons

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

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**COMMENT:**

The gondola is the way to solve all problems LCC faces...please get started ASAP! I don't want to spend another second in red snake traffic **(32.2.9D)**

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

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**COMMENT:**

I oppose the gondola approach due to alteration of the canyon character, safety in the event of a break down requiring evacuation and cost. **(32.2.9E, 32.17A, 32.4I, 32.2.6.5K, and 32.2.7C)**  
The gondola also would not provide access to other recreational locations in the canyon. **(32.2.6.5G)**  
Both of the proposed actions are to benefit relatively few taxpayers while asking all of us to fund this project. **(32.1.2B, 32.1.2B, 32.2.7A, 32.7B, and 32.7C)**. Limit the capacity of both resorts at a manageable level that matches parking availability. **(32.2.2L and 32.2.2K)**

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

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**COMMENT:**

The impacts of a gondola will forever destroy the main reason why most people want to go to these mountains, the scenery. **(32.2.9E, 32.17A, and 32.4I)** Included in this is the maintenance road (s) needed to access the support towers. When avalanche control works the canyons, the gondolas could easily be taken out which could be cost prohibitive. **(32.2.6.5H and 32.2.6.5K)**

In my opinion, the train option that was presented would be the best! **(32.2.9F)** This would allow passengers to connect to the Trax system allowing a greater array of individuals to see the beautiful sights of the canyon. **(32.2.2I)**.

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

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**COMMENT:**

I am against the gondola option. **(32.2.9E)** I am in favor of the enhanced bus service, mobility hubs, and trail side parking (mostly for our backcountry touring folks in the winter) **(32.2.9A, 32.2.6.2.1C, and 32.2.9H)**

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

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**COMMENT:**

After reading all the information, the gondola clearly is the best alternative for improved transit in the canyon and has less impact environmentally. **(32.2.9D)**



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

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**COMMENT:**

Please don't ruin LCC with a gondola. **(32.2.9E)**. Bus service has such a lower impact on the canyon's beauty and existing landscape. **(32.2.9A)**

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

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**COMMENT:**

Dear UDOT.

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

We do not support either of the transportation alternatives (Gondola / Expanded Bus Service as identified ) for the following reasons. **(32.2.9E and 3.2.9C)**

Neither proposal considers the human carrying capacity for the entire canyon. **(32.20A, 32.20B, and 32.20C)** We need a plan that is protective of the critical watershed and the overall environmental health of the canyon. **(32.12A and 32.12B)** UDOT is a road maintenance and road design organization and is not capable of doing this kind of assessment. **(32.1.1D)**

2. Any transportation proposal must consider year-round use not just for winter and for skiers. All proposals must offer competent traffic mitigation and usage year-round. **(32.1.2C)**

3. The cost of the two proposed transportation alternatives is too much! Why have other options - toll booths with usage fees that encourages car pooling, dedicated shuttle service, etc. not been tried before proposing these two very expensive proposals? **(32.2.9A, 32.2.4A, and 32.2.9R)**

4. Neither transportation proposal fully addresses the needs of all the canyon stakeholders...residents, backcountry recreationalists, rock climbers, etc. **(32.1.2B, 32.1.2B, 32.2.7A, 32.7B, and 32.7C)**

Finally, what are the specific financial contributions expected from Snowbird and the Alta Ski Area towards any transportation plan? Are taxpayers expected to "foot the bill" for any and all transportation plans that deliver skiers to Snowbird and Alta's door step? Both resorts should be required to pay their fair share for any transportation plan for Little Cottonwood Canyon. There is no such thing as a free lunch! **(32.2.7A)**

Sincerely,

Todd and Sheila Peterson  
Holladay, Utah

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

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**COMMENT:**

Making carpooling a priority and funding better bus to and within the canyons will benefit the user experience, the environment, our watershed and not come at the expense of other users from hikers and bikers along the Little Cottonwood Trail to climbers enjoying some of the west's best granite and boulders problems. **(32.2.9A and 32.2.4A)** No gondola, no road widening. Start with the least destructive, least intrusive options. **(32.2.9E, 32.2.9C, and 32.2.9R)**

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

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**COMMENT:**

Hi there, I'm a frequent visitor to Salt Lake City and Little Cottonwood Canyon. But I don't come in the winter for the skiing. I come in the skiing off season for the world class rock climbing opportunities in the pristine setting. I was disturbed to hear of the main proposals to reduce winter traffic congestion in LCC involving permanent alternations to the canyon and adding transit that only services the ski resorts. **(32.1.2B, 32.1.2B, 32.2.7A, 32.7B, and 32.7C)** What about the popular Gates Buttriss, with already limited parking? **(32.4N)** What about the hundreds of boulder problems scattered throughout the canyon? **(32.4A and 32.4B)** What about looking out from a cliff top and seeing trees, not a huge gondola? **(32.17A)** LCC already has strict restrictions on camping in the canyon in order to protect the watershed. **(32.12A and 32.12B)** I find it alarming that the 2 proposals to address traffic make such major changes to the year round experience of the canyon for traffic experienced only a few days a year. **(32.1.4D)** What about implementing electric busing and traffic restrictions for high traffic days on the winter? **(32.2.9A, 32.2.6.3F, and 32.2.4A)** Salt Lake City is renowned for its recreational access year round. Don't take that away for a problem only affecting a few weeks of the year.

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

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**COMMENT:**

Please do not change or add anything to Little Cottonwood Canyon. We want to keep the peaceful beauty of our canyon. **(32.2.9G)**

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

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**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, and 32.2.4A)**

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

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**COMMENT:**

The great success of the ski resorts has increased congestion in the canyon. Building a Gondola reduces congestion, preserves the canyon and improves year round access for everyone. **(32.2.9D)**

The government should pay to build it. **(32.2.7A)**

The resorts should pay to operate and maintain it. **(32.2.6I)**

The public should ride for free year round. **(32.2.4A and 32.2.6.5F)**

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

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**COMMENT:**

Of the 2 options, I think the enhanced bus system is better, but I don't think we need to do either of those options. **(32.2.9E and 32.2.9C)** Both will do IRREVERSIBLE DAMAGE TO BOTH THE ENVIRONMENT AND THE BEAUTY AND ENJOYMENT OF THE CANYON!! **(32.17A, 32.17B, and 32.4I)** If you instead significantly increase the incentive to not drive to the ski resorts, you can do enhanced bus service without widening the road. **(32.2.9A and 32.2.4A)** You could charge a toll at the bottom of the canyon and then a second very expensive toll, maybe \$50 to \$100, just before the first ski resort entrance. **(32.2.4A)** You would not have to enforce a carpool mandate. People will do that on their own to share the cost if they choose to drive, or they will take the bus. The bus should be free, or very low cost, with a ski pass. **(32.2.4A)** This would reduce the traffic enough that the buses should be able to get up and down the canyon without the extra lane. Maybe it would take 40 minutes instead of 35. You could still put in the snow sheds in the avalanche-prone areas to help keep the traffic moving. **(32.2.9K)** You should have several lots to meet the bus, so the traffic doesn't back up too much in one area in the communities at the bottom of the canyon. **(32.2.6.2.1C and 32.2.6.2.1D)** This could be implemented right away, would save hundreds of millions of dollars, and would leave our beautiful canyon for all to enjoy--rock climbers, hikers, campers, snow-shoers, cross-country and back-country skiers, and sight-seers, as well as downhill skiers. **(32.2.7C)**



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

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**COMMENT:**

The short term solution should be a bus system. Even though this is environmentally not really sustainable. **(32.2.9A and 32.29R)**

In my point of view a train system up the canyon would be the best solution. **(32.2.9F)** Especially because it's sustainable, flexible and environmental friendly. This could also increase the general use of trains in Utah as it could be connected to the TRAX systems in the valley. **(32.2.2I)**

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

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**COMMENT:**

The Summer road up Albion Basin used to be absolute zoo, choked with traffic and the Basin filled with people. Then 4 or 5 years ago ASL took over responsibility for the road and the campground. A toll was instituted for all summer traffic, \$6 the first year, \$10 now, and the horrible traffic disappeared. The funds collected pay the attendants who collect tolls. Walking in the Basin and surrounds has changed dramatically. The model works. If LCC was tolled, it could be done electronically, and the money collected went towards funding much needed avalanche sheds, there would be less traffic and maybe fewer people on all but the busiest days and safety improved as well. Buses would have a faster route and maybe be used more. It is not an expensive solution either. **(32.2.4A and 32.2.9A)**

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

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**COMMENT:**

A rapid bus service would be the most reasonable short-term solution and I like the idea of cyclists and pedestrians utilizing the road in the summer. **(32.2.9B and 32.2.9R)**  
However, a train service would have been the best long term solution further eliminating traffic during the summer, while also being a very attractive alternative for tourists flying into SLC, hikers and backpackers etc. **(32.2.9F and 32.2.6.6A)**

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

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**COMMENT:**

The Gondola will be a great option for reducing traffic and continuing to bring tourism traffic to Utah for the skiing and ski industry infrastructure. Looking at cities like Telluride, CO, we see that Gondolas can be great public assets, improving quality of life for citizens and visitors alike. **(32.2.9D)**

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

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**COMMENT:**

Please please please don't push the gondola idea thru. **(32.2.9E)** This seems to be a complete waste of tax payer money, and only solves a problem for two businesses!!. There are many other users of the canyon that would never benefit from a gondola. With stops only being at Snowbird and Alta. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

For whatever an opinion is worth, I believe there are many other ideas that could be implemented before such a drastic construction project. **(32.2.2PP)**

Some ideas might include bus only days, with an enhanced bus schedule. Express buses that only pickup and drop off at one point. **(32.2.2B and 32.2.6.3N)**

Mandatory SNOW tires no matter what the weather conditions exist should become the normal. Many of the problems in the canyon are from inadequate vehicles and tires. **(32.2.2M)**

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

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

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**COMMENT:**

No Gondola, No Wider Road! (32.2.9E and 32.2.9C) Charge to drive up on big days and increase bussing. (32.2.4A and 32.2.9A)

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

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**COMMENT:**

There are incredible ideas of innovation going down here. Each person involved has a vision that could potentially improve transportation in the canyon. Each option also has great cost. Cost and Value is always the focal points to finding balance in decisions. There are also steps to be taken before such extreme projects begin. What I'm not seeing is any discussion about limiting driving access up the canyons. For example, Out of state plates could be regulated from driving up the canyon. People staying at the hotels, or visiting friends could get a code to scan, or something like that, to allow them access to drive up the canyon if they are from out of state. Starting by enforcing out of state people to take the public transportation is a step to see how much difference it would make. If you "have to" include out of state drivers driving up the canyon, have an "out of state" toll booth on the way up, that does not affect the traffic flow, which charges \$20 - \$30/per day to drive up. That revenue would go back in to future developments, and present canyon operations. With out a doubt we would see improvement in the daily flow of traffic. It would also help develop an improvement in the bus system experience that would be getting out of state visitors up the canyons. The locals of this beautiful state are the fabric that makes this place what it is. Keep them in the forefront to development. And may we all remember, Respect is what we show, not what we demand. **(32.2.4A, 32.2.2Y, 32.2.9N, and 32.2.9A)** Thank you

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

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**COMMENT:**

Please just enforce the winter traction/tire law strictly 24/7. This would be a minimal cost and could have a huge effect. Let's just try it, please. **(32.2.2M)**



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

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**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. **(32.2.9C and 32.2.9E)** I ask UDOT to reconsider all options brought forward and do not move forward with either option. We only have one LCC we can never undo the damage of development.

20~ days a year on Powder Days it can take a few hours to go up the canyon. **(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, 32.2.7A, 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. **(32.2.4A, 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 and 32.2.2X)**

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. **(32.2.2I and 32.2.2ZZ)**

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. **(32.2.9C 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? **(32.1.2B)**

Mark

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

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**COMMENT:**

To speak frankly, the current proposed transportation alternatives for LCC are "too little, too late". Widening the road for bus service will result in environmental damage that will never recover while still not meeting the demands of a growing population and the increased scarcity of powder. **(32.2.9C, 32.7B, and 32.7C)** The gondola proposal fails to consider the importance of scalability while also neglecting the diverse users of the canyon who are not only ski resort patrons. **(32.2.9E, 32.2.6.5A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Both of these alternatives cost an amount of money that would be burdened by a tax base that would not be able to reap the rewards for decades to come.

It was disappointing that the DEIS was done without conducting a capacity study for the canyon. It is clear that the multi-million dollar ski resort industry of Utah was prioritized in the gondola alternative and while predictable, it upsets me. **(32.20A, 32.20B, and 32.20C)**

Unfortunately, the best and only realistic way forward for the Wasatch community would be a combination of tolling, increased bus service, and incentivizing those who take the bus. **(32.2.4A and 32.2.9A)**

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

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**COMMENT:**

The aerial tram (gondola) is the wrong solution. **(32.2.9E)** Without drastic government measures combatting climate change, ski resorts will have less and less relevance. **(32.2.2E)** Don't spend more money to build a gondola for a soon to be unprofitable ski industry.

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

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**COMMENT:**

I am strongly opposed to the gondola approach to reducing congestion in Little Cottonwood canyon. **(32.2.9E)** I also am not a real supporter of widening the road to accommodate more traffic. **(32.2.9C and 32.20E)** This canyon is too pristine to have something this dramatic done to it. **(32.4I)** I am supportive of further study and perhaps trying some less permanent options including better bus service, bus riding incentives, car pooling incentives, tolls, and vehicle number restrictions. **(32.2.9A, 32.2.4A, and 32.2.2L)** This canyon is too valuable of an asset and resource to have something with such significant impact done to it. **(32.4I)** I don't believe that the traffic and congestion is a problem everyday but primarily at peak seasons. **(32.1.4D)** The dramatic options proposed will be with the canyon every day into the future. Please continue to explore and try some less permanent solutions before proceeding with such dramatically suggested options which cannot be undone. **(32.2.2PP)**

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

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**COMMENT:**

I oppose the Gondola plans. **(32.2.9E)** I disagree with the plans for traffic expansion in the canyon. **(32.2.9C and 32.20E)** The real problem of actual user numbers ought to be addressed. I suggest calculating the maximum capacity tolerated to minimize environmental impact should be the primary focus. **(32.20A, 32.20B, and 32.20C)**

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

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**COMMENT:**

I feel both alternatives are not good. **(32.2.9E and 32.2.9C)** Enhanced Electric Buses running on a REAL schedule, especially during ski season and powder days are the BEST alternative. **(32.2.9A and 32.2.6.3F)** NYC instituted this in Manhattan and it works like a charm and is less expensive than a subway or in this case building a gondola or a 6 lane highway. With less pollution, hassle, and environmental impact than your proposals.

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

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**COMMENT:**

Hello,

Thank you for taking the time to consider my comments on the Little Cottonwood EIS and all the time and effort everyone involved has put into this. Here are my reasons for why NEITHER option presented at this point should be put into place – **(32.2.9C and 32.2.9E)**

1. Most importantly we need to take small steps to try and mitigate canyon traffic before taking drastic measures by putting in a gondola that will permanently change the look of the canyon. Can we start by adding the tolls that are a part of these plans? Even using an HOV minimum to access the canyon without a toll. **(32.2.9R and 32.2.2Y)**
2. Tolls and HOV laws would be a huge step in the right direction and then we can re evaluate. **(32.2.2Y)**
3. A 20-40% increase of bus service in addition could be an easy small step too. **(32.2.9A and 32.2.6.3N)**
4. Is the goal to reduce private vehicles in the canyons? UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
5. The gondola will rely on private vehicles to operate so it won't reduce the amount of them in the canyon. **(32.1.2D, 32.2.4A, and 32.7C)**
6. The gondola doesn't service many summer trailheads so will only benefit activities during a third of the year. **(32.1.2B, 32.1.2.C, 32.1.2D, 32.2.6.3G, 32.2.7A, 32.7B, and 32.7C)**
7. Alta and Snowbird (my preferred ski resorts in the Wasatch) Have been funding massive increases to their marketing efforts and recent years and it only seems they favor the gondola so tax payer dollars can help offset their spending. **(32.2.7A)**
8. We haven't evaluated the max capacity of LCC and the gondola will only bring more people in addition to those using private vehicles causing more and more congestion at the ski resorts. **(32.1.2B, 32.2.4A, 32.20A, 32.20B, and 32.20C)**

PLEASE PLEASE DO NOT MOVE FORWARD WITH EITHER of these expensive plans until we take reasonable and sound actions that will have measurable impact first. **(32.2.9R)**

Thank you!

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

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**COMMENT:**

I am writing in support of the bus service option with these concerns: **(32.2.9A)**

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. **(32.2.4A and 32.20E)**

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)**

This is the best option of what was presented, but an even better option would be to have train service up the canyon for the following reasons: **(32.2.9F)**

a. Less visual impact on landscape **(32.17D)**

b. More environmentally friendly than having even more cars on the road **(32.2.4A)**

c. Service can be adjusted depending on need **(32.2.6.6A)**

d. Most cost-effective long-term solution for the area. **(32.2.7C)**

e. Would ultimately connect to the TRAX systems in the valley **(32.2.2I)**



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

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**COMMENT:**

The Gondola or the extra lanes to LCC would destruct iconic climbing areas and boulder problems that make LCC such a dream for climbers. **(32.2.9E, 32.2.9C, 32.4A, and 32.4B)** It would destroy the natural beauty of what the cottonwood is, and put more man-made destructiveness when there are less destructive options exist such as UDOT's Enhanced Bus without Roadway Widening proposal. **(32.17A, 32.17B, 32.4I, and 32.2.9A)**

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

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**COMMENT:**

I think the bus option would be a temporary solution because busses can slide off the road, it may help with traffic a little bit and widening the road could be harmful to the environment and make it more dangerous of a canyon. **(32.2.9C and 32.2.6.3P)** The train option is a better option because you have two tracks that keep the train from going off the edge and it could be better for the environment. And you don't have to worry about bus traffic jams. **(32.2.9F)**

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

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**COMMENT:**

I do not support a Gondola rather use more buses and don't allow so much parking at Snowbird or Alta.  
(32.2.9E, 32.2.9A, and 32.2.2K)

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

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**COMMENT:**

The Gondola alternative still seems the most useful. Thank you. **(32.2.9D)**

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

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**COMMENT:**

The only real option is the bus. DO NOT consider gondola or train. (32.2.9A, 32.2.9E, and 32.2.9M)

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

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**COMMENT:**

As a resident of Sandy and a long time user of the canyon I cannot stress enough how much I oppose either of these ideas. **(32.2.9C and 32.2.9E)** First two businesses benefit from this project, how much money are the two businesses that benefit from this paying to the project? **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** If these go through they should pay for the bulk of it not the tax payer. Second, how much money are we going to spend for an eyesore gondola that only benefits the canyon for one of the four seasons. **(32.2.7C and 3.2.6.5F)** I for one go to the canyon to spend time free of the city and man made objects not have my view obscured by this proposed monstrosity. Instead of ruining the canyon for the rest of us so snowbird can make a better profit. **(32.4I)** Have them charge \$150 for parking, can't be much more than the obscene amount the already charge. **(32.2.2K and 32.2.4A)** Don't allow snowbird to cover the no parking signs on the road in the winter time and maybe just encourage more ride share bus rides instead of spending obscene amounts of money to support more business for two Utah businesses. **(32.2.9A)** I understand that those two businesses draw money too lots of other businesses, but again this is for one season. Other residents enjoy this canyon as well, why are we ruining it for the other 3 seasons of the year. **(32.1.2B)**

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

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**COMMENT:**

I support the gondola with the La Caille base station option. **(32.2.9D)** With that said, I don't think that this EIS goes far enough in banning traffic within the canyon. **(32.2.4A and 32.2.2L)** I would love to see the gondola, along with buses with frequent stops so that nobody ever has to drive a car up the canyon. **(32.2.2W)**

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

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**COMMENT:**

do not build the gondola, is only going to benefit 2 private sky resort and do nothing to improve the problem. (32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)



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

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**COMMENT:**

As a local resident living one mile from the entrance of little cottonwood canyon I support the gondola option. **(32.2.9D)** I would hate to see the road expanded as it would disrupt animals and vegetation, and with so many cars going up and down the gondola would not add to the congestion, noise and air pollution. **(32.2.9C, 32.13B, 32.10A, 32.11A, and 32.11D)**

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

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**COMMENT:**

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

First and foremost I would like to register my opposition to the gondola alternative. **(32.2.9E)** This is nothing more than a blatant tax payer subsidy for the private ski lift companies in the canyon. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** With stops only at Snowbird and Alta, as well as ambiguity as to whether the gondola would run during the summer, there is no real pretense that this is a general solution to transportation needs in LLC. **(32.2.6.5G and 32.2.6.5F)** In general most traffic problems in the canyon stem from a few days each winter, usually corresponding to holidays or big winter storms which result in canyon road closures. **(32.1.4D)** Spending upwards of a billion dollars in public funds to benefit two private companies who would like to sell even more lift tickets on these days seems to be fiduciary malpractice on the part of UDOT. It seems to me that there is an upper limit on the number of skiers that can be accommodated in LLC on a given day and that this number is not solely determined by the lift capacity of the ski resorts. **(32.20A, 32.20B, and 32.20C)**

The canyon is an important part of the salt lake valley watershed on which approximately one third of Utah's population depends for household water. It seems that environmental concerns with respect to maintaining watershed quality should trump lift ticket sales ( it should be noted that dogs, horses, and etc are excluded from the canyon for this reason). **(32.12A)** It is my understanding that Utah State University is conducting a study to determine carrying capacity for daily recreation use in LLC perhaps it would be prudent to wait for the results of this study before proceeding with plans to put thousands more people in the canyon for the benefit of limited private interests. **(32.20B)** Furthermore given the importance of environmental integrity in LCC it would appear that a coalition of stake holders should reach a consensus opinion as to its preservation rather than having a "solution " forced on us by UDOT and the ski resorts. **(32.2.9N)**

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

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**COMMENT:**

Please consider a toll gate and limit the number of cars. Traffic will be controlled, more mass transit will be utilized and there will be less environmental impact than building gondolas or widening roads. **(32.2.4A, 32.2.2L, 32.2.9A, 32.2.9E, and 32.2.9C)** Signage can be updated throughout the valley and social media to let people know if the canyon is at capacity and busses are available. **(32.2.2L and 32.2.2K)** Make carpooling more easier by allowing a carpool entry. **(32.2.4A)** Overall this problem has been growing for too long and any type of solution is way overdue. Hoping for the best .

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

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**COMMENT:**

I am a Sandy resident and frequent (several times a week) LCC user. I want to express my strong opposition to proceeding with the gondola for the following reasons: **(32.2.9E)**

- **The Model is Intentionally Biased.** The economic model considering the gondola should include a robust consumer uptake analysis that fully analyzes the strong consumer resistance to the increased friction of the proposed system. Specifically, because users must shift from the current system getting in their car and getting out at the resort, the gondola solution anticipates little friction in transitioning those users to getting on a bus with all their primary and secondary ski equipment (back-up equipment normally kept in a car for adverse events or lunch), getting off the bus and cuing for the gondola, loading gondola with all their equipment, and repeat the process to go home. There appears to be an overwhelming bias toward skewing the analysis to omit such a crucial consideration. The consumer friction seems like an enormous impediment to full use absent a major financial incentive, which is not even outlined in the documents I found. **(32.2.6.4A, 32.2.6.5J, and 32.2.4A)**
- **Inadequate Peak Capacity.** The proposed gondola is woefully inadequate to have a major impact. It will only carry 1/3 of the people heading up LCC, so our half billion does little to alleviate the problem in LCC alone. **(32.2.6.5N)**
- **Inadequate Scope.** The gondola solves none of the larger regional issues. For example, not even BCC is improved by this massive spending proposal. **(32.1.1A and 32.1.1C)**
- **Sole Goal is Making Disney ride for Snowbird and Alta.** The capacity is highly ski resort specific providing no capacity in the ski areas “off” hours or providing access to attractions on the way up to the resorts. In fact, the gondola solution appears exclusively intended to benefit two for-profit corporations, and such a narrowly targeted benefit should not be the obligation of our citizens. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**
- **Beneficiaries Make No Commitment.** The ski areas are the primary beneficiary, and should agree to offset any costs of users or governmental operation that directly benefits their for-profit enterprise. The fee structure is not adequately considered and people are driven by financial structures. The true environmental impact cannot be known without a robust economic model considering all payees and payors. **(32.2.7A)**

For the foregoing reasons I strongly oppose the gondola solution

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

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**COMMENT:**

I support the bus service option because having a Gondola would only serve the ski resorts and not the entire community. (32.2.9A, 32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C) A better option that I would support would be a train service up the canyon, which would be more cost-effective in the long-term and could connect to the TRAX systems in the valley. (32.2.9F and 32.2.2I)

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

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**COMMENT:**

I live in the [REDACTED] in Little Cottonwood Canyon. The proposed gondola would negatively affect my family during construction and operation. **(32.2.9E, 32.17A, 32.4A, 32.4E, and 32.4M)**  
In addition, it will dramatically alter the aesthetics of the canyon and negatively impact the environment. **(32.17A and 32.4I)** This negative environmental impact includes the area under and around the towers and all access roads necessary to maintain the towers, base and top area construction, sound pollution from construction and operation, and the loss of natural views throughout the canyon. **(32.2.6.5L, 32.4I, 32.11D, 32.19A, and 32.17A)**  
Expansion of the bus system would be more cost effective and offer less negative environmental impacts. **(32.2.9A)**. I urge you to discard the gondola option as a realistic solution to the traffic issues in the canyon.

Thank you for your consideration,  
Eamonn Walsh

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

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**COMMENT:**

I believe that the gondola is better because it doesn't destroy as much land. **(32.2.9D)** I also believe that ikon pass is not fair to the locals and should be banned at Alta and snowbird. This would result in way less crowds. **(32.2.2K)**  
Gondola for the win!!

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

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**COMMENT:**

1. Toll booth and fees for LCC **(32.2.4A)**
2. Mandatory traction tires 24/7 Nov 1st - Apr 30th ( let's stop the slide offs )**(32.2.2M)**
3. Expanded/additional bus service. ( and put studded snow tires on the busses, they slide out too)  
**(32.2.9A)**



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

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**COMMENT:**

I am opposed to the proposal to build a gondola or additional lanes in the road at this time. **(32.2.9E and 32.2.9C)** 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, 32.4I, and 32.4P)**

UDOT must find a new alternative based on an expanded electric bus service coupled with tolling and other traffic mitigation strategies that includes dispersed recreation transit needs before any permanent changes are made to Little Cottonwood Canyon that will forever alter the landscape. **(32.1.2C, 32.2.9A, 32.2.4A, 32.2.6.3F, and 32.2.6.3C)** If there are any possible solutions available they need to be considered prior to a decision that will cause irreversible changes. **(32.2.2PP and 32.29R)**

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

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**COMMENT:**

If this were in Europe, the gondola option would have been built 10 years ago. Use them as an example. It's clear that this form of transportation/infrastructure works well for moving people in mountainous areas, is safe, and brings more tourist revenue. Clearly the safer option. That should end the argument already. **(32.2.9D)**

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

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**COMMENT:**

This project is a waste of public resources. **(32.1.2B)** Over 99% of the time, there is very little traffic to get up the canyon. **(32.1.4D)** The only times when traffic is bad is during snow storms and on weekends. I know this because I visit the canyon frequently throughout the year and those are the only times when it's busy. When backcountry skiing, I can always go early and avoid the traffic anyway. This project will use public tax dollars to benefit ski resorts and wealthy resort skiers. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Let's try a toll first and see what happens. **(32.2.2Y)** This project is like calling an exterminator when you have a mouse in the house, before you try a mousetrap. It's a classic boondoggle. **(32.2.9G)**

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

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**COMMENT:**

I support the ideas for Enhanced busing, shoulder and lane improvements. **(32.2.9B)** I am STRONGLY AGAINST THE IDEA OF A GONDOLA near the mouth of the canyon. **(32.2.9E)** I think it would be helpful to enforce the 4x4/chains requirements to reduce vehicles without the proper equipment from becoming a liability and adding to the congestion of traffic. **(32.2.2M)**

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

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**COMMENT:**

The growth rate of Utah has increased exponentially in the past ten years. Along with the population size, the interest in recreation in the outdoors, specifically the Cottonwood canyons has increased. We have all personally seen the traffic and safety hazards these growths have imposed on the canyons. Safety should be the number one priority for all. However, it must be in tandem with sustainability - of the canyons, the environment and views we all love dearly, the population and adjacent cities. We must all accept the reality that the limited space in Little Cottonwood cannot support the drastic increase in human traffic that a gondola would bring. **(32.20A and 32.20C)** It is not only on UDOT, but also the resorts located in Little Cottonwood to come up with a sustainable solution. The environmental impact a gondola would have on this beautiful canyon, with its finite resources and capacity, is detrimental and unsustainable. **(32.2.9E, 32.17A, and 32.20B)** The beauty and ability to continue to provide a space to recreate in the mountains must be preserved, and the gondola solution cannot do this. **(32.4I)**

I have personally taken the ski buses across the years as a way to access the resorts in both Big and Little Cottonwood canyons. The time schedule, number of buses, and reliability is inconsistent, especially on weekends or during and after a snowstorm. Appropriate time and resources should be allocated to creating a more reliable bus schedule that can help manage and safely transport those interested in accessing the canyons. Sustainability and safety should be at the core of a proposed solution." **(32.2.9A and 32.2.6.3N)**. As someone who is not originally from Utah but has lived here for the past 8 years, I would like to continue to enjoy the canyons and all they have to offer for years to come.

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

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**COMMENT:**

I think maybe the resorts ought to think about a reservation system. **(32.2.2K)** The canyon can only support so many visitors just like golf courses and the lakes surrounding the valley. **(32.20B)** It seems that canyon visitors will either have to wait in line driving up the canyon or wait trying to find a parking place or wait in line to get on the lifts. A reservation system would alleviate alot of the problems and would allow for a more pleasant experience for all. **(32.2.2K)**

We just can't keep allowing an unlimited number of people up the canyon. **(32.20A, 32.20B, and 32.20C)**. That is a disservice to all. Having stated all that I support the expanded bus service before the gondola. **(32.2.9E and 32.2.9A)**

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

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**COMMENT:**

Both proposals of 1) building a gondola and 2) widening the road are too impactful to the natural recreation resources in Little Cottonwood Canyon. **(32.2.9E, 32.2.9C, and 32.4I)**

Please implement a combination of increased/mandatory bus service and road tolls before considering any major construction projects. **(32.2.9R, 32.2.9A, and 32.2.4A)** We already have the tools and resources to mitigate traffic issues, it just requires some planning and critical thinking, along with a change in mindset and culture in the Salt Lake valley.

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

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**COMMENT:**

As Utah continues to grow, we need to spend more time protecting our land rather than building on it and destroying it for future generations. Building this gondola or widening the road is only going to inhibit the growth in the natural beauty of these canyons. **(32.2.9E, 32.2.9C, 32.17A, 32.17B, and 32.4I)** Ask yourself what is gondolas purposes? **(32.1.2B)** Is it actually to give people more opportunity or is it just a benefit the private companies that are at the top of the canyon. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. They already make plenty of money they charge plenty of money people find a way to get there. If anything just make it a one-way up in the morning and one way down in the afternoon. **(32.2.2D)** Don't ruin the scenery don't ruin the mountains don't ruin something that's so beautiful for our state just to bring in more money **(32.4I)**



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

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**COMMENT:**

I live [REDACTED] and support the Enhanced Bus Service option coupled with a reservation system for parking at the resorts for the following reasons: **(32.2.9A and 32.2.2K)**

- It is more flexible and less impactful to the ambiance of the canyon. **(32.2.6.3D)**
  - UDOT could further lessen environmental impact by using electric buses. **(32.2.6.3F)**
  - There are relatively few days during the winter when the canyon has to be completely closed, and the bus option can be adapted to various needs throughout the year. **(32.7A and 32.1.2C)**
  - The ski resorts can only accommodate a certain number of people - and there are complaints already about long lift lines. **(32.20C)**
  - This option could also be beneficial during busy summer weekends and/or events and can include stop offs at trail heads. **(32.1.2C and 32.2.6.3C)**
- On the other hand, the Gondola option: **(32.2.9E)**
- Destroys the look of the canyon with immense structures. **(32.17A)**
  - Benefits only the resorts - and can lead to over-capacity. **(32.20C, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**
  - Costs to taxpayers are higher. **(32.2.7C)**
  - Builds infrastructure that is not really needed in the summer. **(32.1.2C)**

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

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**COMMENT:**

Why was the interconnect not considered? This would have clearly been the best solution. Take all the cars coming from PC off the road. **(32.1.5B and 32.2.2N)**

Otherwise i support the gondola option. **(32.2.9D)**

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

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**COMMENT:**

While I dislike either option, I prefer the bus solution as it serves the many different recreational needs of people throughout the year. **(32.2.9E, 32.2.9B, 32.1.2C, and 32.2.6.3C)** Personally, I love hiking in the summer and would be very inclined to take a bus to a trailhead and save me from driving and having to park in a crowded lot or on the side of the road. **(32.1.2C and 32.2.6.3C)** A gondola would not enable me to access trails that are not reasonably proximal to Alta or Snowbird. **(32.2.6.5G)**

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

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**COMMENT:**

NO to the gondola. (32.2.9E) YES to the bus or other form of mass transit. (32.2.9A)

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

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**COMMENT:**

We need a wide good road (not a gondola) and electric buses. (32.2.9B, 32.2.9E, and 32.2.6.3F)

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

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**COMMENT:**

I do not like either the gondola or widened bus lane. **(32.2.9E and 32.2.9C)** I do not support widening the road and I think the gondola is too expensive, unfeasible and really does not mitigate the true problem. **(32.1.2D, 32.7B, and 32.7C)** I would support some sort of trolley or light rail system- something similar to what Zion National Park system does with the shuttles. It really seems to work down there. **(32.2.2B)**

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

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**COMMENT:**

I believe we should pursue a less invasive intervention to the problem rather than something that will permanently alter the canyon forever. **(32.29R and 32.2.9PP)** The canyons are a natural wonder that brings in tourists from all over the world. There are other options like increased bus services and no cars at the canyon before drastic ones. **(32.2.9A and 32.2.2B)**

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

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**COMMENT:**

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

Every effort to not increase road width and/or increase the level of traffic should be one of the goals. **(32.1.2B)** Because, the canyons are the city's sanctuary from the summer heat and winter inversion (surprise surprise both increased by the automobile). **(32.20E)**

So, my choice would be the gondola. **(32.2.9D)**



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

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**COMMENT:**

I support the bus option compared to the gondola. **(32.2.9B and 32.2.9E)** The gondola only stops at Snowbird and Alta. It's corporate welfare! **(32.2.6.5G, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The canyons are to be enjoyed by everyone, not just rich skiers. From a transportation equity perspective it is shameful. Also, the bus should be run year-round and not just in the winter. **(32.2.6.3C and 32.1.2C)**

Moreover, the rail option should be brought back to the table. **(32.2.9F)** It was eliminated for the wrong reasons, and is the only alternative that could properly connect to the regional rail system that has been built over the past 20 years. **(32.2.2I)**

Thanks for listening.

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

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**COMMENT:**

I agree with Mayor Wilson the the League of Women Voters. **(32.29D)**

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

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**COMMENT:**

Even though the gondola looks nice when finished, the amount of construction to build it in this fragile canyon makes the shuttle bus lane a better option. **(32.2.9E, 32.4I, and 32.2.9A)** We will lose so many rock climbing spots as well if the gondola goes in. **(32.4B)**

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

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**COMMENT:**

I am strongly against this proposal. It harms treasured, irreplaceable recreation and alters the very heart of Little Cottonwood Canyon. It is not worth the damage it does to an invaluable area. Please reconsider. **(32.2.9G or 32.29D)**

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

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**COMMENT:**

NO to the gondola alternative. **(32.2.9E)**

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

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**COMMENT:**

I feel the Gondola will provide the best solution to the congestion issues in Little Cottonwood Canyon, downtime do to weather would be a concern but if the weather is that poor, the resorts would be closed or limited. **(32.2.9D and 32.2.6.5K)**

The bus lane would create more congestion in the canyon; one more lane to drive in; and have the same concerns about weather as we have today. The extra lane (s) would be difficult to enforce as well. **(32.2.9C, 32.7C, 32.2.6.3P, and 32.2.6.3B)**

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

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**COMMENT:**

It think they all stink, its going to cost us skiers more to go for day of skiing if you dont get out money from charge us to drive up the road , your going to charge us for the gondola ride and for train. some of dont want to ride the bus, or gondola or train. we want to drive our cars. **(32.2.4A and 32.2.9G)** it not enough that season pass and lift ticket cost so much you people think we are maid out of money. you say you are protecting the environment , you are going to more damage by your proposals than by leaving it alone. I am not happy about any of it it going to cost me to park on the weekends and now to drive up the road to get there. it sucks.

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

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**COMMENT:**

Could an elevated light rail system, maybe an extension of UTA's TRAX system, be a viable idea? **(32.2.2I)**

In Colorado they elevated I70 through Glenwood canyon. It blends in well with the surroundings and is high enough to not be effected my snow slides. **(32.2.2G)**

This would allow for a greater volume than the tram idea (which is a cool idea) and, being rail, have greater safety than busses. **(32.2.9F)**



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

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**COMMENT:**

The two UDOT preferred alternatives in the Draft EIS selected for Little Cottonwood Canyon; the gondola and additional bus lanes, would have an unacceptable impact on Little Cottonwood Canyon overall, severely impacting the climbing experience, and the year-round dispersed recreation access throughout all of Little Cottonwood Canyon. **(32.2.9E, 32.2.9C, 32.4I, 32.4A, 32.4B, 32.4I, and 32.4P)** UDOT must find a new alternative based on an expanded electric bus service coupled with tolling and other traffic mitigation strategies that includes dispersed recreation transit needs BEFORE any permanent changes are made to Little Cottonwood Canyon that will forever alter the landscape. **(32.2.9A, 32.2.6.3F, 32.2.4A, and 32.2.6.2.3C)** Both UDOT proposals threaten the myriad recreation opportunities of our beloved Canyon. These proposals perpetuate environmental marginalization and injustice in the Wasatch Front. UDOT must find new alternatives!!! **(32.2.2PP)**

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

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**COMMENT:**

Best option of the 3. Something has to change. Lacaile parking is not a great option. **(32.2.9E or 32.2.9M)** What about downstream traffic from city, wasatch blvd. one doesnt work without the other. **(32.2.6.5E or 32.29D)**

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

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**COMMENT:**

I support the enhanced bus service option since it seems the most flexible for long-term future use. **(32.2.9A)** I think canyon usage patterns well into the future are too unknown and variable for the gondola option. **(32.2.6.5A and 32.2.9E)**

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

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**COMMENT:**

please prioritize buses - they have the flexibility of moving up in scale (a bus only lane) and can be powered from electric. **(32.2.9B and 32.2.6.3F)** a gondola is a logistical nightmare, let alone the fact that it would not work as well as we would hope it would. **(32.2.9E and 32.7C)**

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

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**COMMENT:**

I strongly feel that a passenger rail solution for canyon transportation improvements needs to be seriously considered a primary option over a gondola and/or street widening/additional bus solutions. **(32.2.9F, 32.2.9E, and 32.2.9C)** A gondola system running up the canyons will be an absolute eyesore and provided limited accessibility to areas other than the main ski resorts. **(32.17A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. Street widening will only further promote and increase personal vehicle traffic and is moving in completely the wrong direction. **(32.2.6.3B, 32.2.4A, and 32.20E)** It will only make the situation worse as it prolongs the problem to a later point in time. **(32.7C)** Buses are unreliable, inconvenient and uncomfortable. I see a passenger rail system as solving all of the aforementioned problems that the other considerations create. **(32.2.9F)** Increased bus services is the best short-term "band-aid" solution, but should only be used as an intermediate solution as a rail system is being constructed, and then phased out or reduced once the rail system is operational. **(32.29R)**

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

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**COMMENT:**

Please do not take away are beloved sacred mountains the memories and love there is unreal **(32.29G)**

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

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**COMMENT:**

I support a wild and healthy ecosystem that provides our water, supports 1,200 species of plants and animals, and is depended upon for healthy outdoor recreation by millions of people both locals and visitors each year. We don't need elaborate gondolas or expansion of the roadways that damage the magnificent Wasatch Mountains. **(32.2.9C and 32.2.9E)** 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 32.1.2D)**

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)**

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. **(32.1.1A and 32.2.0D)**

Year-round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.1.2C and 32.2.6.5G)**

As a Salt Lake City native, I hope to see you protect the Wasatch, forgo the damaging development that only helps two resorts and engage with local conservation and community groups to advance robust solutions to the year-round transportation, recreation and conservation issues confronting our watershed canyons. **(32.2.9G and 32.1.2C)**

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

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**COMMENT:**

Please, consider the environment. **(32.29G)** Think of all the animals that will be killed on the road, the greenhouse emissions, and so many other devastating consequences that expanding the road will bring. **(32.2.9C, 32.13A, and 32.10A)** Building the gondola will not only reduce human negative impact, it will reduce traffic jams and it will increase the touristic value of the area. **(32.2.9E, 32.7B, 32.7C, 32.2.6.5E, and 32.20C)** Time over time it has been proven that expanding roads do not decrease traffic, it actually does the opposite, it incentivizes people to depend on cars. **(32.20E)** People will car pool less, will take the bus less and it will at the end not solve the problem. **(32.2.4A)**

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



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

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**COMMENT:**

Neither the gondola nor the road widening options should be considered until further traffic mitigation strategies (tolling, increased bus service, limits on the number of the people in the canyon) have been exhausted. **(32.2.9E, 32.2.9C, 32.2.4A, 32.2.9A, 32.2.2L, and 32.29R)** My wife and I moved to Salt Lake City for the natural beauty, and if government agencies would so hastily permanently deface this landscape, I don't see any reason why we should stay here in the long term. **(32.1.2B)**

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

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**COMMENT:**

Hello my name is Neal Gerber and I am an avid rock climber and it was one of the reasons why I moved to Salt Lake. I am appalled by the short sightedness by both plans proposed by UDOT. **(32.2.9C and 32.2.9E)** On one hand the gondola ignores all other user groups of the canyon and panders to only skiers and not really skiers but the ski resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I don't know how anyone could possibly justify such an expensive project that's sole purpose is to line the pockets of the ski resorts. **(32.1.2B)** Not only that but the gondola would destroy rock climbs which are an important and limited resource to Salt Lakes identity and tourism. **(32.4B)** The widening of the road while allows other user groups to move more quickly though the canyon it still destroys a part of history and threatens user groups that are not skiers by destroying trails and rock climbs. **(32.4A)** I implore all of those concerned to search for solutions that do not pander to big money and show the middle finger to users that have enjoyed the canyon for decades **(32.2.2PP)**.

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

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**COMMENT:**

Do not make the gondola! Buses work better! (32.2.9E and 32.2.9A)

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

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**COMMENT:**

Hello and thank you for your time. I support neither option UDOT has proposed as a solution. **(32.2.9C and 32.2.9E)** I only foresee damage from the gondola or road widening solutions and do not believe that they address the real concerns of the traffic in the canyon. **(32.4I, 32.7B, and 32.7C)** I ski and rock climb in little cottonwood 3 times a week minimum and am very familiar with traffic patterns and needs. I support Salt lake Climbers Alliance and WASATCH BACKCOUNTRY ALLIANCE. Both of these groups understand the communities needs better than those who visit the resort only a few times per year. Please try more affordable options before creating such an eye sore in little cottonwood. **(32.2.2PP, 32.2.7C, 32.17A, and 32.17B)** Please do not widen the road! This is devastating for our climbers (resource for out of state visitors and locals) and for our local ecosystem. **(32.4A and 32.13B)** We need more busses that can support our ski resorts and trailheads. Not just the pockets of Alta and Snowbird. **(32.2.9A and 32.2.6.3C)** Please, Please try alternative options first and study the impact of either solution further. **(32.29R)** We need a study to understand the holding capacity of our resorts and mountains. **(32.20B)** Not just a way to transport skiers who are only on the mountain a short part of the year. I Support increased bussing without road widening. **(32.2.9A)**

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

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**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. **(32.2.9C, 32.2.9E, 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 believe we should not be looking for ways to drastically increase the number of people that can occupy the canyon at a single time. **(32.1.2B)** I am in favor of an Enhanced Bus solution combined with peak-period tolling of personal vehicles to reduce the traffic. **(32.2.9A and 32.2.4A)** Personally, if a more frequent bus and parking was available, that was subsidized by the canyon tolling, I would be much more likely to utilize it. **(32.2.9A, 32.2.4A, and 32.2.6.3N)** 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 #:** 11848  
**DATE:** 9/2/21 5:12 PM  
**SOURCE:** Website  
**NAME:** Eileen Elam

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**COMMENT:**

I love the gondola. It just makes sense. No more worries about avalanches and it is lovely way to get up the mountain. **(32.2.9D)**

Also, we won't need to worry about getting snowed in which happened to us 2x.  
**(32.2.6.5H)**

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

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**COMMENT:**

This plan is bad. Continued development in our canyons will destroy what makes them special. **(32.29D and 32.4I)** If we want to fix transit in our canyons create incentives for people to not drive. **(32.2.4A)**

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

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**COMMENT:**

don't do a gondola - really dumb idea that will ruin the beauty of the canyon. **(32.2.9E and 32.17A)** Just charge a fee to anyone that wants to go up the canyon **(32.2.2Y)**



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

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**COMMENT:**

Please do not approve the gondola for our small canyon. **(32.2.9E)** Increasing traffic to an already well trodden area does not balance the need to preserve the beauty of our area with the desire of people to enjoy that beauty. **(32.2.4A, 32.1.2B, 32.20C, 32.4I, and 32.29G)** Perhaps look at the bigger picture on how to protect the area before deciding on ways to facilitate more traffic.

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

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**COMMENT:**

We don't always need to allow access to all outdoor spaces. Preservation of the environment and animal habitats should be a priority. Please no gondola. **(32.2.9E and 32.29G)**

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

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**COMMENT:**

No Gondola, more buses with roadway widening. No Gondola. **(32.2.9E and 32.2.9B)**.

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

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**COMMENT:**

I think the gondola is our best choice for the long term solution **(32.2.9D)**

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

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**COMMENT:**

Please don't install gondolas. **(32.2.9E)** They're an eyesore and will ruin the pristine views of the canyons. **(32.17A)** It's a huge amount of money. I grew up in Cottonwood Heights and still live here. I have many fond memories of spending Saturdays in ski school. We need more bus stations farther away. **(32.2.2I)** It's a nightmare to get out on Wasatch Blvd with heavy traffic. I know the school bus has even been a couple hours late picking up students because of such heavy traffic. **(32.7B)**

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

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

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**COMMENT:**

Leave the canyon alone. With how busy SLC is becoming it's these close natural amenities we have that make it a great place to live. Putting a gondola within that view shed is just a disgrace. **(32.2.9E and 32.17A)** The bus option is clearly the better situation. **(32.2.9A)** This isn't all about the ski season.. other people use the mountain. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. And not everyone wants huge structures going up the canyon for ski season.

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

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**COMMENT:**

I actually would prefer neither option and push the decision out until it is actually necessary. If I had to choose between the two, I would prefer the enhanced busing. **(32.2.9E, 32.2.9C, 32.1.2B, and 32.29R)**

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

When I look at a 50 foot obnoxious power pole and realize that I will be looking at 22 obnoxious gondola towers that will be 5x as high, it is hard to imagine enjoying the view up or down LLC. **(32.17A)**

I also cannot imagine the gondola parking not creating more traffic on the busy days. **(32.2.6.5E)**

I think we best resolve the issue initially with an automated toll system at the mouth, with improvements to the system over time. **(32.2.2Y)** Then decide in 5,10,20 years if road widening or gondolas are necessary. **(32.29R)**



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

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**COMMENT:**

I am strongly against the gondola alternative; the infrastructure required to build the gondola will permanently alter the look of Little Cottonwood Canyon in a negative way. **(32.2.9E and 32.17A)** As someone who works, recreates and lives in the canyon I think this would be a travesty. The alternatives of enhanced bus service, mobility hubs, tolling and addressing parking issues is a much more logical approach that respects the essence of LCC- which is to come to enjoy the mountains, not pay for a novelty ride on a gondola. **(32.2.9A, 32.2.6.2.1C, and 32.2.4A)**

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

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**COMMENT:**

Gondola get my vote. **(32.2.9D)** Same should be do BCC. **(32.1.1A)** Work something for season pass holders that gondola is free or priority boarding. Charge to drive up. **(32.2.4A)**

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

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**COMMENT:**

I've changed my mind. I use to be pro gondola,. Now I feel the only way to protect LCC is to limit access by number of vehicles allowed in the canyon at any given time. (32.2.2L, 32.2.2Y, and 32.2.2K)

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

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**COMMENT:**

Little Cottonwood canyon should be protected from ideas proposed like the gondola and road expansion. **(32.2.9E and 32.2.9C)** The community of Salt Lake, Utah and visitors need transportation solutions that actually service the community, protects the environment, enhances access for all levels of users while preserving the natural ecosystem and protects our watershed. **(32.2.2PP and 32.29G)**

Salt Lake City is in so much need of a better more enhanced public transit system. There is not enough infrastructure within the city to support this project and shows how short sighted the long term thinking has been. A more enhanced bus system has the least impact to the canyons. Options need to be viable for all users. **(32.2.9A, 32.1.2C, and 32.2.6.3C)** I am also not in favor of options that only service greater access for those with more money. These are public lands and access to them for all people is paramount to the benefits of being in nature. A family picnic has just as much right to be in these canyons as skiers, climbers or any other users. **(32.4G)** These experiences should be persevered for everyone. **(32.4I)** Alta and other resorts need to pay for their share of the use and not expect to profit from tax payer dollars to make their business more exclusive. **(32.2.7A)**

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

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**COMMENT:**

I am a strong proponent of the gondola. Here is my reasoning. **(32.2.9D)**

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

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

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

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

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

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

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**COMMENT:**

No gondola. Literally any other option is less damaging. (32.2.9E)

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

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**COMMENT:**

Please do not build the Gondola!! **(32.2.9E)** With the traffic congestion, building the gondola is not the solution. This is a precious watershed for the great salt lake area, and a lot of wildlife dealing in this canyon. **(32.12A and 32.13A)** Why we are always so short sighted to use the short term solution to solve the long term problem? Increase the bus routes, charging people for parking, encouraging people to use the park and ride... there are a lot of alternatives. **(32.2.9A, 32.2.4A, and 32.2.2K)** Why do you want to cramp up more people with the ski resorts that have limited space for everyone? **(32.1.2B, 32.20A, 32.20B, and 32.20C)** Especially when it is using the tax money to benefit two ski resorts **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

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

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**COMMENT:**

I feel the bus option without road widening is the best alternative however I feel that adequate experimentation with additional bussing and tolling should commence as soon as possible. **(32.2.9A, 32.2.4A, 32.2.7C, and 32.29R)** I don't feel a final decision can be made in the absence of fully exploring how effectively we can incentive getting individual cars off the road. **(32.29R)** If the buses continue to compete with private vehicles, transportation will remain congested and problematic. I also feel that tolling gives preferential treatment to those with more resources and so, in addition to very high tolling, I feel there should be some permitting system which limits the number of days any individual can drive up the canyon in the winter. **(32.2.2K)** Fundamentally the goal here needs to be to get as many vehicles off the road as possible. Start with high tolling and parking permits and many, many more buses to see how this problem can be addressed. **(32.2.9A, 32.2.4A, and 32.2.2K)** There also need to be options for other users to access trailheads. **(32.1.2C and 32.2.6.3C)**



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

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**COMMENT:**

Please don't let a political mayor sway the factual and logical decisions. This should not be a political decision but now a days, it seems to be that way. **(32.2.9N)**

Thank you

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

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**COMMENT:**

I live in Cottonwood Heights. Its time to get something done. The most efficient is added bus service! **(32.2.9A)** The gondola will take 5 years to build and get approvals for it. **(32.2.7C)** Where will you get that kind of money. **(32.2.7A)** Painful as it is--if both resorts started charging for parking, and there was added and enhanced bus service---the behavior would change. **(32.2.4A and 32.2.2K)** We need to stop talking and get into action.

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

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**COMMENT:**

I am writing as a former Alta resident and regular visitor to Little Cottonwood Canyon. I do not approve of a gondola up LCC and do not wish to see this happen. **(32.2.9E)** This approach does not honor the delicate environment of LCC. It would likely facilitate bringing more people up the canyon than the ecosystems can handle. **(32.20A, 32.20B, and 32.20C)** Visitors would not be adequately dispersed. In addition, it would permanently scar the landscape. It would be visually unappealing. **(32.17A)** It would be loud. **(32.11D)** It would impact more areas than expanding the road. My family and I would likely reduce our visitation or stop visiting altogether if there were a gondola up LCC. **(32.4I)**

I would much prefer to see enhanced bus service in combination with a high toll or parking fees. **(32.2.9A and 32.2.4A)** The fees could be free or reduced for those carpooling with three to four or more people in a vehicle. Alta only "express" buses should be utilized. **(32.2.6.3N)** There should also be bus options. to the White Pine trailhead, an area the gondola would not be able to serve. **(32.2.6.3C and 32.2.6.5G)**

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

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**COMMENT:**

How to be brief?

If you live within blocks of beach area, you have people walking by your house, parking where they shouldn't some of the time...not ideal, but worth the perk of living beachfront and all that lifestyle provides you. Same thing if you're front and center at Little Cottonwood Canyon..a high end winter playground. Powder panic and resulting traffic issues are 20 to 30 days a year MAX. **(32.1.4D)** I HAVE LIVED RIGHT HERE FOR 20 YEARS, I KNOW! There is no need for a fat Wasatch Blvd with high speeds, more noise and an invitation to more development. **(32.2.6.2.2A, 32.11B, and 32.20K)** .UNLESS, this is the plan!, to open the door to Developer projects and profit at the expense of the livability and aesthetic of our community. WE DO NOT HAVE OUR HEADS IN THE SAND!!!, WE ARE AWARE OF ALTERIOR MOTIVES !!! ----As to Up Canyon issues, please no Gondola, just a REAL bus system that is actually effective and specific park and drop areas at the right places, snowsheds for sure, and perhaps another lane up Canyon. **(32.2.9E, 32.2.9B, 32.2.6.3C, and 32.2.9K)** In addition, put a toll at the bottom of the Canyon (locals buy a season pass) and a cap on how many cars can go up in a day. **(32.2.4A and 32.2.2L)** Once the cap is hit, time to take a bus. If you drive, you help pay to maintain the Canyon.

It makes sense to implement the less invasive ideas first, see the results, and then determine what if anything else is needed. **(32.29R)** To be honest, this community is offended and angry that UDOT seems to ignore the obvious--these grandiose ideas are designed to generate more profit for ski resorts and developers who are planning to develop the mouth of Little Cottonwood Canyon. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. The gondola in particular is a joke. Do you really think this will solve the problems with overall flow in this Canyon!? **(32.7B and 32.7C)** If anything it will make them worse and a high probability that the general public will try the system once, and not come back. **(32.2.4A)** Its just not the right solution for this Canyon, incredibly invasive and not needed! Conclusion: 330 days a year we have no problem at the Mouth. Why would we destroy Cottonwood Heights/Wasatch for 30 days a year/ **(32.1.2B and 32.4F)** As to up Canyon, traffic and crowding is an issue for sure, and unfortunately its a year round problem. **(32.1.2C)**

Dropping people off at the ski resorts by Gondola will not alleviate the issues, just make the resorts more cash and paid for by the taxpayer---WRONG! **(32.7B and 32.7C)** This issues are at Tanners, White Pine, and other pull outs that the Gondola would never service. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. Better parking areas at the prime spots going up and down canyon, more restroom facilities at these locations, a bus system to serve these stops, base parking at 94th and Highland and by the gravel pit, snowsheds, perhaps a dedicated bus lane, tolls to help pay for it all. **(32.2.6.2.4A, 32.4P, 32.2.9A, 32.2.6.2.1C, 32.2.9K, and 32.2.4A)**. This is what a smart and tuned in Transportation Dept would do, unless they are in the back pocket of development interests based on greed and expansion at the expense of the people who live here and the ambiance that makes them want to call it home.

Thanks for reading

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

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**COMMENT:**

I keep hearing from numerous sources that this is a done deal and you're going to approve the gondola. **(32.2.9N)**. I hope that's not the case and these comments are in vain. Before you spend 1/2 Billion try mass transit and limit access to buses and those that live and work in the Canyon. What about a capacity study? **(32.20B, 32.2.4A and 32.2.9A)** So many unanswered questions and vested interests of a select few that appear will drive this decision. Sad. **(32.2.9N)**

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

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**COMMENT:**

I endorse UDOT doing the absolute minimum to increase vehicle and user numbers in LCC. **(32.1.2B)** Alta and Snowbird are private stakeholders and should bear the cost of any additional investment in the canyon beyond that required for public safety. **(32.2.7A)** For the state to invest public dollars for the benefit of these resorts is wrong. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. To do this at the cost of further degrading a significant public resource----- an irreplaceable watershed----- makes no sense whatsoever. **(32.12A and 32.12B)**. If there is significant need to move more people up the canyon, I suggest that the safest, most cost-effective and fiscally sound way is to limit private passenger traffic in the canyon to only landowners and commercial vehicles transporting at least 8 people. **(32.2.2Y, 32.2.4A, 32.2.9A)** This would significantly decrease travel time while increasing both road and water safety.

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

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**COMMENT:**

A train system will be most efficient. **(32.2.9F)** Especially with the ever growing population thevtrain systems have proven themselves in many different countries. Can't deny what has already been proven.

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

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**COMMENT:**

Adamantly opposed to Gondola. **(32.2.9E)** New construction in LCC would be an eye sore compared to the natural beauty of the canyon. **(32.17A)** I'm also against widening wasatch blvd and adding a lane up LCC for similar reasons although this is more acceptable. **(32.2.9L and 32.2.9C)** Skiing at the top of an avalanche prone canyon comes at the expense of wait times. Great things cost time. I'm okay with that. I do not want to support extra construction in a place I love. Extra busses/car pooling, tolls on cars, and less tolls for those car pooling is weight cheaper and more environmentally friendly. **(32.2.9A and 32.2.4A)**



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

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**COMMENT:**

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

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

- 1) Enforce the existing laws and keep vehicles that are not capable of keeping traffic flowing OUT of the canyon once and for all. Levy massive fines for violators. If you have not invested in a vehicle that can make it, take the bus. **(32.2.2M)**
- 2) Make it easier to carpool (and take the enhanced bus service). Build a large parking garage people can use to easily put a crew together to head up the canyon. Make it free to use on the worst days (or always). **(32.2.2Y)** Even charge a tax on the ski resorts for it if you would like. **(32.2.4A)** We could all use less emissions from burning gas driving up the canyon anyway. The resorts love Protect Our Winter so they should be happy to support a green initiative.
- 3) BUILD SNOW SHEDS!!! They do this in every mountainous region with significant avalanche threat and tourism associated with winter. We should do it here to make sure traffic can move on a higher percentage of days and with less delays. **(32.2.9K and 32.7A)**

ONLY after better bussing, carpooling, enforcement of traction restrictions, and snow sheds we can discuss destroying the bouldering, the viewshed, stripping out backcountry ski access and every other terrible thing that comes with gondolas (including using public funds to subsidize rich ski resort owners) and road expansion projects. **(32.29R, 32.2.9C, 32.2.9E, 32.17A, 32.17B, 32.4A, 32.4B, 32.4I, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. There is plenty of low hanging fruit before we start spending huge amounts of cash on enormous projects that fundamentally change the access, burning infrastructure allocations and alter the nature of little cottonwood canyon year round for the 10 or so days a year that we experience the worst issues. **(32.1.4D)**

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

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

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**COMMENT:**

I do not support the proposed road widening and gondola service that would result in the destruction of rocks in LCC. **(32.2.9C, 32.2.9E, 32.4A, and 32.4B)** I do not ski, I climb. I moved here to climb, not to ski. I do not believe access for skiers takes precedence over maintaining the canyon as is. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

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

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**COMMENT:**

Gondola **(32.2.9D)**

1. Gondola will not increase pollution **(32.10A)** 2. Gondola will support tourism 3. Gondola will be an “eye catching experience” **(32.20C and 32.17A)** 4. Gondola will provide more reliable access **(32.2.6.5K)**

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

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**COMMENT:**

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

Measures to improve the transportation in and out of the canyon are well-intentioned, however, the root of the problem is an increased population attempting to use a fixed amount of space. While data and projected numbers regarding transport options is great, we need to be studying the capacity limits of LCC. **(32.20B)** The past two winters, I have witnessed an overcrowded backcountry that is increasingly unsafe due to the sheers number of users operating independently in an avalanche prone area. If safety is our priority in our decision making, it is simply unsafe to enable more and more people to be in the canyon at one given time. **(32.20A and 32.20C)** I'm not against improved transport options, but it isn't going to solve the problem, and in fact, I see it creating more in the future. **(32.1.2B, 32.7B, and 32.7C)** I'd hate to see it as much as the next guy, but a small yet ridiculously popular outdoor recreation area 20 minutes from a large city may require permitting or daily entry caps. **(32.2.2L and 32.2.2K)**

Thank you.

Drew

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

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**COMMENT:**

i'm in favor of enhanced bus service up the canyon with tolling of cars at the mouth. (32.2.9A and 32.2.4A)

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

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**COMMENT:**

As a person that lives near little cottonwood canyon I can say additional bus option would provide no benefit at all. **(32.2.9C)** This is one of the worst roads in the country and anything that relies on that is doomed. **(32.2.6.3P)** However the gondola provides a much safer, cleaner and more efficient option and I personally will likely choose this option for most of my days up the canyons. **(32.2.9D)**

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

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**COMMENT:**

Please opt to do nothing! **(32.2.9G)** While both of these approaches focus on getting more people up LCC, the resorts themselves cannot handle more people!! **(32.1.2B, 32.20A, and 32.20C)** Lift capacity cannot handle more people. There is already 1 hour plus waits to get on a lift at Alta and Snowbird every time it snows, please don't add more people and chaos to the mix!

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

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**COMMENT:**

I have spent years building and maintain trails to climbing areas in little cottonwood. I strongly disagree with either decision. **(32.2.9C and 32.2.9E)** I believe there are more cost effective options that don't require construction. **(32.2.2PP)** Please protect this resource that I have spent years supporting and protecting **(32.29G)**



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

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**COMMENT:**

No gondola, please!!! Increase bus frequency and add stops, please! (32.2.9E, 32.2.9A, and 32.2.6.3C)

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

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**COMMENT:**

i'm in favor of enhanced bus service up the canyon with tolling of cars at the mouth. (32.2.9A and 32.2.4A).

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

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**COMMENT:**

I support the enhanced bus option because I think it is more flexible in the long term. **(32.2.9A)** Buses could be added or reduced as visitor volume changes. In addition the gondola option still requires a lot of traffic to the gondola base, while greater bus service means traffic and parking needs are more dispersed around the valley. **(32.2.6.5E and 32.2.2I)**

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

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**COMMENT:**

I do not think a gondola is the right choice. It benefits the ski resorts but the tax payers pay for it. Not good (32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)

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

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**COMMENT:**

What happened to the light rail option? **(32.2.9F)** The bus option is definitely not working...the Gondola option just seem like a big money maker and will eliminate families like ours from being able to continue to engage in a sport we have loved since 1970. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**  
The costs continue to increase and are eliminating families of Utah from participating!!! **(32.2.4A and 32.4G)** Please consider families and their ability to afford any option on the table!!! **(32.5A)**

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

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**COMMENT:**

I think the least objectionable alternative is more bus service which includes better parking structures near by the canyon. **(32.2.9A and 32.2.6.2.1C)** The tram idea is too expensive and doesn't solve enough problems. **(32.2.7C, 32.7B, and 32.7C)** There should be avalanche sheds for major slide areas and a third lane to be used by buses, were possible, which can be used up canyon in the morning and down canyon in the afternoon. **(32.2.9K and 32.2.2D)** Salt Lake County locals should be able to buy a season pass to use the canyon. **(32.2.4A)** Tourists can use the bus. Why should I be penalized for the resorts increasing traffic by selling Ikon passes that have increased traffic congestion. **(32.2.2K and 32.1.2B)**

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

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**COMMENT:**

I don't believe expanding the road or especially the gondola are valuable options to the community. **(32.2.9C and 32.2.9E)** The gondola is strictly servicing the ski resorts and expanding the road would also negatively impact the environment and recreation in the canyon. **(32.4A, 32.4B, 32.4I, 32.4P, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. I believe the city needs to look further into funding options for expanding the bus system instead of these 2 options as last resorts. **(32.2.9A)**

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

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**COMMENT:**

Mass transit will not work until it is a better option than driving. The gondola will be used by some, but as many people as there are parking spaces will still be traveling up in their own cars because it's still easier and faster. **(32.2.4A)** Increasing efforts to improve the existing bus system using existing infrastructure is most desirable before considering large-scale options like installing a gondola or widening SR 210. **(32.2.9A, 32.2.9C, and 32.2.9E)** Bussing that increases ridership should be a priority. Bussing should: include many more buses, better buses (electric?), and more routes to the buses that go up LCC. **(32.2.9A, 32.2.6.3N, and 32.2.6.3F)** Tolls and parking fees must be utilized to encourage people to take the buses. **(32.2.4A)** Choosing between a gondola and widening the road before trying out these other options is misguided. **(32.2.9R)**



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

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**COMMENT:**

I am NOT in favor of the Gondola option as its effectiveness for getting people up the canyon quickly is dubious. **(32.2.9E, 32.7B, and 32.7C)** The gondola cost is staggeringly expensive for such a marginal benefit for skiers, and no benefit for anyone else.

I am in favor of a phased plan to privilege busses in the canyon on what would be high-congestion days (if only cars went up). **(32.2.9R and 32.2.9A)** I am not in favor of lane widening until busses are first tried on existing roads. **(32.2.9C)** This has the advantage also of being flexibly implemented almost immediately, and would serve an acute need that the gondola would never serve.

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

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**COMMENT:**

Don't do it (32.29D)

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

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**COMMENT:**

With regard to the EIS proposal of LCC, I believe it is crucial to our environment and our culture within SLC to take route of the least impactful alternative and gather baseline data how the traffic situation was alleviated after it enactment. **(32.29R)** i.e. the electric bus plan. **(32.2.9A and 32.2.6.3F)** To think that any part of the canyon would be slated to be destroyed to make way for a gondola just doesn't make sense. **(32.2.9E and 32.4I)** It also would show future generations that we consider profit more valuable than taking care of the nature that we live in. **(32.1.2B)** I agree that there are congestion issues, but please try the busses first before destroying 100+ boulder problems that have been a part of these mountains since before many of us were born. **(32.4A and 32.4B)** If we facilitate decisions that begin to turn our mountain ranges into the sterile silver skyline that is our new downtown then we truly cast our morals to the wind and have less and less culture and history to pass on to the next generations.

Thank you.

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

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**COMMENT:**

Yes to the gondola!! Definitely the best long term solution! I lived at the base of LCC for 6 years, working up at The Bird and a Gondola would've been amazing! **(32.2.9D)**

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

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**COMMENT:**

This is a very expensive, unnecessary, useless gondola project more buses would help with traffic in the canyon. **(32.2.9E and 32.2.9A)** Using an electric transit system would be much better for the daily routines of bus routes. **(32.2.6.3F)**

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

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**COMMENT:**

The benefits the gondola provides does not balance or outweigh the cons. **(32.2.9E)** Keep the canyon beautiful and public, without exploiting it through private parties. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

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

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**COMMENT:**

Please find a solution that saves the precious boulders along side the road. **(32.2.2PP, 32.2.9A, 32.4A, and 32.4B)** Once they are affected the climbing will never be the same. We have a world class bouldering area in the canyon just like the ski resorts are world class. Please consider our user group too. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

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

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**COMMENT:**

Adding a gondola won't only destroy the views in the canyon, but it will create so much unnecessary destruction. **(32.2.9E, 32.4I, and 32.17A)** Simply increasing the bus services (but not widening the roads) could greatly alleviate the strain. **(32.2.9A and 32.2.9C)**



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

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**COMMENT:**

I think the gondola concept is a fantastic way to sustainably ensure access to our beloved mountains for years to come! **(32.2.9D)**

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

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**COMMENT:**

I believe the right thing to do before taking any course of action, whether that be a gondola or a bus lane, would be to conduct a canyon capacity study. **(32.20A, 32.20B, and 32.20C)** I find it completely insane to have not done this already considering that both “solutions” will only allow for more people to enter the canyon. Overcrowding in LCC could lead to a number of environmental issues. We all know that the resources and recreational areas within LCC are finite. There’s must be a limit on the number of people allowed to enter little cottonwood on a day to day basis and I also believe that local tax payers should receive some form of priority. **(32.20A, 32.20B, and 32.20C)** But first things first, we need to know how many people Little Cottonwood Canyon can even hold.

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

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**COMMENT:**

As someone who grew up skiing at Alta I have great stake in seeing it managed well, I love this canyon. I think choosing to expand the bus lanes or build the gondola is short sighted and not dealing with the actual issue: limiting the number of cars and people in the canyon. **(32.2.9C, 32.2.9E, 32.20B, 32.2.2L, 32.2.2K, and 32.2.4A)** Simply put a max number of vehicles that can be at each resort daily, require reservations for said vehicles, then make a limit of vehicles that can enter the canyon to stop at non-resort destinations, charging a small fee **(32.2.2K and 32.2.4A)**. Lastly, have free bus travel that runs every 10-15 minutes from a transport hub. **(32.2.9A)** There is no reason to build anything else in the canyon, just actually limit personal vehicles. Make the resorts limit cars and people, don't just dump people there.

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

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**COMMENT:**

I don't believe a gondola is a good long term solution to the problems facing Little Cottonwood Canyon, and while road widening + bus system is a more versatile solution it is excessively drastic and impactful. **(32.2.9E and 32.2.9C)** As a SLC resident I'd implore the state to look at other solutions that don't ignore the thousands of people that love Little Cottonwood Canyon as more than just a skiing destination, but a place full of wonderful camping, hiking, and climbing **(32.29G, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

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

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**COMMENT:**

Gondola is a bad idea. (32.2.9E) It is more expensive long term than bus alternative and provides little to no flexibility. (32.2.6.5A) It is a fixed asset that will require continuous maintenance at a greater cost than the bus option. (32.2.7C)

Enhanced bus option is the best alternative. It provides flexibility to deploy assets and to upgrade the system with the latest technology, thus limiting the carbon foot print. (32.2.9A, 32.2.6.3D, and 32.10A)

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

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**COMMENT:**

There is no reason to build anything, all you have to do is actually the number of people going to resorts and the vehicles. **(32.2.9G, 32.2.2L, 32.2.2K, and 32.2.4A)** Make resorts limit personal vehicles and require a reservation, allow a set number of none resort vehicles up the canyon for a small fee, then free 10-15 minute buses leaving from a transport hub. **(32.2.2K and 32.2.2B)** No ridiculous road expansion or gondola boondoggle required. **(32.2.9C and 32.2.9E)**

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

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**COMMENT:**

Rather than the gondola or added bus lane, I think the other measures outlined (better options for park and ride, tolling for low occupancy vehicles, enforcing snow tire requirements, etc.) should be tried first. **(32.29R, 32.2.9E, 32.2.9C, 32.2.2M, 32.2.4A, and 32.2.2Y)** The gondola and expanding the shoulder lane are both too expensive and would damage the canyon irreparably. **(32.2.7C and 32.4I)**

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

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**COMMENT:**

Please hold off on any construction. There must be better ways to solve this problem than to make permanent changes to the canyon with a gondola or wider road. **(32.2.9E, 32.2.9C, and 32.2.2PP)**



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

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**COMMENT:**

The gondola is a ridiculous waste of tax payer money and will ruin the canyon. **(32.2.9E and 32.4I)** No one has mentioned the idea of making people pay a toll to use the canyon. **(32.2.4A)** This would prevent tax dollars being used to construct a project that no one will ride. If you charge a toll based on the amount of people in a vehicle there will be a lot less traffic in the canyon. The traffic in the canyon has gotten worse with the introduction of the ikon pass. **(32.2.2Y and 32.2.2K)**

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

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**COMMENT:**

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

Gilles Duranton of the University of Pennsylvania and Matthew Turner of Brown University posit a “fundamental law of road congestion”: unless road space is priced appropriately, new capacity reduces the cost of driving, thereby inducing more of it, leading, eventually, to renewed congestion. **(32.20E)**  
-The Economist, May 11, 2019

The EIS Alternatives

Enhanced Bus with Roadway Widening is the current EIS alternative that UDOT should select. It is the only alternative offering improvement in mobility by decrease in travel time, and also the only alternative that improves accessibility for all users, at all times of year and for all places and destinations in the canyon. **(32.2.9C, 32.1.2C and 32.2.6.3C)**

May through October, the canyon roadway should be three lanes for motor vehicles, with expanded passing lanes. **(32.2.2D)** The fourth lane should be a two-lane dedicated bike path separated with hard barriers. **(32.9A and 32.2.6.3H)** Bike lanes would become an attraction instead of a hazard, and with rapid advances in e-bikes, would become a viable summer transportation option for many more people.

November through May, the dedicated bus lanes should also provide access for airport shuttle services serving out-of-state travelers, such as Alta Shuttle and Canyon Transportation. **(32.2.6.3B)**

The road improvements should anticipate the coming changes in networked and autonomous vehicle tech. **(32.2.6H)** One thing that will not change is the need for pavement - the vehicles of the future will run on asphalt. Another thing that will not change any time soon is the need for avalanche protection on Highway 210. Road improvements and avalanche protection - which will be needed no matter what forms transportation takes - should take priority over increasing vehicle capacity. As vehicles become more autonomous, they still will need guidance, especially in hazardous terrain and winter weather. Smart-road systems should be built into the roadway to communicate with smart "vehicles. **(32.2.9K)**

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 **(32.2.9E and 32.7C)**
- visually obstructive - it would create high visual environmental impacts **(32.17A)**
- narrow in function **(32.2.6.5A)**
- severely limited and inflexible in points of ingress and egress **(32.2.6.5G)**
- intrusive and out of scale to the Alta community **(32.40)**
- 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, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

## Other Solutions - Faster, Cheaper and Better

Although the comments above are directed to the current EIS alternatives, we should not lose sight of canyon transportation solutions that would be more effective and much cheaper, and could be made much sooner - starting now. **(32.29R)**

Passing lanes and pullouts should be added and improved. **(32.2.2P)** 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)** 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. Transit tech will evolve in ways that we do not yet fully understand. **(32.2.4A and 32.2.6H)** 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 and 32.2.2K).**

Thank you for considering my comments.

Cliff Curry  
Alta, Utah  
Sept. 2, 2021

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

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**COMMENT:**

I would like to hear why you aren't considering measures that could've implemented without excessive construction first. **(32.29R)** Such as increased bus service, or free bus service, or only busses and no cars in the winter (excluding cars for workers and hotel guests). **(32.2.9A, 32.2.4A, and 32.2.2B)** I feel that would resolve most issues for the increased winter traffic, while being and economically friendly to the citizens of the state.

Thank you

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

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**COMMENT:**

I support the gondola option. I think it is the most environmentally way to go. (32.2.9D)

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

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**COMMENT:**

They canyon is used by many people other than those who use the ski resorts. I can appreciate the frustration of having long drive times, but to destroy classic boulders that climbers have used for decades is not an acceptable solution in my opinion. **(32.4A, 32.4B, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. I'd be much more in favor of limiting the number of people in the canyon and requiring passes/fees much like American Fork and other canyons. **(32.2.4A)** This would also help with the crime of cars being broken into and theft that is becoming far to widespread when you are high on a multi-pitch route. I've personally had over \$1,000 worth of gear stolen. In summary, please consider your plan strongly before you take any action that would irreversibly affect how others use the canyon in order to provide more convenience for some for a few days out of the year. **(32.29G)** Thank you.

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

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**COMMENT:**

I am in favor of natural gas buses NOT a gondola or tram; too much impact in the canyon and too expensive (**32.2.9A, 32.2.6.3F, 32.2.9E, 32.4I, and 32.2.7C**)

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

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**COMMENT:**

No gondola! **(32.2.9E)** I need access to multiple summer and winter trailheads along multiple sites along the highway. **(32.1.2C and 32.2.6.5G)** Enhanced bus with additional lanes makes the most sense. Train would also work well but the cost would be very high unfortunately. **(32.2.9B, 32.2.9F, and 32.2.7C)**



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

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**COMMENT:**

No gondola please. It will cause too much negative environmental impact and it is too expensive. Natural gas buses are the way to go. (32.2.9E, 32.4I, 32.2.7C, 32.2.9A, and 32.2.6.3F)

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

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**COMMENT:**

I do not support the creation of the gondola. **(32.2.9E)** It is too expensive, too large, and would not work in severe weather conditions. **(32.2.7C, 32.17A, and 32.2.6.5K)** I am in favor of keeping people that do not live in little cottonwood canyon from driving up the roads and using and improving the bus system. **(32.2.2B)** More parking would need to be created at bus stops, possibly a parking garage. **(32.2.6.2.1C)**

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

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**COMMENT:**

There should be no Gondola or Road widening for LCC. **(32.2.9E and 32.2.9C)** As nature enthusiasts we want to keep the area and animals in the area safe and as natural as possible. **(32.13A and 32.13B)** Adding either of these will affect the environment in an adverse way **(32.4I)**. Both these plans cater to the resorts on the mountain with a mask of “customer satisfaction”. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. The smartest solution would be to enhance the buses available and add more to the route. **(32.2.9A and 32.2.6.3N)** People aren’t more likely to ride the gondola if they never wanted to ride the bus. **(32.2.4A)** Public transportation is public transportation, despite being on the ground or in the air. Please don’t add more to the canyon then is already there. Thank you for listening.

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

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**COMMENT:**

My name is Joe Sczurko and I have been a Utah resident who has logged 100+ ski days in the Cottonwood Canyons the past 4 winters. While I am fairly new to this valley, even in the few years I have been here I have seen the exponential growth in population and development in this valley as well as with the sport of skiing in general. The crowds at the resorts this past winter and the traffic were nothing like my first winter out here. The gondola as purported will increase the capacity in LCC by 1000 people per hour. I do not see any reason to believe that crowds and traffic will decline with a gondola and am actually inclined to believe they would increase. **(32.2.9E and 32.20C)** Not to mention the gondola wouldn't stop at any backcountry trailheads. **(32.2.6.5G)** Furthermore, I am GREATLY concerned that the gondola is a backhand deal for the landowners at La Caille and the resorts to reap millions of dollars off of an already multi 100 million dollar taxpayer funded investment. Who is this gondola benefitting? **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. The resorts and the La Caille businessmen who claim to be skiers but are desperately trying to get taxpayers to fund their venture which is surely short sided and profit driven. I ask that UDOT considers other options such as a dedicated bus lane and DIRECT busses with stops THROUGHOUT the valley. **(32.2.2I)** I know for a fact a direct bus from Foothill Drive near the University or in Sugarhouse would be filled. As someone who lives in Salt Lake there is no current incentive to ride the bus which gets stuck in traffic due to the fact that the first bus leaves too late for Utah powder panic. **(32.2.4A and 32.2.6.3N)** We are talking about maybe 20 days a year where the canyon gets clogged, let's not make this a backhand deal for some wealthy developers and the resorts at the expense of the taxpayers and the future skier experience in LCC. **(32.1.4D)** More busses, direct busses from throughout the valley, earlier busses, and a dedicated bus lane make much more sense than this disneyland backhand deal that the gondola is. **(32.2.2I)**.

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

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

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**COMMENT:**

I write in support of a gondola in LCC. **(32.2.9D)** Europe has proven that Gondolas work in transporting people. Traffic demand is highest when snow is falling. Cars/buses/trains do not move during that type of weather with consistency or ease. **(32.2.6.3P)** A Gondola will work. Many have mentioned a toll to use the road. This is also a poor decision. Do you want a toll outside of your business limiting how many can visit your place of work? **(32.2.4A)** Of course not! A gondola provides a long term, proven way to move people in all kinds of weather while providing a unique experience to all who come to our area to spend their tourist dollars.

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

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**COMMENT:**

If you allow this travesty to go forward, knowing it's destruction to one of our most beautiful natural resources in order to placate money grabbing and greedy players, your children will one day remind you of your selfish and foolish nature. **(32.2.9G)**

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

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**COMMENT:**

Please do not build the gondola. **(32.2.9E)** I think it would be a horrendous blight on the environment. **(32.17A)** I would prefer to add tolls, improve current bus systems, and improve parking areas but if one of the current alternatives must be chosen at this time, I would choose the modifications to allow enhanced bus service **(32.2.9A, 32.2.4A, and 32.2.6.2.1C)**.

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

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**COMMENT:**

Neither the gondola nor road widening will solve the issue of traffic in LCC. I am strongly against these as solutions to canyon traffic. **(32.2.9E and 32.2.9C)**



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

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**COMMENT:**

I am against the 2 proposals. **(32.2.9C and 32.2.9E)** They only serve ONE user group the ski resorts and for only a few months of the year. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

I am a climber and the proposals don't even consider the user group. The current proposals are short sighted and limited in understanding the true issues. Both proposals have too big of an environmental impact. **(32.4I)**. 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. **(32.4A and 32.4B)**

Under UDOTs plans for a gondola or additional lanes, over 100 iconic boulders will be impacted and the beauty of the canyon forever altered. **(32.4B and 32.17A)**

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. **(32.11D)**

Less destructive options exist such as UDOT's Enhanced Bus without Roadway Widening proposal. No gondola. No additional lanes. **(32.2.9A)**

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, and 32.2.4A)**.

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

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**COMMENT:**

gondola is not a good idea and a waste of money. **(32.2.9E)** Widen the road and add snow sheds. Season pass holders should get first parking priority. **(32.2.2P and 32.2.9K)**

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

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**COMMENT:**

I live in SLC and would like to support a gondola or other alternative to decreasing the traffic up Little Cottonwood Canyon. A rail system that was built on electricity or something other than fuel would be reasonable as well. **(32.2.9D, 32.2.3B, and 32.2.9F)**

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

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**COMMENT:**

I am in favor of the Gondola. As my family is a property owner in Alta, we feel the Gondola would greatly enhance Little Cottonwood Canyon, and hope that it would be built. **(32.2.9D)**

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

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**COMMENT:**

Though not a U.S. citizen you should expect to lose continuous tourism revenue as your action plan excludes anyone interested in action sports. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**  
You are robbing your constituency of available tourism revenue. In the long run it will out weigh any short term benefit of this plan. Save Little Cottonwood Canyon.

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

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**COMMENT:**

It's not perfect, but the Gondola is the best option. Fewer cars to cut emissions is the only plausible way forward. **(32.2.9D and 32.10A)**

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

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**COMMENT:**

Gondola (32.2.9D)

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

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**COMMENT:**

Please implement tolling (high\$) first before these others. Just one season! (32.2.2Y)



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

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**COMMENT:**

The first consideration of the EIS should be the visitor capacity of Little Cottonwood Canyon and the impact of increasing human visitation upon it. **(32.20A, 32.20B, and 32.20C)** The environmental impact should be more than just the impact of the construction. It must consider how many people can fit in Little Cottonwood Canyon without creating significant environmental degradation. In addition, the long-term transportation solution for LCC must focus on mass transit for all LCC users. **(32.1.2B)** The right solution must be flexible to meet the needs of canyon visitors throughout the year while simultaneously protecting our fragile watershed.

With this in mind, the Enhanced Bus with a separate bus lane should be the preferred option. **(32.2.9B)** Of course, if there are better non-construction or minimal-construction options, those should be tried before spending hundreds of millions of dollars on the proposed alternatives. **(32.29R)**

**GONDOLA**

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

- First, with only 1500 parking stalls at its base, the gondola would require many passengers to change modes of transportation three (3) times [personal car to bus to bus to gondola]. This inconvenience would limit adoption for many potential visitors. **(32.2.6.5J)**

- Second, the proposed gondola serves only the ski resorts. It would serve only those who paid to access a private ski area, but leave behind the growing population of hikers, mountain bikers, backcountry skiers, photographers, and other canyon visitors. And depending on cost-feasibility and adoption, it may not run in the summer at all. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

**ENHANCED BUS TRAVEL WITH ROAD WIDENING**

The Enhanced Bus with Road Widening option meets the goal set out by UDOT to minimize potential harm to the watershed while maintaining the infrastructure to service the whole canyon. **(32.2.9C and 32.12A)** This option is flexible and can be changed to meet changing needs for transportation in LCC. Plus the third lane already exists in parts of LCC. **(32.2.6.3D)**

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

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

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**COMMENT:**

Please consider our poor air quality. **(32.10A and 32.29G)** I'm a teacher and sick and tired of indoor days due to unhealthy air. Our children deserve to breathe clean air, not polluted by exhaust.

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

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**COMMENT:**

As a learned-to-ski-at -snowbird-when-I was-five-skier and frequent user of many other parts of Little Cottonwood canyon, I can appreciate the frustration some skiers feel at waiting in traffic and fighting crowds. The one AMAZING POWDER day last year I had somehow reserved parking I ended up leaving snowbird without taking a SINGLE run because the crowds were on the mountain, NOT in the parking lot. Adding permanently environmentally destructive transportation options for "the one-percent" is motivated entirely by corporate greed and not respect for Little Cottonwood Canyon and Utah residents. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. UDOT could use the \$500,000,000 to expand bus services for low-income/at-risk school children so that they are not forced to WALK two miles to and from school every day in freezing, RED-polluted air, or extreme HEAT. **(32.1.2B)** My values do not align with prioritizing the wishes/coddling of entitled tourists over those of educating our youth. PLEASE RECONSIDER THIS RIDICULOUS PROFIT-DRIVEN PLAN!!! **(32.2.9G)**

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

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**COMMENT:**

In favor of the gondola as it is unique and saves wear & tear on the road! It would attract visitors rather than taking a bus! **(32.2.9D)**

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

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**COMMENT:**

Do not build a gondola or tear apart the road for an expanded bus lane. **(32.2.9D and 32.2.9C)** Invest the same amount of money in expanded, year round bus service with increased frequency on Friday-Sundays that pick up in more locations, more frequently throughout the county and Wasatch Front. **(32.2.2I)** You are only going to move a traffic problem to the front of the Canyon as opposed to the resorts themselves. **(32.2.6.2.1C and 32.2.6.5E)** The gondola does not serve all people, prioritizes resort users, with the resorts not having to pay anything. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

You screw over taxpayers who don't want to ski at a resort but still want to engage in their public lands. Increase vehicle traffic fees in and out of the Canyon, incentivize car pooling, make people pay for parking, and make it easy whether I live in South Jordan or North Salt Lake to get on a bus and get to the ski resort within 60 minutes. **(32.2.4A, 32.2.2K, and 32.2.2I)** Expanded bus coverage throughout the Wasatch Front, with park and rides built in key nodes throughout the county in the many empty parking lots of malls, would also create additional incentives and likely increase public transportation usage all week and all year long, which is a win. Don't tear apart the canyons to support the greed of two ski resorts. **(32.1.2B)**

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

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**COMMENT:**

there is absolutely no need for further construction in the canyon. no need to be more invasive to nature & animals than we already are **(32.1.2B and 32.2.9G)**.

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

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**COMMENT:**

There is no need for a gondola up the canyon we not only already have one but also have a bus system that would cost much cheaper to ride already there and perfectly working, with this installed I will have even less want to go up the canyon knowing it's always flooded with people. **(32.2.9E, 32.2.9A, 32.20A, and 32.20C)**

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

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**COMMENT:**

There is a carrying capacity to the canyon. **(32.20B)** Putting more people up there will detract from the skiing experience. **(32.20A and 32.20C)** The environment and visual impact cannot be reversed. **(32.4I, 32.17A, and 32.17B)** Please give efficient busing and honest chance before using tax dollars to benefit a private company. **(32.2.9A, 32.29R, and 32.2.7A)**



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

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**COMMENT:**

Cheaper, less destructive and more efficient options exist. (32.2.2PP) No gondola, no road work.  
(32.2.9E and 32.2.9C)

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

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**COMMENT:**

Please don't do this. Let traffic be what it is going to be. Run Busses, Run a train but to go areial to me sounds like the idea of someone who sees dollars at the end of the gondola. **(32.2.9A, 32.2.9F, and 32.2.9E)**

During a Q and A i was very impressed by dave fields with snowbird. I was impressed that 2 or so years ago at the salt lake library he had pretty much made up his mind that the gondola was the ticket. And it is. It is the Ticket to money for 2 privately held companies that are about to get a 500 million dollar investment on my dime. **(32.2.7A)** Once this goes in the value of these 2 resorts will become a bidding war for 2 ski resort holding companies. Altera and Vail. Altera has allready ruined these canyons and so have our resorts for allowing the lkon pass. **(32.2.2K)** This all started with the lkon pass. Stop this bull [REDACTED]. Let it ride as skiing now is so crowded that is just a terrible experience here. Ive been riding brighton for 30 plus years and nothing has been talked about to fix the traffic problem in those canyons. Dave Fields im sure will keep beating the same drum of there is plenty of space for more skiers just not plenty of parking. This is not true. Ski lines are terrible. **(32.20C)** Save this canyon. Save this valley. We are ruining this place with greed. Next will be the gondola to connect park city resorts with little cottonwood. **(32.1.5B)**

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

What is going to be done when the wind is to high and the Gondola is shut down. **(32.2.6.5K)** It will be shut down for this more then avalanche control work. **(32.2.6.5H)**

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

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**COMMENT:**

Build the gondola/tram option. Ski to the level of your smile. **(32.2.9D)**

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

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**COMMENT:**

I am a lifelong resident of the Salt Lake Valley and have enjoyed the Cottonwoods as a skier and hiker my entire life. As Utah has grown and changed, especially the last 5-10 years, we have been forced to acknowledge that the canyons cannot continue to be accessed as they have in the past. There are simply too many visitors. **(32.20B)**

I am certain that a gondola or roadway widening will solve for this problem. During high volume times (i.e. powder days) people will still flock to their cars to access the canyon. Cars are just too convenient. **(32.2.4A)** I know - I would rather take my car than a bus any day. A gondola is "fun" but not convenient. It will also only serve the ski resorts, when there are so many visitors accessing the canyon for other reasons like climbing, hiking, backcountry skiing, etc. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. It is also incredibly costly. Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. **(32.2.9E, 32.2.9C, and 32.29R)**.

Before spending this incredible amount of taxpayer money on a gondola or road widening, we should at least try to implement the methods that are being used in Zion National Park to alleviate congestion during high volume times of the year **(32.2.2B)**. This would mean banning private passenger cars on those days that the volume of visitors is too high and funding a free bus/shuttle to access the canyon at all other times of the year. Those that wish to access the canyon in personal vehicles during low volume times should pay a toll to help fund the free shuttle. **(32.2.4A)**

Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation **(32.2.4A)**
- Tolling to manage canyon capacity **(32.2.4A)**
- Free bus tickets **(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)**

I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. Increased capacity will also inevitably lead to increased ski resort expansion pressures. **(32.20A, 32.20B, and 32.20C)**

The current proposals of a gondola and road widening are unproven and unlikely to alleviate the problem, but they are guaranteed to irreparably damage the canyon permanently. **(32.7B, 32.7C, and 32.4I)** Little Cottonwood Canyon is a haven in this busy valley and to destroy the world class climbing areas as well as the peacefulness and beauty would be absolutely devastating and irreversible. **(32.4A and 32.4B)**

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

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**COMMENT:**

This impact study seems to put the needs of the greater community aside for the interests of the ski resorts and a group of recreators who don't use the canyon, just pass through it. This impact study needs to consider people who actually use the canyon for hiking, biking, and climbing. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

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

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**COMMENT:**

Hello, as a resident of Utah, and all season user of little cottonwood canyon, I Do not support the gondola. **(32.2.9E)** I support expanded bus service and tolling when required. **(32.2.9A and 32.2.4A)** Please, let's start with expanded bus service then see how that works. **(32.29R)** No gondola.

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

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**COMMENT:**

I think the gondola is a great idea. **(32.2.9D)** It will allow for constant travel for people that might get stuck up there due to avalanches and safer travel for those traveling through LCC. People say it will ruin the canyon, I disagree. I completely disagree. Places everywhere have gondolas that get people places and the gondolas are much less intrusive than a train. Places such as Zermatt and Telluride all allow for travel and safety.

I think the gondola is a great idea!

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

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**COMMENT:**

I am strongly against this proposal. Read from SLCA's Justice, Equity, Diversity, and Inclusion (JEDI) Committee how UDOT's proposals perpetuate environmental marginalization and injustice in the Wasatch Front. **(32.2.9G and 32.5A)**



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

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**COMMENT:**

You are going to ruin little cottonwood canyon with a gondola. **(32.2.9E and 32.4I)** The canyons can only handle so much. It won't be for locals, only the rich. All the state wants to do is make money. **(32.20B, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

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

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**COMMENT:**

This plan impacts so much of the public lands we have access to in the wasatch. I'm appalled at the plan to effectively ruin this. Keep little cottonwood the way it is. **(32.2.9G)**

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

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**COMMENT:**

Y'all need to quit it with your projects for tourists. **(32.1.2B)** First gondolas then come the degenerate tourists who know nothing about nature and will trash it even further. Listen to the locals UDOT. **(32.2.9N)** There is massive opposition to this project.

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

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**COMMENT:**

I believe of the alternatives, maintaining current bus systems combined with snow sheds, tolling, incentives for carpooling, and other methods to improve existing infrastructure is the best option **(32.2.9A, 32.2.9K, and 32.2.4A)**.

The second best alternative is enhanced bus service with snow sheds as well. **(32.2.9A)**

The gondola alternative is a terrible idea. **(32.2.9E)** Not only will it only benefit those traveling to Snowbird or Alta, there is no guarantee that it will not simply become another private entity that will encumber rather than expedite public access. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** There is also no firm evidence that a gondola will actually relieve traffic patterns as two of the examples mentioned are only proposals and the Whistler Gondola only services an area that does not have comparable road access. Therefore, sticking the public with the tax burden that this project will create is unjust and unjustifiable. **(32.2.7A)**

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

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**COMMENT:**

It seems irresponsible that a proposed option is connecting one private entity (La Caille developers/political connections) to another private entity (Snowbird and Alta). How does the gondola serve people who want to recreate at other locations outside of the ski resort? **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. The answer is that it doesn't. This obviously is a corporate welfare, taxpayer funded project that is primarily serving private enterprise. How does the gondola plan for the next 50 years of growth? **(32.2.6.5N)** Is the long term plan to extend the line to additional private businesses (Deer Valley Ski Resort and Park City Mountain Resort)? **(32.1.5B)** This is not a public transportation solution! This is pure and simple a political and corporate interest project that is being disguised as a public transportation project using taxpayer and/or federal and state money to benefit private business. This is shameful and irresponsible to even be considered as a public transportation solution. I even read that Snowbird is in favor of the gondola option. Really, hard to believe (sarcasm)? Of course they are in favor! This is funneling more customers directly to their resort.

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

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**COMMENT:**

No gondola! (32.2.9E)

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

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**COMMENT:**

As a skier, a climber, and an advocate for the environment, I strongly believe that there are less destructive options that maintain the natural beauty and ruggedness of Little Cottonwood Canyon than those proposed. **(32.2.2PP)**

It is obvious that a gondola and canyon road expansion will both destroy parts of LCC, including impacting hundreds of iconic boulder problems and displacing over one thousand plant and animal species. **(32.2.9E, 32.4B, and 32.13A)** On top of that, we know that a gondola will fail to reduce private vehicles in LCC (UDOT, LCC EIS, p. 2-16), while simultaneously failing to serve the public year-round when there are only stops at Alta and Snowbird. **(32.2.2BB, 32.1.2C, and 32.2.6.5G)** The narrow view of this transportation project on skiing overlooks the many recreational uses of LCC and effectively ensures that ski area users' concerns and interests are prioritized ahead of those of other canyon users. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

There are several less destructive options that UDOT must find to ensure the longevity of LCC. Expanded electric bus service (without widening the road!) and tolling, for example, among other traffic mitigation strategies are obviously better choices. **(32.2.9A and 32.2.4A)** There must be better strategies to reduce congestion, which will subsequently reduce air pollution, and have equitable access for all canyon users. **(32.10A)**

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

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**COMMENT:**

I strongly disagree with both proposals. **(32.2.9C and 32.2.9E)** I cannot support further development in the canyon when we have so little natural & wild places left. UDOT should consider alternatives which do not require more construction and development within the canyon. **(32.2.2PP)**



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

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**COMMENT:**

Hello there,

I love Little Cottonwood Canyon. Since I moved to Utah four years ago, it has been a place for me to connect with friends, family, myself, and the natural wonders so close to my home in Salt Lake City. I recreate there all year. In the winter and spring, I work and ski at Alta. In the summer and fall, I climb and hike throughout the canyon. I experience first hand the traffic and congestion issues that this EIS is aimed at resolving. I agree with UDOT, the Forest Service, and all other entities involved that something must be done. That being said, I would like to see some caution taken as we move forward in this process. There is no doubt that the future of Little Cottonwood Canyon involves an expansion and improvement of public transportation. However, this can be done without expanding the road or building a gondola. **(32.2.9C and 32.2.9E)** Before a decision is made to further develop the canyon and destroy more of this unique place, we should consider less destructive options to our current problems. **(32.2.2PP)**

As you may know, Alta will be using a reservation system similar to Snowbird's for weekends and holidays this year. As a full-time Alta employee, I was there to see the busiest and most trafficked days during the 2020-21 ski season. They were almost all on weekends or holidays. Before we proceed with the gondola or bus and road expansion options, we should see what changes are made to congestion patterns this ski season. **(32.2.29R and 32.2.2K)**

The gondola presents an enticing solution to our current congestion issues but only looks to solve one side of a multifaceted situation. While it may serve to move many skiers and summer recreation users up and down the canyon without concerns of weather or passenger vehicle traffic, it has a flaw that should be considered. **(32.2.29D)** It only serves people going to and from Alta. **(32.1.2B, 32.1.2D, 32.2.7A, 32.2.7B, and 32.2.7C)**. Little Cottonwood Canyon does not belong to these resorts nor does it exist solely for their use. There are countless other activities and recreation sites in the canyon that the gondola would not serve. **(32.2.6.5G)** It would create an unnecessary scar on Little Cottonwood Canyon at the expense of climbers, hikers, bikers, and skiers who may never use it. **(32.1.7A)**

The road expansion would be equally as destructive yet we do not know if it would be entirely necessary. **(32.2.9C and 32.2.7C)** Increasing the amount of busses running up and down the canyon this winter could prove to be a valuable test to see if expanding the road would really be necessary. **(32.2.29R and 32.2.7C)**

Expanding the UDOT sticker program is another step that could be taken before we permanently alter the appearance and ecosystem of Little Cottonwood Canyon. This is a solution to many congestion related issues without requiring more construction in the canyon. Anyone who has driven up and down the canyon in the winter knows that drivers in properly equipped vehicles do not cause congestion or accidents. Expanding and enforcing the current UDOT sticker program would mitigate this problem. **(32.2.2M)**

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

Sincerely, Quinn Case

**COMMENT #:** 11955  
**DATE:** 9/2/21 7:19 PM  
**SOURCE:** Website  
**NAME:** Carrie Cooper

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**COMMENT:**

The two options that UDOT is proposing as the only two alternatives are options for getting more people to and from Alta! The rest of the canyon suffers and it's user groups are not fully represented! This is an atrocity! (32.4I, 32.2.9E, 32.2.9C, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)

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

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**COMMENT:**

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

I do not think either option achieves the stated purpose "to deliver transportation options that meet the needs of the community while preserving the values of the Wasatch Mountains". **(32.2.9C and 32.2.9E)** Both options are focused on efficient ways to increase the number of people in LCC which is in direct opposition to preserving the values of the canyon. **(32.1.2B, 32.20A, and 32.20C)** Both are high-impact, high-cost options that are overkill solutions to a problem that is limited in scope to at most, a 3-month window during peak ski season (Jan-March). Even at that, the problem is primarily limited to weekends and powder days within that 3-month period. **(32.1.4D)** We do not need a \$500-600M solution for this and we certainly do not need a solution that will irrevocably change the change the canyon for all users at the benefit of the resort skier only. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

I would like to see UDOT develop an alternative that is based on expanded bus service, tolling, and other traffic mitigation strategies that work with the existing roadway infrastructure and do not require additional construction within the canyon. **(32.2.9A and 32.2.4A)** I support an option that can be implemented incrementally and iteratively to determine what combination of measures work best to reduce private vehicles in the canyon. **(32.2.6.3D and 32.2.9R)** We also need a solution that can work for both Big and Little Cottonwood Canyons. **(32.1.1A)** Safety, mobility, and reliability are issues in both canyons.

I also do not think that aiming to reduce private vehicle traffic by 30% is nearly aggressive enough. **(32.1.2D and 32.7C)** I think a more effective strategy would be to close the canyon to private vehicles during peak ski season and force people to ride the bus, similar to what is implemented in Zion National Park. **(32.2.2B)** The current bus system is unreliable, parking can be difficult or impossible to find, and the buses are often overcrowded. This is the problem we should be attempting to solve first before trying anything more extreme.

Specific to the gondola, I think this is not a good solution at all and should be taken off the table. **(32.2.9E)** It focuses solely on the resort skier, ignores all other canyon users, and would only increase users in the canyon if the road were also allowed to remain open. **(32.2.4A, 32.20A, and 32.20C)** It'd be an eyesore for the entire canyon, year-round. **(32.17A)** Furthermore, this will directly benefit the ski resorts. As such, if this is implemented, Snowbird and Alta should foot the bill, not taxpayers. **(32.2.7A)**

Specific to road expansion within LCC, this is way too intrusive to the canyon and would ruin too many climbing and bouldering locations. **(32.2.9C, 32.4I, and 32.4B)**

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

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**COMMENT:**

I am strongly against of the Gandola or the additional bus lane. **(32.2.9E and 32.2.9C)** I am a skier and a tax payer and I don't want to pay for the private companies (Alta and Snowbird). **(32.2.7A)** UDOT solution will create more environmental issues like air pollution, water contamination, a big scar in our beautiful LCC. **(32.10A, 32.12A, 32.12B, 32.17A, and 32.17B)**. My suggestions are: 1) Make paying parking at the ski resorts, 2) Prioritize electric busses vs cars on the busy days, 3) Limit the sale of the ski tickets. **(32.2.2K, 32.2.4A, 32.2.6.3F, 32.2.9A, and 32.2.2K)** Also, bringing more people to the ski resorts will create unpleasant problems for skiers, like long lines and crowded slops. **(32.20C)**  
Thank you

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

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**COMMENT:**

I believe the gondola and the widened road would be harmful to the canyon because they both involve building on old mines, through a Superfund site, and in our watershed. **(32.2.9E, 32.2.9C, 32.16A, 32.12A, and 32.12B)** This will increase the amount of cadmium and zinc in our LCC watershed as well as other heavy metals.

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

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

<https://slco.org/globalassets/1-site-files/watershed/watershed-library/ltlctnwdcrstreamsurrpt2001.pdf>

Heavy metals are harmful to humans. Having no plans for further water purification is an insult to those of us who depend on our watershed, which includes the employees of UDOT, Alta, Snowbird, and CW Management. **(32.16A)**

I think more reasonable and cost effective solutions need to be tried before spending a half a billion dollars to poison our water for the benefit of Alta, Snowbird, and Chris McCandless. **(32.29R, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

The logical alternative that people prefer would be to try the "phased approach" with improvements to the bus system, additional parking locations, and incentivizing people to use the transit system. **(32.2.9A, 32.2.6.2.1C, and 32.2.4A)** I myself am a ski-bus rider because my car is not winter-canyon friendly and it is always packed when there is traffic. Sometimes I cannot find parking to get on the bus. Why has UTA not received additional funding while UDOT spend over \$50 million - over half of the state's tourism transportation budget - on bad solutions that will benefit nobody? Please consider the phased approach. **(32.29R)** Thank you.

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

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**COMMENT:**

I oppose building a gondola, and I oppose widening the roadway in little cottonwood canyon. **(32.2.9E and 32.2.9C)** Neither of these approaches are a cost-effective low impact way of reducing congestion in little cottonwood canyon. Both will dramatically impact the natural resources present in the canyon, especially for dispersed uses like bouldering. **(32.4I, 32.4A, and 32.4B)**

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

I also want to point out that both the roadway widening with tolling, and the gondola options will disproportionately impact low-income users of the canyon. A fee may fully prevent some people from being able to recreate in this canyon. This is on top of the environmental marginalization already experienced by these important, but often overlooked stakeholders. The people in the valley who already have the least access to the outside and all of the enjoyment and wellness it brings would be pushed one step further away from enjoying our incredible back yard. **(32.5A)**

Before we go to such an expensive and irreversibly destructive route for addressing traffic in little cottonwood, we need to first test an enhanced bus system coupled with development of additional parking outside of the canyons. Transit can work, if we give it a fighting chance. **(32.2.9A and 32.2.9R)**

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

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**COMMENT:**

I support the phased approach that Save Our Canyons and others are talking about. **(32.29R)** The gondola will destroy the natural aesthetic of the canyon and nobody goes to LCC to enjoy the infrastructure... we go there to enjoy nature, thank you. **(32.2.9E, 32.17A, and 32.4I)** Building in the canyon is harmful to our watershed and our wallets. **(32.12A)** You are destroying one of the most beautiful places in Utah. **(32.4I)**

Pursue the phased approach, it is the only LOGICAL AND ETHICAL way to take tax-payer dollars to gift to the resorts. You can't also gift the resorts OUR PUBLIC LANDS AND THE HEALTH OF OUR WATER. **(32.29R)**

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

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**COMMENT:**

As a dinner and winter season user of little cottonwood canyon I feel the visual impacts of the gondola would permanently damage the aesthetic if this canyon. **(32.2.9E and 32.17A)** This in combination with buses provide a far more scalable solution to meet each seasons demands. **(32.2.9A)**



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

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**COMMENT:**

I have a lot of concerns about many of these proposals. The gondola, quite frankly, seems preposterous. **(32.2.9E)** It is a very high cost investment and I don't think the community will actually use it. **(32.2.4A)** It seems like a huge waste of money, space, and a very large impact on the viewshed and the canyon as a whole. **(32.17A and 32.4I)** I would advocate for tolling and increased bus service, without lane expansion, as a first step. **(32.2.9A, 32.2.4A, and 32.29R)** This would allow for a significant adjustments in traffic while also not having a negative impact on the landscape or the boulders. Please do NOT install a gondola.

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

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**COMMENT:**

I support the proposed gondola for little cottonwood canyon with a few caveats. **(32.2.9D)** Traffic congestion will still exist but will be pushed down stream. Plans should be put into place for the designation or building of parking areas where public transport busses can pick up resident passengers that have traveled from Utah county or northern salt lake county. **(32.2.6.5E and 32.2.2I)** Solutions should consider locals and not just tourists

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

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**COMMENT:**

The LCC gondola will forever change LCC. **(32.2.9E and 32.4I)** The project is unnecessarily expensive for an issue that only happens a very small % of days out of the year. **(32.1.4D)** There are many very valid solutions that are more accessible and inclusive: increased parking at trailheads, enhanced bus system, shuttles at odd times of day, enforce traction law all of winter, tolls, etc. **(32.2.6.2.4A, 32.2.9A, 32.2.6.5C, 32.2.2M, and 32.2.4A)**

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

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**COMMENT:**

The study should focus on the maximum threshold of people the resorts, hiking, climbing etc. the canyon can accommodate. **(32.20C)** Moving more people up the canyon more efficiently misses the root cause of the problem. Cap the amount of people, require parking permits, use a lottery as a last resort. **(32.2.2L and 32.2.2K)**

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

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**COMMENT:**

[https://littlecottonwoodeis.udot.utah.gov/wp-content/uploads/2021/06/LCC\\_DEIS\\_Avalanche\\_Boards\\_6-25-2021.pdf](https://littlecottonwoodeis.udot.utah.gov/wp-content/uploads/2021/06/LCC_DEIS_Avalanche_Boards_6-25-2021.pdf)

How was it determined that snow shed with realigned road is preferred to snowsheds with berms? I think an analysis or ranking type document would be helpful to the public why spending an additional \$14m is necessary. **(32.2.9K and 32.7A)**

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

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

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**COMMENT:**

I'd vote for Gondola B plan. **(32.2.9D)**

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

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**COMMENT:**

I do not want to see either preferred alternative. **(32.2.9C and 32.2.9E)** Employ a phased approach as recommended by mayor Jenny Wilson!!! **(32.29R)** What happens to the gondola and its infrastructure if there is a fire in the canyon? **(32.2.6.5K)** The gondola is not actually green! You compared its energy output from 140 days (similar to how much the busses will run) when the gondola will run year round! **(32.10A)** It will tear up land that contains minerals that could contaminate water. **(32.16A)** This seems unsafe! Why not use a phased approach. **(32.29R)** How come you are not doing a capacity study. **(32.20C)** I look forward to hearing your responses to ALL of my questions. Thanks. Actually, one more question, what happens if the gondola is not successful at lowering traffic and you have to implement tolling and enforce the traction law? **(32.7C, 32.2.4A, and 32.2.2M)** What happens if you choose the gondola and then you realize in the few winters before you build it that you do not need this because you have implemented a phased approach? **(32.2.6.5A)** Why are you working so closely with snowbird and alta when you are not working with save our canyons or other organizations? **(32.27A)**

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

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**COMMENT:**

I want to voice my strong opinion against a gondola. **(32.2.9E)** It is not a long term, sustainable solution to protect the canyon. **(32.4I)** More, and more efficient, access to public transit, with incentives for riding the public transit. **(32.2.9A and 32.2.4A)**



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

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**COMMENT:**

You unjustly cite CO2 emissions of the gondola vs bus on Table 10.4-6. The title is winter emissions but then in the actual table you say annual. There is more to the year than the winter, even though your preferred alternatives suggest you think otherwise. **(32.10I)**

Reporting annual emissions for the gondola as 140 days while the gondola will run 365 days a year is a gross underestimate of CO2 emissions, suggesting the gondola is not as harmful as it will be in reality. **(32.10I)** Also calculating those numbers based off of the predicted energy grid of 2038 is ridiculous as you are not predicting the CO2 emissions of the busses or cars based off of green energy which it will likely be at in 2038. This is insulting. **(32.10I)**

It is obvious the bias UDOT has. I wish a more equal publication of the preferred alternatives was done... Why the bias? **(32.10I)**

I support the phased approach that recreationists, environmentalists, conservationists, and non-elitists are supporting. We need to TRY to improve the current system. **(32.29R)**

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

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**COMMENT:**

Gondola B plan is best. **(32.2.9D)**

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

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**COMMENT:**

As has been seen time and time again, making roads bigger does not resolve congestion problems. Drivers adapt and fill the space provided with more cars. **(32.20E)** Widening this route will simply worsen pollution and destroy numerous recreation sites for outdoor climbers. **(32.10A and 32.4A)** Utah is known to be a destination for outdoor recreation and this will rob the area of countless experiences for people to see Utah in the best possible light **(32.4I)**

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

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**COMMENT:**

We need more buses, incentives to ride buses, and more equipment to quickly get the road open after avalanche work. **(32.2.9A and 32.2.4A)** It's a simple solution with minimum impact. It is unethical to build major infrastructure with tax payer dollars to service private corporations. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

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

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**COMMENT:**

WWho decided which organizations could contribute to the planning of this project??? was it a financial decision? **(32.2.9N)** why did you not include input from save our canyons or salt lake climbers alliance? **(32.27A)** they care too! Please use a phased approach and not either of your preffered alternatives. **(32.29R)** What happens if there is a natural disaster that ruins the gondola? what happens if you get people up the canyon but the gondola stops working. please address every single question individually. **(32.2.6.5K)** Thank you!

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

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**COMMENT:**

I DO NOT support the gondola or widening the road in Little Cottonwood Canyon. **(32.2.9C and 32.2.9E)** Now is not a good time to embark on such a huge endeavor without considering alternative options first. **(32.2.9R and 32.2.2PP)** Implementing a toll option and more bus service should be looked at first before spending half a billion dollars on a gondola. **(32.2.9A and 32.2.4A)** Covid was a special winter where people were not carpooling therefore increasing the number of cars in the canyon. When Covid is over, it's likely we will see an increase in carpooling therefore decreasing the number of cars. It would also be appropriate for the ski resorts to limit the number of guests on their mountains. **(32.2.2K)** There are many horrible things about this proposal but one of the worst is that Snowbird and Alta would benefit from something the taxpayers pay for! **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Also, it would be such an eyesore. **(32.17A)** I grew up at the mouth of LCC and have loved that canyon for so many years. I can't imagine looking up there and seeing huge towers that don't even provide access to the rest of the canyon- areas I visit WAY more than the resorts. **(32.4I)**

Thanks,  
Sydney

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

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**COMMENT:**

Because it's possible to mitigate traffic concerns without impacting the environment of the canyon (i.e., by utilizing shuttle busses and passes for the ski areas), I believe that altering the canyon (either through increasing the roadway size or adding a gondola) is misguided and harmful to the natural environment of the canyon. **(32.2.9C, 32.2.9E, and 32.4I)**

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

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**COMMENT:**

No gondola. (32.2.9E) Add several parking lots throughout the canyon let busses shuttle people to the resorts. (32.2.9A and 32.2.2I) People can still take their cars, but won't need to drive back home if the resort lot is full (32.2.4A)



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

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**COMMENT:**

I do not support this. We cannot accept our natural world to be consumed by asphalt and uneducated tourists. Thank you, have a wonderful day. **(32.29D)**

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

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**COMMENT:**

The gondola is a terrible idea. **(32.2.9E)** It will do far too little to reduce air pollution. **(32.10A)** Some people will take it, but many more won't as it is slow and inconvenient. **(32.2.4A)** It also does not address the needs of users other beyond Alta and Snowbird's customer base. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Please do not move forward with this. Focus on a great system with incentives to get more private cars off the road. I.e. charge a fee for private cars. **(32.2.2Y)** NO to the gondola.

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

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**COMMENT:**

Hello,

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

I don't think there is enough information in detail about the Gondola idea for me to make a decision.

Where are the towers, how large will the towers be, how will it be kept clean, what are the hours, what is the price, where will it stop, will it run early morning and late into the evening, where will it drop people at the resorts, etc. **(32.2.6.5 A-GG)**

I feel that the biggest problem with any mass transit system is the lack of a "base" at the ski area.

Here is an example:

We work and live at a lodge in Alta. My in-laws would come and stay in Cottonwood Heights for 3 months in the winter. They would leave their gear in our room and take the bus. They were able to walk to the bus stop on Fort Union and about 1900 E (across from the liquor store). They would ride the bus up to Alta, come into our room to get dressed, put their boots on and get their skis. They did not always end their day at the same time so one sometimes left before the other.

- They were able to walk to the bus stop, so they did not have to drive to a park and ride and they could go home at different times because they could be dropped off a few blocks from the house.
- They wore normal shoes or boots so they could walk both in SLC and in Alta without slipping.
- They did not have to wear or carry all their ski clothes or any extra layers they might need.
- They did not have to carry their skis, boots and poles along with helmet, ski clothes and lunch.
- They could leave their backpacks, shoes and extra clothing in our room and did not have to ski with them.
- They had a warm, dry place to use the restroom, change in and out of gear and wait if there was a road closure or delay or until the bus pickup time.

It worked well for them and without this amazing situation they would not be able to ride the bus (both that we lived at the lodge and that it was generous and let them do this). There is no way they would have ridden the bus if they had to carry all their gear. Now, the bus routes are so limited, that they wouldn't be able to ride the bus without a car to get them to the park and ride. Once all the gear was loaded in the car, it is quicker and easier to just drive. **(32.2.4A)**

My point is that there needs to be a place for people to hang out if they take the bus (or Gondola). Snowbird has the Snowbird Center and Creekside, but there are very few places where people can change, stay warm, leave their shoes and other items, take a comfortable break and eat their lunch. **(32.2.3A)** Seasonal lockers are expensive and for people who only ski that specific mountain. Alta has basically nothing. The Albion Grill has been a mess with backpacks stuffed in corners and along walls. They are not secure and Alta does not want people taking up space if they are not purchasing food. There is nowhere where someone can eat their own lunch (except their car). There are a few lockers at skier services and a few by the bathroom under the Albion Grill, but there are only a few benches and the area is cold and crowded. Goldminers Daughter is a private hotel who also wants people to purchase food and is usually totally full. The Gondola video says there will be hundreds of lockers at the base station. Although that may be convenient, I would guess that most people will take their gear home. The hundreds of lockers need to be located at the ski area, not at the bottom. **(32.2.3A)**

What family with kids can take the bus (or Gondola)? Where are they supposed to put all their stuff, get the kids dressed and ready, eat lunch, leave extra layers, take off wet layers and what about all their gear? Carry all of it? Goldminers is the only bus stop that has any shelter. Who wants to wait in the snow and wind with all their stuff for a bus that may or may not be on time? They need somewhere to wait that is warm and dry and they need restrooms. Where will 1000+ people go to hang out after skiing while waiting to load the gondola down? The hotels in Alta are full with their own guests. **(32.2.3A)**

One suggestion that may help with road traffic is for the Albion Grill to stay open later and serve food and maybe have some entertainment or TVs with sports playing. Part of the problem is that everyone leaves at the same time after skiing. If people had a place to leave their gear, put on normal shoes, and hang out with some food and watch a football game, they might not get on the road until 6:00 or 7:00, spreading out the traffic a little. BUT - the last bus down is around 5:45/6:00pm? So anyone taking the bus must leave ASAP. **(32.2.6.3N)**

A large number of skiers want their car up there so they have their stuff and can go to the car for extra layers or different goggles or to eat lunch. They can leave their shoes there and change out of their wet ski clothes before going home. They can leave when they want and don't have to depend on a bus that is often early or late. They can lock their gear in their car and then go socialize after skiing. For ANY mass transit to work (bus, gondola, train, etc), this issue must be addressed and the resorts are going to have to give up valuable money-making real estate to create an area that can replace a person's car **(32.2.3A)**.

Live-up employees might take a bus down to do errands and have dinner, but they can't because the last bus up is around 4:30/5:00pm. And routes have been minimized so busses don't even go to shopping areas as much as they used to. **(32.2.6.2C and 32.2.6.3N)**

Another reason people may be hesitant to take mass transit is in the case of a road closure. Employees may come up for the day to ski and plan to go home, but might have a place to stay if the road is bad. If they have left their car in a park and ride that does not allow overnight parking, they have to get down somehow. On those days it may be easier to just drive up and then they don't have to go down just to deal with their car.

Later bus times and something to do after skiing would be helpful. Also, any employee who works in the afternoon or evening, cannot take the bus. If there were a few evening and late night busses, employees would be able to use the mass transit system. Many cars with only one person are employees. Currently, anyone who might be wanting to leave the canyon after about 5:30/6:00 will always drive their own car. **(32.2.6.3N)**

Another problem with mass transit, which may not be repairable, is the time it takes to get up and down the canyon and the amount of time between busses. **(32.2.6.3N)** The lodges and ski area have MANY cars of employees who all come up in the morning and work the day shift. The bus (and Gondola) takes more than twice as long from the mouth and even longer from the park and rides. And if you don't get on a bus farther away, you don't get a seat. **(32.2.6.3N)** There should be more routes during busy times. There should be priority given to busses and maybe a bus lane? **(32.2.9B)** Make mass transit the "better" and "easier" way to go skiing instead of the "harder" way. The busses and Gondola should also be Free to everyone at all times. **(32.2.4A)** Why would someone pay \$10 round trip for something that takes twice as long and requires carrying all your gear and equipment when they can just drive? **(32.2.4A)** And if someone can't find a parking place at the bus lot or has to stand up the whole drive up, why would they bother? And then where do they put their boots on? And leave their stuff? **(32.2.3A)**

I imagine that there aren't many road complaints from Snowbird patrons. Anyone trying to leave Alta is on the road much longer. I have seen it many times both coming up and going down, that Snowbird parking lots empty out completely before cars in Alta parking lots have even moved. The extra "Snowbird Lane" that allows all of snowbird's cars to constantly pour out just creates a terrible "bottle-

neck” when they all have to merge. In fairness, it really should be One Snowbird car, then One Alta car. (And not one SB car from EACH exit) **(32.2.2UU)**.

Where is the Gondola going to drop people off at the resorts? Just one location? What if someone is trying to go to work or to a lodge or to the other base lift? They walk? With their stuff? **(32.2.6J)**

I like the idea of a parking lot closer to Little Cottonwood Canyon. Although I'd prefer to see that mountainside left natural the way it is, I think that parking is much more needed than more homes. And getting people off of Wasatch Blvd is important. I like the idea of the mass transit Hub, but it needs to replace parking up the canyon, not just add to it. **(32.2.6.2.1C)**

I don't really have a strong opinion about the Gondola in particular. I think the cost is crazy! Will there be all the people on the Gondola in addition to all the people that will drive too **(32.2.4A and 3.2.6.5D)** Unless driving and parking is reduced at the ski areas, all it will do it add more people and will not affect the canyon traffic at all. **(32.2.9P)** Unless there is a PLACE for mass transit users at both resorts, and more benefits than having a car, the same people will drive that are driving now.

How large are the towers going to be? **(32.2.6.5L)**

Is there any place that has a system like this that we can research and avoid their mistakes? What will happen if it breaks down or cannot operate due to weather? It won't be affected by avalanches or control work? Will there be a supervisor on each tram? **(32.2.6.5K)**

There is the point of using a lot of public money to benefit private businesses. What benefit will the public receive? **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Free rides? Discounted ski tickets for Utah residents? Discounted lodging for Utah residents? **(32.2.4A)**

This leads me to the ICON pass. Most locals despise the ICON because it gives huge discounts to non-locals and encourages them to come for short stays. The ICON is only beneficial for people who have the money and time to fly around to all the different states and resorts. The short 2-3 day stays are a negative impact all around. The ICON punishes the locals and the community in which the ski areas are located. Why should someone in SLC pay so much for a day pass when the Cottonwood Canyons are their “backyard”, they love and care for their valley and mountains and pay the taxes that make improvements for these areas when someone from the East Coast flies in for their 2 or 5 or 7 free days? And since ICON holders are trying to maximize their Utah resorts, they tend to stay in one place and drive around to all the different resorts. I've spoken with many people who stay in Park City and drive over to Alta a few times to use their free days. Although ICON supporters say that the passes don't increase traffic, they do. People used to come and stay in Alta for 5-7 days and now they only want 1-3 days. There is more hotel turnover which leads to more traffic. ICONers cause an increase in canyon traffic and definitely a huge increase in skier traffic. What doesn't make sense is that the ski areas aren't making much money on the passes. Is it just marketing? Do they prefer all out-of-staters instead of locals? So the ski areas are heading towards “Less Money x More People = More Money”. To reduce traffic and pollution, they should adopt “Less People x More Money = More Money and a Quality Experience”. Again, this gondola may basically be public funds used for ski area marketing and profit. **(32.2.2K, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

This last ski season had some of the longest lift lines I have ever seen. Frequently! I can't imagine that the ski areas want or need any more skiers! **(32.20C)**. The experience is being negatively affected by the lines.

The Gondola could be an attraction in itself. It could be a very pretty ride in both the summer and the winter. I feel like a mid-canyon stop or two are absolutely necessary in the Summer. **(32.1.2C and 32.2.6.5G)** These can be bypassed in the winter. Let people get out and enjoy some hikes mid-canyon instead of only at the top. It needs to be a full-canyon tourist attraction, not just a parking assistant for the ski areas. The traffic and parking at the ski areas and all throughout the canyon are bad in the summer too. I think more parking areas, picnic areas and designated hiking mid-canyon would be

great. **(32.1.2B and 32.2.6.2.4A)** Currently, cars park along the edges of the road, which is not safe. Snowbird is packed in the summer with very little parking around the hotels. Alta is empty, but the summer road is almost inaccessible because of the tiny parking lot and the fees. I hope the ski areas are willing to work with UDOT and create some public benefits for the use of public funds.

Busses will still be necessary even with the Gondola. **(32.2.2W)**

I could be wrong, but in my experience, if the cars keep moving, the road doesn't back up. One of the biggest issues is when it's clear in the morning and all types of cars come up the canyon and then it snows and the road gets slick and it only take ONE slow car or accident to cause a multi-hour backup. When snowtires and 4 wheel drive are required and checked at the mouth, it helps the down traffic move much better. It's the bald tires, the inexperienced drivers and inappropriate vehicles that cause the huge traffic problems. More checking, more restrictions and more diligence would help tremendously and not cost \$500,000,000.00. **(32.2.2M)**

Another idea would be a toll. **(32.2.4A)** There could even be tiers. I don't think season passes would be a good idea. The point is to charge for EVERY TRIP. Buses free, Employees could be \$1 trip, residents and season passholders could be \$2 trip, regular vehicles could be \$5 per trip, Uber and Lyft could be \$6? That money could go towards traffic control and tire checking. If it is done by vehicle, instead of by person, it would encourage people to ride-share. And if it's an 'LCC pass' (EZ pass type thing), it's one price and if it's a pay-per-use it's 30% more? I hate to admit, but I know people who have no problem driving up to Alta to work, running back home to the valley for something and coming back up, and then going home for the night. When the cost starts to add up, people may re-think their driving habits. Anyway, a lot of people won't like this idea, but it has helped Millcreek canyon. **(32.2.4A)**

I know I touched on many subjects not related to the question of Yes or No for the Gondola. I understand that it's a very complicated issue with many factors and opinions. I appreciate your time. I'm sure I will have many more questions, comments and thoughts as soon as I have sent this...

Thanks

Francine Wirtz

**COMMENT #:** 11981  
**DATE:** 9/2/21 7:40 PM  
**SOURCE:** Website  
**NAME:** Andrew Ferrer

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**COMMENT:**

These two options present a welcome set of opportunity and insight into what the state is willing to devote towards improving traffic conditions in our great state. These efforts are a welcome exploration into options for mitigating traffic congestion at peak travel times in the winter. The after reviewing documents explaining the remaining two options and listening to the podcasts from UDOT, I feel the options still do not meet the kind of standards we should uphold for making such long-term changes to these natural places. **(32.2.9C and 32.2.9E)**

The problem to be solved is removing vehicular traffic, 30% at peak times, to manage surges in the winter. This is a great metric to assess how results can be measured. The gondola and bus service with lane widening are quite significant and damaging changes with significant monetary and environmental costs associated with them. They also seem to come without substantial guarantee that they will be successful in reaching or exceeding the volume reduction goal. **(32.2.4A, 32.7B, and 32.7C)**

Without being able to guarantee a successful intervention, return on the huge tax payer investment (\$500 million!), adding focused benefits only for the major ski resorts, and the detrimental changes to the LCC environment itself, I cannot support the proposed options in either form. **(32.4I, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Personally I would be interested in live assessment periods that use monetary incentives for carpooling (\$20 parking fees that decrease with the # of people in the car up to 4 reaching \$0), fees for reaching the ski resorts (which I know the surge pricing does, a good feature), or even limited issue permitting for parking or reservations at the ski resorts. **(32.2.4A, 32.2.2Y, and 32.2.2K)** The tax funded changes here do not guarantee a benefit for all citizens contributing to this fund, and the resorts certainly only stand to gain while the snow sport crowd stands to have less of a nuisance. As we have seen, adding a lane rarely makes an improvement in traffic. **(32.20E)** Is it possible to minimize lane widening, bump up bus service, enforce car volume restrictions or tolling at the resorts for parking, and build a snow shed to minimize road cleanup? **(32.2.6.3B, 32.2.9A, 32.2.4A, and 32.2.9K)** One of the podcasts cited that a single, well places snow shed would be able to reduce existing snow removal delays by up to 30% **(32.7A)**.

If less invasive options can be reached I think the options will be much more valuable in the long term. We do not need to make anything fantastic, the environment has succeeded at this already. We simply need to get cars off the road and move people more efficiently. **(32.2.4A)**. Thank you very much for taking the time to read this and putting so much effort into finding transportation solutions for our fantastic natural resources.

**COMMENT #:** 11982  
**DATE:** 9/2/21 7:41 PM  
**SOURCE:** Website  
**NAME:** Chris McDonald

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**COMMENT:**

Your EIS is insufficient for the following reasons.

Limited focus. "The geographic scope of the EIS is limited to ONLY Little Cottonwood Canyon without recognizing Big Cottonwood Canyon. **(32.1.1A)**

We understand NEPA requires that the EIS analyze the cumulative effects of the action, yet it seems to be missing in the current Draft EIS. **(32.21A)**

Reasonable range of alternatives. "Residents and taxpayers are led to believe they have to choose between the two (2) options UDOT has put forward. This is a not true. NEPA requires that all reasonable alternatives that meet the stated purpose and must be evaluated. A holistic Mountain Transportation System qualifies as a "reasonable alternative." **(32.1.1C)**

Additional Management Options. "The Draft EIS fails to include additional management actions to decrease congestion. These management actions should include a ski resort reservation system, ride-sharing, tolling, road closures after ski resort parking lots are full, an increase in the current bus system, etc." **(32.2.4A, 32.2.2K, 32.2.2L, 32.2.9A, and 32.2.6.3N)**

Salt Lake County Recommendations. "Recommendations in the 2020 Wasatch Canyons General Plan supporting a comprehensive Mountain Transit System appears to be ignored." **(32.3C)**

Cooperating Agency. "It appears Salt Lake County did not request nor was it asked to become a Cooperating Agency. As a Cooperating Agency, the County should be working closely with UDOT to ensure its transportation recommendation (s) is/are fully considered and analyzed in the EIS. Instead, it appears UDOT is analyzing the WFRC proposal for transportation improvements on SR-210 that Mayor Wilson has said she is against it." **(32.1.1E)**

Municipal Services District (MSD). " It appears the MSD, the contracted planning experts for Salt Lake County, has been left out of UDOT's EIS process. We need to know why the MSD is left out of this important County planning process. **(32.1.1E)**

Trading traffic congestion in LCC for congestion in residential neighborhoods. "It appears the EIS is attempting to trade congestion on SR-210 for congestion in vulnerable neighborhoods at the mouth of Little Cottonwood Canyon. This is not acceptable." **(32.7C and 32.2.6.5E)**

Potential for another UTA-like land development fiasco. "We are very concerned that UDOT is proposing hundreds of millions of dollars of expensive transportation improvements to primarily benefit two ski resorts and select politically connected developers through this EIS. These ethical issues should be of concern to all involved." **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Carrying capacity in the Wasatch Mountains. "The County has yet to provide any guidance/recommendation to UDOT about acceptable carrying capacity for the Wasatch Mountains ski resorts and public lands. UDOT is proposing to increase parking for two ski resorts without knowing if the increase in use might exceed resource limits. **(32.1.2B, 32.20A, 32.20B, and 32.20C)**"

Outside political influence. "It was very concerning to see Governor Cox weigh in on the gondola proposal less than 2 weeks after being sworn in as Governor. Many could view this as Governor Cox



inappropriately influencing a State and Federal process that must remain non-political. Much of the Mountain Accords' failure was due to the politicization of that process. **(32.2.9N)**"

Ignoring the Residents "With UDOT's focus on peak-hour/day scenarios, the EIS completely ignores non-peak scenarios and the resultant impact on locals. At non-peak times, and good weather, residents of Cottonwood Heights and Sandy can travel to Alta or Snowbird from home in roughly 20-30 mins. If those residents are always forced into a transit solution, wait time will be 60-80 mins on light traffic days. **(32.2.4A)**

Gondola wind Analysis "There seems to be a cursory examination of slide-off risk for the bus alternatives, but no analysis whatsoever of the wind risk to the gondola operations or potential issues at the angle stations. Given the strong canyon winds, this is a key oversight, and could invalidate any reliability of the gondola as an alternative. **(32.2.6.5K)**

Widening Wasatch. "The EIS quotes county-wide population growth projections as justification for expanding Wasatch as a commuter road. This is speculative at best, as these projections completely lack the granularity to justify the proposal, with the East Bench of SL County largely built-out, with limited opportunity for either greenfield development or densification. The population growth is occurring to the west and would not be comparable or to scale to say Herriman growth **(32.2.6.2.2A)**."

I support a phased approach. Increasing bus number, mobility hubs throughout the valley, stops at multiple locations (not just your beloved Snowbird and Alta), monetary incentivizing to get people out of their car and to carpool. **(32.2.29R, 3.2.9A, 32.2.2I, and 32.2.4A)**

Pushing the gondola and having outside agencies (gondola works) push their own agenda while nobody with money is pushing for the enhanced bus service in peak-period shoulder lanes is unjust. Why are taxpayers shouldering the burden that Alta and Snowbird put on themselves? If they wanted a gondola they should move to the Alps, if they want year-round cash flow they should get out of an industry that is dependent on winter weather. Thank you.

**COMMENT #:** 11983  
**DATE:** 9/2/21 7:41 PM  
**SOURCE:** Website  
**NAME:** Colleen Thompson

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**COMMENT:**

Please consider the bus route! A parking garage down at the base + frequent, low emission busses should not mar the beautiful landscape. **(32.2.9A, 32.2.6.2.1C, and 32.2.5.3F)**

**COMMENT #:** 11984  
**DATE:** 9/2/21 7:42 PM  
**SOURCE:** Website  
**NAME:** Tyler Schmauch

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**COMMENT:**

I oppose building a gondola and lane-widening. **(32.2.9E and 32.2.9C)** There are less impactful solutions that can be attempted first. **(32.2.2PP and 32.29R)**

**COMMENT #:** 11985  
**DATE:** 9/2/21 7:42 PM  
**SOURCE:** Website  
**NAME:** Kelsey Oliver

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**COMMENT:**

The gondola plan is a horrendous idea, both for the local skiers of Utah as well as for all other winter sport athletes venturing up the Wasatch. **(32.2.9E)** The gondola means greater endangerment of wildlife in their natural habitats, inaccessibility to parts of the canyon without drop off points, and less stewardship/preservation practices of the Wasatch that we as a state have always worked to uphold. **(32.13A, 32.2.6.5G, and 32.4G)** I highly urge to you to reconsider this plan and instead consider natural gas buses for travel up and down the canyons, minimizing the harmful impact on wildlife, eliminating the need for additional cable/power structures, and improving air quality by reducing traffic in the canyon. **(32.2.9A, 32.2.6.3F, 32.1.2C, 32.2.6.3C, and 32.10A)** Please consider all the public comments you receive, including this one. **(32.2.9N)** Thank you in advance for your consideration.

**COMMENT #:** 11986  
**DATE:** 9/2/21 7:43 PM  
**SOURCE:** Website  
**NAME:** Isiah Thomas

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**COMMENT:**

What happens if there is a windstorm like we had earlier this year and people are up the canyon that took the gondola? What infrastructure have you put in place to get these people out of the canyon safely? Is the gondola designed to withstand rockfall from the large chunks of granite that fall in little cottonwood (the boulders came from somewhere)? **(32.2.6.5K)** Please use a phased approach! **(32.29R)**

**COMMENT #:** 11987  
**DATE:** 9/2/21 7:44 PM  
**SOURCE:** Website  
**NAME:** Lauren Trific

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**COMMENT:**

Don't do it (32.29D)

**COMMENT #:** 11988  
**DATE:** 9/2/21 7:45 PM  
**SOURCE:** Website  
**NAME:** Griffin Cammack

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**COMMENT:**

The solutions provided will primarily benefit the ski resorts while destroying climbing and potentially hiking areas. **(32.4A, 32.4B, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. I would ask that other solutions and ideas be discussed and explored. **(32.2.2PP)** The cottonwood canyons have some of the best climbing and these solutions will have a negative impact on important climbing areas. Additionally, either solution will impact the natural beauty of the canyon by increasing the amount of manmade structures in the canyon. **(32.17A and 32.17B)** Both options are very expensive and I would ask our taxpayer money be used to explore other/better options.

**COMMENT #:** 11989  
**DATE:** 9/2/21 7:45 PM  
**SOURCE:** Website  
**NAME:** Joe Incardine

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**COMMENT:**

I prefer the Gondola alternative. It will have less environmental impacts and will be a quicker way to get up to the ski areas. **(32.2.9D)**.



**COMMENT #:** 11990  
**DATE:** 9/2/21 7:46 PM  
**SOURCE:** Website  
**NAME:** Robbie Kosinski

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**COMMENT:**

I am strongly against any gondola option in LCC. **(32.2.9E)** This option does not provide a solution to users that do not stop at the ski resorts. **(32.2.6.5G, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The bus option is much better since it has the ability to stop at numerous backcountry skiing, hiking, and climbing locations **(32.2.9A and 32.2.6.3C)**. I think that UDOT should institute a toll with the option for users to purchase a year-long, unlimited bus pass. **(32.2.4A)** The current proposal with more parking at multiple trailheads and bus stops at those trailheads is a good idea. **(32.2.6.3C)** The bus should also run year round as there is serious, unaddressed congestion and parking issues in the summer as well. **(32.1.2C)**. While I was initially in favor of the gondola option, the current proposal with little base area parking, many large towers, and the fact that it doesn't stop anywhere except ski areas makes it a hinderance, not a solution, to many canyon users such as myself. **(32.2.6.5J and 32.2.9E)**

**COMMENT #:** 11991  
**DATE:** 9/2/21 7:46 PM  
**SOURCE:** Website  
**NAME:** Trevor Finstad

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**COMMENT:**

ENFORCE TRACTION LAWS NOV-APRIL, PLEASE! **(32.2.2M)**

The more i learn about the gondola the more it seems like a terrible idea. **(32.2.9E)** Im for it if we get adequate parking at the gravel pit, but the current parking plan and low capacity of the gondola it will suck and be a money sink. Do it the right way or dont do it. **(32.2.6.5J and 32.2.6.5N)**

**COMMENT #:** 11992  
**DATE:** 9/2/21 7:46 PM  
**SOURCE:** Website  
**NAME:** Justin Sikonia

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**COMMENT:**

The cog rail and gondola base station both list 1500 parking stalls? Where is a preliminary schema how that is possible? The mobility hub only lists 600. 1500 seems like a large footprint. Is this multi-story? **(32.2.6.5J)**

One was provided for both 9400/Highland and the gravel pit. Where is plat map/schema for footprint of 1500 parking stalls at cog rail and gondola base station? **(32.2.6J)**

[https://littlecottonwoodeis.udot.utah.gov/wp-content/uploads/2021/06/LCC\\_DEIS\\_Mobility\\_Hub\\_Scroll\\_Plot\\_6-25-2021.pdf](https://littlecottonwoodeis.udot.utah.gov/wp-content/uploads/2021/06/LCC_DEIS_Mobility_Hub_Scroll_Plot_6-25-2021.pdf)

**COMMENT #:** 11993  
**DATE:** 9/2/21 7:46 PM  
**SOURCE:** Website  
**NAME:** David Folland

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**COMMENT:**

I think UDOT should pursue a phased approach and reject the gondola. **(32.29R and 32.2.9E)** Starting with small bus or van transit paired with a significant charge for single occupancy cars, traffic could be reduced. **(32.2.9A and 3.2.4A)** The gondola would serve the skiers and ski resorts, so should not be paid for by Utah residents. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. Also, with the continued rise in winter temperatures, it could be in 20-30 years skiable days would be so reduced that the gondola would not be needed. **(32.2.2E)**

**COMMENT #:** 11994  
**DATE:** 9/2/21 7:47 PM  
**SOURCE:** Website  
**NAME:** Chris Cobain

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**COMMENT:**

If the gondola were to decrease traffic (which it most likely will not) would you be able to add one to big cottonwood canyon? **(32.7C, 32.1.1A, and 32.2.2Q)** I dont think you would but I did not spend \$65 million dollars on this problem. Can you please consider that other users of the canyon will have there place of activity completely destroyed by both alternatives. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. It is as though the climbers were causing the traffic so they took down an entire ski resort to decrease traffic to their boulders, only the climbing is free and the ski resorts charge you an arm and a leg. Is it fair to ask how much the ski resorts are paying udot to push for the gondola? **(32.2.7A)** that is a sincere question, no mal intentions. What happens to the gondola if there is a fire in the canyon? **(32.2.6.5K)** How badly will constructing in the canyon affect our water if a dog is dangerous to humans or a human swimming in the lake at red pine is dangerous to humans? **(32.12A)** Do you actually answer all of these questions?

**COMMENT #:** 11995  
**DATE:** 9/2/21 7:47 PM  
**SOURCE:** Website  
**NAME:** Janine Langer

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**COMMENT:**

Neither alternative. **(32.2.9C and 32.2.9E)**. This beautiful canyon does not need easier access, which will only make the areas more crowded. The ski areas should limit ticket sales. **(32.20A, 32.20B, 32.20C, and 32.2.2K)**

**COMMENT #:** 11996  
**DATE:** 9/2/21 7:48 PM  
**SOURCE:** Website  
**NAME:** Alan Parkinson

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**COMMENT:**

I support The Gondola project. (32.2.9D)

**COMMENT #:** 11997  
**DATE:** 9/2/21 7:48 PM  
**SOURCE:** Website  
**NAME:** Lu Lu Waterhouse

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**COMMENT:**

As with the county mayor, I am in favor of neither option. **(32.2.9C and 32.2.9E)** The amount of money is overblown by and order of magnitude when looked at against the number of days either solution presented would actually fix. **(32.1.4D)** Snowsheds, truly meant for safety, I am in favor of. Busses, meant to take cars off the road, not just increase the number of people going up the canyon I am in favor of. **(32.2.9K, 32.2.4A, and 32.2.9A)** But busses without limiting or severely limiting private vehicles will only lead to increased crowding. **(32.2.4A and 32.20C)** These proposed uses of public moneys to seemingly support two private enterprises is ludicrous. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** If you are truly worried about the safety of drivers continue to close the road when conditions warrant. **(32.1.2B)** Getting users up and down the canyon in dangerous conditions is only meant to allow the business up the canyon to continue functioning without a hit. Their business models are built on natural processes. If they cannot withstand losing a couple of days of reduced usage, they need to change their finances. It is not the publics charge to protect their interests. Do the right thing, don't kowtow to private interests (resorts and legislative developers), and save the canyon. Not to mention your plans do NOTHING for the other canyon that has the same traffic problems. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**



**COMMENT #:** 11998  
**DATE:** 9/2/21 7:48 PM  
**SOURCE:** Website  
**NAME:** Chris Cox

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**COMMENT:**

Why has the timeline for these construction projects not been announced? **(32.2.7C)** I am in the construction business and know that a multi-year project is often years behind schedule, yet there is always a timeline. The watershed is the most vulnerable during construction and it is insufficient to say the "impacts will be temporary". A multi-year construction project will hardly be temporary in the lives of those of us who use the canyon or drink water from our watershed. **(32.12A, 32.12B, and 32.19A)**

Additionally construction would negatively impact traffic even more than now, which I know you know because you wrote it in the EIS. **(32.4C)**

Building parking structures in the valley would be the most logical. I support this with an increase in the bus service. **(32.2.9A)** Parking lots throughout the valley would increase profits to small/large businesses located near the lots. **(32.2.2I)** For example REI, momentum climbing and IME are all recreation affiliated companies and having a mobility hub maybe in the Smith's parking lot would be really smart..... I am positive they would be on board with bringing customers to their door.

Please build mobility hubs and improve the current bus system. **(32.2.6.2.1C and 32.2.9A)** It is the only logical way to resolve traffic now and respect tax dollars and people. I would like to be respected, I would like our canyon to be respected, and I would like the wishes of our smart residents to be respected.

**COMMENT #:** 11999  
**DATE:** 9/2/21 7:49 PM  
**SOURCE:** Website  
**NAME:** Riley Andersen

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**COMMENT:**

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

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

<https://slco.org/globalassets/1-site-files/watershed/watershed-library/little-cottonwood-creek-streams-surv-rpt-2001.pdf>

Heavy metals are harmful to humans. Having no plans for further water purification is an insult to those of us who depend on our watershed. **(32.16A, 32.12A and 32.12B)** How can you assure that the permanent choice to change the canyon is a good one without exhausting all other options? **(32.2.2PP)** This seems naive to me and I am a climate expert who studies how human traffic impacts our air and water. **(32.10A, 32.12A, and 32.12B)**

**COMMENT #:** 12000  
**DATE:** 9/2/21 7:51 PM  
**SOURCE:** Website  
**NAME:** Jeff Bramwell

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**COMMENT:**

<https://www.abc4.com/news/local-news/udot-to-give-update-on-damages-in-big-little-cottonwood-canyons/> if this happens in the canyon what happens to the infrastructure that provides support to the gondola? **(32.2.6.5K)** what if a big rock falls and damages the gondola and people are on it? WHAT happens if there is any other plausible natural disaster? Why do you not use a phased approach. Please pursue a phased approach. **(32.29R)**

**COMMENT #:** 12001  
**DATE:** 9/2/21 7:52 PM  
**SOURCE:** Website  
**NAME:** Justin Sikonia

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**COMMENT:**

[https://littlecottonwoodeis.udot.utah.gov/wp-content/uploads/2021/06/LCC\\_DEIS\\_Mobility\\_Hub\\_Scroll\\_Plot\\_6-25-2021.pdf](https://littlecottonwoodeis.udot.utah.gov/wp-content/uploads/2021/06/LCC_DEIS_Mobility_Hub_Scroll_Plot_6-25-2021.pdf)

This represents typical views of the Gravel Pit Mobility Hub from Wasatch Boulevard

Understood that this is preliminary, but the exterior is bland, boring and monolithic. Consider decorative stamping of mountains on the exterior. Also soften the area with the creation of a picnic area around, exercise area, bike areas, bike repair tools, even a man made outdoor bouldering area. Try to encourage additional outdoor activities at this mobility hub. Free binocular/telescope, geology area. None of these would be staffed, just thinking of low cost alternative educational and recreational opportunities at this current gravel pit. BMX course, skatepark etc. Be sure to have a high presence of monitoring equipment and blue light stations where the police/security can be summoned. **(32.2.6.2.1C and 32.2.6F)**

**COMMENT #:** 12002  
**DATE:** 9/2/21 7:52 PM  
**SOURCE:** Website  
**NAME:** Eric Kraan

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**COMMENT:**

There is very little I can add to this process that I have not said before. UDOT has proven to continue to be tone-deaf to the needs of the community that will be most impacted by this project. Will this last comment change your mind? **(32.2.9N)**

Additional parking lots that induce car traffic along the urban segment of SR-210 rather than capture and replace said traffic with more efficient modes of transportation is an absolute betrayal of long-standing regional plans as well as safety concerns of the group of users that most depend on accessing this corridor (Residents adjacent to Wasatch Blvd make up almost 50% of users of the urban arterial of SR-210 and will continue to be the largest group of users 30 years from today). **(32.2.6.5E and 32.2.6.2.1D)**

Furthermore, both options point at the reason why UDOT continues to fail to attain, or even plan to try to attain the goals established by its 2016 Strategic Highway Safety Plan which calls for its commitment to reduce the number of roadway fatalities in Utah in 2030 by 50% (140 deaths). **(32.2.6.2.2A)**

As of this writing on September 2nd, 2021, the rate of fatalities continues to go up, not down, and we are likely to see the total number of fatalities exceed 300 deaths for the first time since 2003. The lack of interest by the team charged with the LCC EIS to adopt Systematic Safety within this project and force an unsafe 50 mph design speed for Wasatch Blvd segment of this project is a clear indicator of its disregard to commit to its own goals and provide the level of safety of Utahns and the visitors that will transit through this complex corridor desire **(32.2.6.2.2A)**.

Professional engineers and planners employed by UDOT are fully aware of systematic safety (as proposed by Vision Zero programs). They also have to their disposal the ability to implement NACTO roadway guidelines which are based on the fundamental principles to reduce accidental deaths on our roads; if they so desire. **(32.2.6.2.2A)**

Vision Zero and NACTO standards call for 35 mph design speed for urban arterials, such as Wasatch Blvd, where unprotected users are expected to share the road, and car traffic will intersect at a 90-degree angle with other vehicles, is not a foreign idea to the members of UDOT. Indeed it is a documented fact that every accidental collision at the speeds UDOT is proposing for Wasatch Blvd will result in serious injury or death at a rate above 90% of the time. This is indeed a particularly preventable circumstance, which exemplifies why meeting safety goals continues to prove unattainable to our state's DOT. **(32.2.6.2.2A)**

We can, and We MUST, attain mobility AND safety on our roads and we can certainly take the first step in making this a reality right here, right now. Sadly both of these preferred solutions fail to do so. **(32.2.9L)**

Indeed, this EIS is bigger than a Gondola or Busses, even bigger than the Canyon and the ski industry it intends to support. It is symptomatic of a mentality of co-dependence between a society that is left with little or no option but to get in a car, and a state transportation agency more than willing to give it more parking lots, wider streets, and faster speeds even when it is fully aware that by doing so it continues to fail to keep us all safe.

**COMMENT #:** 12003  
**DATE:** 9/2/21 7:54 PM  
**SOURCE:** Website  
**NAME:** Adam Davitz

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**COMMENT:**

Please explore less destructive measures in order to protect our climbing and natural habits for future generations! (32.2.2PP, 32.2.9A, 32.4A, 32.4B, 32.13A, and 32.13B)

**COMMENT #:** 12004  
**DATE:** 9/2/21 7:55 PM  
**SOURCE:** Website  
**NAME:** Ryan Wong

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**COMMENT:**

I believe that during peak winter seasons, LCC and BCC traffic should only permit busses. **(32.2.2B)** To control traffic, I believe that parking infrastructure over several locations near the base of the cottonwoods should be built which has shuttle access throughout the cottonwoods. **(32.2.6.2.1C)** To appease multiple locations, there should be 2+ bus types for each canyon. 1 to go from parking lot to resorts, and 1+ to go to stops along the way to appease backcountry and hiker users. **(32.1.2B and 32.2.6.2.3C)** As for maintenance and pay, I believe resort pass holders get all bus travel for free paid for by the resorts. For non resort pass holders, a basic fee can be charged for ski bus based off what is deemed necessary to keep this system running **(32.2.4A)**. No road widening is necessary, as a bus only system drastically reduces the traffic of the canyon in that the lanes already available is plenty. **(32.2.2B)**

By widening the road or adding a gondola, experiences for more than most people who frequent the cottonwoods will be altered just to appease those who just want to get to the resorts, and this is unreasonable. **(32.2.9C, 32.2.9E, 32.4I, 32.1.2B, 32.1.2C, 32.2.7A, and 32.7C)**

**COMMENT #:** 12005  
**DATE:** 9/2/21 7:55 PM  
**SOURCE:** Website  
**NAME:** Robert and Linda Grow

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**COMMENT:**

**COMMENT ONE (1) OF ROBERT AND LINDA GROW IN OPPOSITION TO THE PROPOSED GONDOLA**

No transportation hub should be created or maintained east of Wasatch Boulevard, particularly at the proposed La Caille location because the land at the mouth of Little Cottonwood Canyon was given by the Whitmore family with the specific intent that it would be preserved in its natural state and they were promised that no development would occur on that land. The proposed gondola violates the intent of the grantors, and the obligation of the recipients of the land, including the Forest Service and UDOT with respect to land taken by it for transportation purposes. The people who managed that contribution for the Whitmore family are still alive to testify to the facts surrounding this contribution. Any land received from the Whitmore family must be preserved in perpetuity and not be used for a use like the gondola which will deface the canyon. The contact information for the Whitmore family representative was given by Robert Grow to the former project manager who said he would investigate and get back to him, which never happened. **(32.2.6.2.1H)**



**COMMENT #:** 12006  
**DATE:** 9/2/21 7:58 PM  
**SOURCE:** Website  
**NAME:** Christian Prescott

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**COMMENT:**

I oppose the gondola alternative in LCC. **(32.2.9E)** The gondola is a high cost solution that services only the resorts but burdens taxpayers who may or may not use them. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The canyon's congestion is a bigger problem than frequency, and the gondola doesn't solve the problem of peak congestion and long lines at stations. **(32.7B, 32.7C, and 32.2.6.5C)** The gondola is inflexible - its cars cannot be allocated to other canyons or routes to meet demand. **(32.2.6.5A)**

I also oppose the road widening alternative. **(32.2.9C)** Increasing road infrastructure at this time is premature. UTA has concluded buses alone cannot meet demand, but there are other options that have not been explored to incentivize drivers to choose transit. Why will potential riders choose to use the gondola if they are not already using the bus? More riders might be tempted by reversible lanes for buses, increased frequency, and tolling. **(32.2.2D, 32.2.6.3N, and 32.2.4A)**

Neither solution resolves extreme weather problems beyond avalanches: snow, ice, wind, and summer fire. **(32.2.6.3P and 32.2.6.5K)** Traffic problems affect a small population of users. **(32.1.2B)** The plan targets growth in a finite space and may lead to busier ski resorts and expansion pressure. **(32.20C)** Let's restrict usage and preserve the canyons as long as we can by first coercing more traffic to use transit with low dollar, low impact solutions that can be implemented sooner. **(32.2.9A, 32.2.4A, and 32.2.7C)**

**COMMENT #:** 12007  
**DATE:** 9/2/21 7:59 PM  
**SOURCE:** Website  
**NAME:** Mark Shockey

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**COMMENT:**

I am opposed to the gondola and support expansion of bus service with electric buses. **(32.2.9E, 32.2.9A, and 32.2.6.3F)** It would be preferable to ban all private automobiles except for LCC residents and employees. **(32.2.2B)** Failing the latter, establish a toll booth or other mechanism to charge for non-resident and non-employee automobiles. **(32.2.4A and 32.2.2Y)**

**COMMENT #:** 12008  
**DATE:** 9/2/21 8:00 PM  
**SOURCE:** Website  
**NAME:** Christine Gore

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**COMMENT:**

In my opinion, as a skier of LCC, I do not think the gondola is the solution **(32.2.9E)**. While I think the gondola is flashy and would be a tourist attraction, I don't see that locals, who use LCC THE MOST, would want to spend the time and money to use an expensive touristy gondola to get to their ski destination. **(32.2.4A)**

**COMMENT #:** 12009  
**DATE:** 9/2/21 8:00 PM  
**SOURCE:** Website  
**NAME:** Lavarne Washington

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**COMMENT:**

The environmental justice section is whack. Poor people and minorities will be negatively impacted more than you rich people. My family goes to the canyon and we hike at one of those flat trails with our legs poking in the snow the hole time. It is nice to enjoy my family in the winter in the Little Cottonwood Canyon. Im not gonna pay a toll to go into the Little Cottonwood Canyon so my family just won't go. **(32.2.4A and 32.5A)**

I live in West Valley and our pollution and water quality is worst than east of I-15. We also have hardly any trees and those are good for us. Why isn't the Utah government helping us. I have to take 3 busses to get to work and we could use better busses over here. Yalls priorities are all wrong. Why are we paying for this when we need better for our communities? Make the resorts pay for their problem. I dont think you should do anything. **(32.1.2B, 32.2.7A, and 32.2.9G)**

**COMMENT #:** 12010  
**DATE:** 9/2/21 8:01 PM  
**SOURCE:** Website  
**NAME:** Greg Short

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**COMMENT:**

In listening to the July public comment zoom broadcast and reading the final 2 alternatives as well as the other proposals on the website it appears that the concern is congestion in LCC on winter snow days. **(32.1.2B)** A concern for safety when the road is snow covered as well as possible avalanche concerns I am not for either of the 2 alternatives as presented. **(32.2.9C and 32.2.9E)** If the main concern is for safety on winter heavy snow days rather than spending 500+ million how about having UDOT be aggressively active in plowing and sanding the road on the initial snow falls rather than waiting. **(32.2.2II)** As a 30 year employee of the resorts it seems that UDOT does not actively plow until there is substantial snowfall in the upper canyon. At that time it is too late to effect a clearly drivable roadway. Additionally the addition of Gasex units up in the starting zones of the major slide paths would reduce the percentage of road closures when slides cross the road. **(32.2.2TT)** This seems to be a more logical approach for safety and costs as related to approximately parts of 10-15 days per year. **(32.1.2B and 32.1.4D)**

**COMMENT #:** 12011  
**DATE:** 9/2/21 8:02 PM  
**SOURCE:** Website  
**NAME:** Kimberly Kraan

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**COMMENT:**

For public record:

Like my neighbors, and other community members, I value the wildness and beauty of the Wasatch Mountains, and desire to see no irreversible damage imposed upon the Wasatch mountains with any planned project by udot. If there are traffic issues needed to be mitigated, it can be done so, simply without impact to the canyon. Following are my comments submitted for public record on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

To offer solutions, one must first define the problem. UDOT has not defined the problem. **(32.1.2B)** Udot claims there is a traffic issue in LCC, but it ignores similar traffic issues in BCC? **(32.1.1A and 32.1.1C)** The EIS by UDOT does not even include BCC, as if it is devoid of traffic issues, or won't be impacted as winter skiers fed up with the LCC ski resorts shenanigans shift from LCC to BCC, placing even more impact on BCC. I guess ultimately udot will receive more grant money to create a new study of seasonal ski traffic impacts in BCC, and we'll be deliberating solutions once more. **(32.1.1A and 32.20D)**

Let's talk LCC and the preferred solution UDOT has presented:

First, I challenge UDOT to go back and define the 'perceived' traffic problem. **(32.1.2B)** UDOT claims there is too much traffic impediment in LCC, and ergo proclaims a demand for mobility improvements exists. The EIS conversation is confined to winter impact, as that is the implied impact. **(32.1.2C)** Yet, how bad is the traffic issue? Let's get right to the heart of the traffic issue - it is due to ill-equipped vehicles and lack of traffic management. **(32.1.2B, 32.1.4D, and 32.2.2M)** Impediments in LCC is direct result of UDOT allowing ill-equipped vehicles into the canyons during extreme driving conditions. And, please note, by doing so UDOT is placing driver's safety at risk. UPD can barely handle checking tires during winter, and between UPD and UDOT it's a collective comedy of errors with opening/closing the canyon road and lifting traction laws throughout any scheduled weather event days. To UDOT's credit they have succeeded in providing a level F service to drivers. **(32.1.4D and 32.2.2M)**

The issue related to safe driving conditions for vehicles in LCC is two-fold: 1. the 'lax' state traction law mandate, which allows for use of M+S tires in conditions that really demand Mountain snow rated tires, and 2. the fact that udot, not UHP, has knack to open/close the canyon, or lift the traction law (momentarily) throughout any given snow event day; allowing cars into LCC during interim clear moments of weather only to have those same ill-equipped drivers encounter slick, dangerous roads when attempting to unload the canyon later the same day as weather degrades... This scenario happens repeatedly, like clockwork, and drivers ultimately get caught in conditions they are not prepared for as result. I asked udot it's reasoning for opening/closing the canyon and lifting the traction laws multiple times throughout a scheduled weather vent day, and they responded that they cannot keep on traction law requirements in effect (for closed or 4x4/chains) when weather momentarily improves, despite stormy weather events scheduled throughout the very same day. With that, I place 100% responsibly of driver incidents in LCC onto udot, so much for goals of Zero fatalities. UDOT could easily remedy occurrences of traffic incidents in LCC by simply recommending that the state (legislators) impose more stringent traction laws in the LCC (and BCC ) canyons, mandating mountain snow symbol tires, not accepting M+S tires. I've written to udot on this, go read the difference, and ask yourselves why cars keep sliding off the roads causing problems for all drivers. That red snake will never go away, otherwise. **(32.1.4D and 32.2.2M)**

As I have engaged in this process for the past 4+ years, I have little faith in an agency who is provided too much power to push its self-serving EIS conclusions onto public, without employing outside

independent agencies to validate its data and/or findings. The result is evident, UDOT presenting an inflated, monster of a narrative to meet private investor interest in getting more patrons to resorts, appeasing developer interests, and positioning Snowbird for future Oly winter games venue, and doing so at tax payers expense, rather than to curtail any perceived traffic issues is speaks of in its purpose. Dare UDOT to employee best practices solutions in LCC with simple, logical, and reasonable cost-effective solutions. **(32.1.4D, 32.1.5F, and 32.2.9N)**

Those perceived traffic issues, UDOT demands exists, can be resolved quite easily and inexpensively. But, that won't land UDOT the largest scaled project in its existence as a state agency. Is UDOT even prepared to handle this vast scope of a project? Decrease traffic by 30%? None of the proposed preferred solutions will reduce traffic in LCC, as UDOT claims, unless a limit to total number of vehicles in LCC is imposed, and/or is accompanied by a toll to help mitigate the total numbers of cars entering into the canyon. **(32.2.4A and 32.2.2L)** Further, nothing in the EIS study calls for Winter Ski Traffic Management, i.e. the hiring of staff to police number of cars entering the canyon. **(32.2.2M and 32.2.2II)** Taking away shoulder parking in key areas, as your EIS calls for, still does not limit the number of cars attempting to drive up to find parking. So, have the numbers truly decreased? **(32.2.4A)** The winter traffic impediment occurrences, due to those 'quit your job powder days' has been argued to range from 20-30 days per season, yet where is the statistical data, UDOT? UDOT demands there is a traffic issue that needs resolving, a traffic issue that exists 20-30 days per year, yet fails to provide factual data to support its claims. **(32.1.4D)** Spending of \$592 mil of tax payer monies on a novelty gondola propagated by developers and private interests will not alleviate vehicular traffic on the ground. **(32.7B and 32.7C)** In fact all of its preferred solutions, to contrary, UDOT will increase traffic in the local community areas of Sandy, Granite, and Cottonwood Heights. **(32.2.6.5E)** The solutions call for increasing traffic by virtue of inducing demand - widening lanes, and building parking structures inviting traffic - in the very area UDOT claims to be reducing traffic. **(32.2.6.5E)** Parking Garages & Expanding Sr-210/Wasatch Blvd will increase vehicular traffic in the area. UDOT has not presented a plan for traffic management when the parking garage is full. What happens when vehicles are turned away, and just left to circulate within the area, or spill into adjoining neighborhoods (degrading safety of neighborhoods) looking for parking, or just trying to get out of the immediate area to scramble to another parking garage location (gravel pit or 9400 S) to eventually take a bus to a gondola station or up the mountain. **(32.2.6.5J)** There will also be more cars as people uber their way to the gondola hub, or up the canyon, again inducing more traffic into the vicinity. UDOT has not presented a realistic traffic study. Where do the all those excess cars go? What is the load capacity projection and remediation plan for those peak snow/weekend/holiday days? **(32.7B and 32.7C)**

UDOT's unveiled an ultimate plan for a 7 lane highway (SR210/Wasatch between Bengal Blvd and Lacaille property), aimed to direct patrons to the commercial ski village development (by developers McCareless and Neiderhausers) planned at the laCaille property. **(32.2.6.2.2A)** Please stop presenting the solution as a "soft-sell" 5 lanes with 2 flex bus lanes, it's 7 lanes. **(32.2.5.2.2A)** Community members are capable of math, and it's insulting to see UDOT time and again try to soft-sell 7 lanes. 7 Lanes X 12' wide lanes= 84' feet in width, plus shoulders and a protected bike lane. 7 planned lanes thru quiet neighborhood areas will destroy these areas forever, and will make it less safe for community residents to ingress/egress their neighborhoods. **(32.2.6.2.2A and 32.4F)** Residents in the areas for years have been demanding UDOT reduce the road speeds of SR210/Wasatch from 50 mph to 35mph, to no avail, and in response UDOT is queuing to construct a 7 lanes road, of Bangeter proportions. **(32.2.6.2.2A)** UDOT, like the honey badger, don't care, despite begin a public agency tasked with public safety on state roadways. There are no plans to shove open 7 lanes to the ski resorts in LCC, nor 7 lanes planned southbound thru Granite and Sandy areas to 9400 S, nor thru Draper Wasatch. The 7 lanes do not even address any proclaimed commuter traffic, any commuter traffic all gets squeezed right back to 2 lanes. So, why inflict this much influx of added traffic onto the poor little doormat city between the canyons? **(32.1.2B and 32.2.6.2.2A)** The only purpose 7 lanes of road expansion of SR210 serves is to get patrons to the commercial development planned, which now will house an 1800 stall parking garage to serve the gondola. **(32.2.6.2.2A)** UDOT could achieve moving patrons via buses, and by adding a singular 'bus only lane' or shoulder use to move people to parking hubs, from multiple points outside the area, but clearly that would be to logical. The demand for 7 lanes

to the commercial development appears only to be demanded by developers, and ski resorts, not public. The public need is not demonstrated nor validated in Udot's EIS. **(32.1.2B)** UDOT needs to STOP insisting to use tax payers money to fund private developments profiteering interest. Let developers, and resorts pay for their selfish interest. See how quickly they will put stop to their plans. **(32.2.7A)**. To recap, if the goal is to decrease LCC canyon traffic then install a toll system, and limit cars, and increase bus services, as needed to absorb the balance of patrons desiring to get into the canyon. In other words Udot, please employee a rationale solution using on-demand, flexible mass transit that does not costs tax payers hundreds of millions of dollars. **(32.2.9A and 32.2.4A)**. Where is the load capacity study for LCC? **(32.20A, 32.20B, and 32.20C)** How can UDOT proclaim to solve a problem when it has not presented actual data of car traffic studies, per ski season. **(32.1.4D)** Those numbers are coveted by resorts, so UDOT really has no valid #'s to draw it's conclusions, the studies are speculative at best. Neither preferred solutions address summer canyon usage. Where is the traffic study of SR210 for both winter and summer use? **(32.1.2C)** The gondola for winter use only is frivolous spending.

Where is UTA in this process? Why are they not a stronger presence at the table, with a more active role? They are the state appointed mass transit division, and that is not UDOTs role, but UDOT has assumed that lead in this process. Udot is transportation, highways, roads, not mass transit vehicles. UTA did not get a huge grant to study the issue, and as such are essentially taking a back seat, in a smaller collaborative role, but they need to publically speak up here. **(32.1.1D)**

It should be noted for public record, that UDOT created a short-term partnership with CWC (Central Wasatch Commission), then quietly backed out, perhaps its public image looked a little too cozy with stakeholder interest, implying collusion, or some level of conflict of interest. Though, as public appearances go, it appears that did not stop udot from supporting private enterprising interests of the gondola project. **(32.29MM)**

It's widely known snowbird is positioning itself to host Oly event if the state gets the bid. Snowbird needs to prepare its resort to meet IOC requirements, and that comes at a price, but udot is making that price, in part, as costs to public by promoting the gondola solution as it's preferred EIS solution. **(32.1.5F)** Snowbird has been maneuvering itself with their Gondola works propaganda web site, and is set on manipulating use of public tax dollars to achieve its goal. The resorts want more patrons, UDOT claims there are traffic impacts in the canyon... Which problem is UDOT solving with the gondola? **(32.1.2B)** UDOT was presented with hundreds, if not thousands, of solution options throughout the EIS process, from community members, yet is dismissed them all, and instead presented to public its preferred two scenarios. **(32.2.2PP)** That is not public engagement any more than requesting public comment once more for this process, is just a formality. UDOT had changed its scope of the EIS when the gondola reality emerged. Yet, one objective UDOT is failing to meet in its EIS study preferred solutions is that of serving as an agent of public safety. Rather, UDOT sees the larger money this project could net their agency, and has disregarded public safety concerns by implementing solution that will inevitably endanger public, namely widening Wasatch SR 210 to 7 lanes. **(32.2.6.2.2A)** Its preferred solution has degraded bike lanes, and it has degraded safety of any neighborhood residents who need to ingress/egress onto SR210 through any of many adjoining cottonwood heights streets. UDOT has failed to demonstrate it has increased the level of safety of residents (something it has tasked itself with within its own mandate). Area residents have not been keen on udots change of direction and lack of concern for public safety. **(32.2.6.2.2A)**

When John Thomas, UDOT's former EIS project manager, dared to open his mouth and show compassion to local residence on issues of safety - to grant an effort on behalf of UDOT to reduce the speed limit on SR 210/wasatch from 50 mph to 35 mph - what did UDOT do? They yanked him off the project and replaced him, then revised the scope of the EIS, doing in house damage-control as to not have to address the road speed design issue. Sorry, UDOT that did not make the issue go away. Residents in the area demand safety, and your agency is tasked with their safety. How will UDOT mitigate inevitable safety issues with the increased traffic it is inflicting upon the area with its preferred solutions? **(32.2.6.2.2A)**. UDOT has not provided any sound impact studies for the area planned for 7



lanes of highway, other than to state it will build a 8' to 10' wall along SR210. Nor has udot provided any air quality studies, indicating the increased pollution due to inducing more vehicles into the area through road widening. UDOT has not provided speed impact studies for a 7 lanes road planned at 50mph. Udot has not provided any other environmental studies on eco-systems, or flora and fauna, sensitive lands, and water shed impacts. Rather the few studies udot has conducted have all been in-house, with desired outcome to support its narrative. **(32.11B, 32.10A, 32.12D, and 32.13D)**

Is the goal to reduce private vehicles in the canyons? UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)** What exactly is udot planning for - increased patronage at resorts or reducing proclaimed traffic issues? **(32.1.2B)**. Where is the data supporting daily skier trips per day, per season to validate the need for 7 lanes on SR210, or adding a bus lane up LLC, or validating a gondola? **(32.1.4D and 32.2.6.2.2A)**. Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity 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 terminus areas at Alta Ski Resort and Snowbird Resort. The preferred solution fails to meet the greater public need, and it self-serving to ski resorts and private developer interests. **(32.1.2B, 32.1.2C, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)** Road widening and gondola towers both will irreversibly and drastically negatively impact the impervious surfaces areas for ever. **(32.12A, 32.12B, 32.13A, and 32.13B)** There is need to have clear access to towers for safety checks, maintenance, and evacuations. How had udot addressed this? **(32.2.6.5L)** Widening the canyon road for a 3rd non-stop dedicated bus lane will have the least on the canyon. With a traffic management plan in place, and temporary redistributing lanes in winter months, a bus only lane can function without dramatically increasing the current road widths. **(32.2.2D)** The r.o.w. width can be used to create a flex bus lane for seasonal use. Reverse lanes are employed successfully in cities all across the usa, long overdue to incorporate a reverse bus lane in LCC. **(32.2.2D)** UDOT had not addressed the fact that gondola towers, proposed 23 of them will be 200' or taller, and will require safety aerial lighting. **(32.17A)** UDOT, show us a comprehensive scenario whereby you compare the impervious surface area of creating 1 bus/bike reverse lane within LCC, to the impervious surface area impact of 23 gondola towers that each require disruption of 2 acres of land surface. The current LCC road profile is 2 lanes + bike lane (eastbound) and shoulder on downhill (unloading, westbound), so the additional pavement width requirement would be estimated at 6-8' feet at most over 7-8 miles within the canyon section. **(32.2.2D)** Outside of LLC, SR210 to Bengal Blvd is already wide enough in most of it's profile to accommodate 3 lanes, with center lane as reverse bus lane in winter months.

Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. **(32.2.4A, 32.1.2D, 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, it will only enhance it, by induced demand. **(32.20E)** UDOT has not thought out the "last mile aspect of its proposal; issues for local area residents will worsen or become exasperated by either preferred scenario. Local area residents will still experience the impacts of the powder day cluster of traffic. Connecting people from their point of origin (homes, hotels, etc) earlier in the process, to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all who wish to enjoy the beauty and wildness of the Wasatch Range. Mass transit hubs need to be located in more centralized areas, and not saturate along the east benches inducing more influx of traffic to the area. UTA can, and should, offer "ski-fast" direct bus services from

numerous existing or newly planned mass transit hubs throughout the valley that can express deliver patrons to either the resorts, or gondola base. **(32.2.2I)**

UDOT has not address gondola safety - there is no evacuation plan disclosed in the EIS, nor alternative plans when high winds or power outages which will prohibit the gondola from operating. Much deliberation circulates around whether gondolas will run during regularly scheduled avalanche blasting, that is a frequent occurrence in LCC. Gondolas, like other report lifts will be prompted to forced shut down during lightning and thunder events. When the 20 minutes has delayed operations for over an hour, what is the plan to evacuate those passengers trapped in the gondola? UDOT has failed to provide specific information on public safety operations procedures, and 'real' travel times during these events. **(32.2.6.5H and 32.2.6.5K)**

With covid a more long-term reality, how will UDOT handle the clustering together of gondola riders, will they mandate proof of vaccination, or variation of covid negative testing? **(32.1.6C)**

The visual intrusion of a gondola with 23 towers scraping the sky at heights of 200' - 250' will devastate the canyons natural beauty and landscape forever. **(32.17A and 32.4I)** Once destroyed we can never get it back. UDOT, please for the sake of the canyon, do not destroy it for " future generations."

**COMMENT #:** 12012  
**DATE:** 9/2/21 8:02 PM  
**SOURCE:** Website  
**NAME:** Justin Sikonia

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**COMMENT:**

[https://littlecottonwoodeis.udot.utah.gov/wp-content/uploads/2021/06/LCC\\_DEIS\\_00b\\_Summary.pdf](https://littlecottonwoodeis.udot.utah.gov/wp-content/uploads/2021/06/LCC_DEIS_00b_Summary.pdf)

pdf page 18  
Gate Buttress Alternative A

The water quality buffer on the south side of the parking lot bordering the north side of the road is entirely useless as proposed. If anything that should be additional parking in parallel with the road. How can you have a water quality buffer between a parking lot and a paved road? The answer is you can't. All of that should be paved. Having it paved allows a more space for cars, bikes, motorcycles to pull over and improved parking. **(32.2.6.2.4C)**

**COMMENT #:** 12013  
**DATE:** 9/2/21 8:04 PM  
**SOURCE:** Website  
**NAME:** Warren Crummett

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**COMMENT:**

I think the gondola would be awesome. You have my support **(32.2.9D)**

**COMMENT #:** 12014  
**DATE:** 9/2/21 8:05 PM  
**SOURCE:** Website  
**NAME:** Gordy Peifer

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**COMMENT:**

Seeing the illustrations of gondola towers in Little Cottonwood Canyon just about makes me sick. There has to be a less permanent solution to a problem that occurs maybe 20 days a year at most. **(32.2.9E, 32.17A, 32.1.4D, and 32.2.2PP)**

**COMMENT #:** 12015  
**DATE:** 9/2/21 8:05 PM  
**SOURCE:** Website  
**NAME:** Savannah Jessop

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**COMMENT:**

Hello. I feel gross. This makes me feel gross. Snowbird gets Utah great tourism [REDACTED] but the people that actually keep you in business are those that stay year round. That call this place home. If your incapable of listening to your town, to the people who love snowbird, the people who keeps you in business. Then why are you leading this project. This gondola system is so unnecessary to our canyon. **(32.2.9E)** I grew up here and this canyon will forever be my home. We are so lucky to have a mountain range and a really nice city right next to each other. The reason people love nature is because it's away from the city noise, it's away from technology. Little cottonwood is where I've gone to celebrate and to weep, please keep this place natural. Our environment is special and with climate change on the rise the last thing we want to destroy further is our own home. Add more bus systems. **(32.2.9A)** Get rid of ikon. **(32.2.2K)** You seriously only care about the money. The people who live here, and pay for your [REDACTED] are begging to stop this. **(32.2.9N)** Look at the recent post on Instagram. NO ONE is on board. They deleted popular comments against the gondola and are hiding from backlash. Little cottonwood belongs to the people. Not to snowbird

**COMMENT #:** 12016  
**DATE:** 9/2/21 8:07 PM  
**SOURCE:** Website  
**NAME:** Jordan Hyzer

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**COMMENT:**

Destroying nature to wooden a road is a disgrace. **(32.2.9C)** Especially when people use this space for recreating! Big changes start with small ones. Make the right choice.

**COMMENT #:** 12017  
**DATE:** 9/2/21 8:08 PM  
**SOURCE:** Website  
**NAME:** Janice Sugiyama

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**COMMENT:**

As a rock climber, hiker, and backcountry skier for the past 30+ years, my husband and I have visited and recreated almost every week throughout the year in Little Cottonwood Canyon. Through the years we have seen increases in numbers of people throughout the canyon, but it increases hugely in the months of December- March. The late spring, summer, and fall seasons just do not see the visitation numbers that would warrant impacting LCC to such a large degree. **(32.1.2C)** The options presented by UDOT, construction of a gondola and or road widening, mostly benefit the ski resorts during those winter months. The gondola would have no redeeming benefit for hikers, climbers or backcountry skiers. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

One of the major reasons so many people flock to LCC from urban areas is the wild beauty in such close proximity. Both UDOT ideas would hugely negatively impact LCC in terms of wilderness aesthetic. **(32.17A and 32.17B)** I do not want to climb the routes at Crescent Crack, Schoolroom and Dihedrals only to turn around and see Gondola Towers. **(32.4I)** Why is UDOT not considering less impactful alternatives to reducing traffic? **(32.2.2PP)** Why not first consider trying increased bus or shuttle service? Or imposing a toll to encourage carpooling? **(32.2.9A, 32.2.4A, and 32.29R)**

NO to widening the road and an emphatic NO to building a gondola without trying less impactful alternatives!



**COMMENT #:** 12018  
**DATE:** 9/2/21 8:08 PM  
**SOURCE:** Website  
**NAME:** Justin Sikonia

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**COMMENT:**

[https://littlecottonwoodeis.udot.utah.gov/wp-content/uploads/2021/06/LCC\\_DEIS\\_00b\\_Summary.pdf](https://littlecottonwoodeis.udot.utah.gov/wp-content/uploads/2021/06/LCC_DEIS_00b_Summary.pdf)

I vehemently disagree with the White Pine Trailhead Alternative A diagram. Why are we building a new road to facilitate eastbound and westbound traffic (see right side of the diagram)? There already is an existing entrance. That should be expanded and enhanced. By the way, turning west is extremely hazardous in either options. Why not keep the existing entrance to facilitate east bound entry and exit and then build a flyover to facilitate south bound exit? Understood a flyover costs money, but this is the premier trailhead which sees tremendous use in both winter and summer. Turning westbound is extremely hazardous. **(32.2.6.2.4D)**

**COMMENT #:** 12019  
**DATE:** 9/2/21 8:09 PM  
**SOURCE:** Website  
**NAME:** Rebecca McLeran

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**COMMENT:**

NO. Lets limit growth of any kind. It isn't all about money and how much money we can make....Who wants to be up in the canyon if that many people are going to be up there ? **(32.20C)**

Dont ruin our canyons **(32.4I)**

**COMMENT #:** 12020  
**DATE:** 9/2/21 8:09 PM  
**SOURCE:** Website  
**NAME:** Wayne Niederhauser

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**COMMENT:**

Gondola is the only true solution. The problem is the road and parking. The road is steep, hazardous in weather and subject to avalanche. Buses just add to the problem. Get people off the road and vehicles out of the canyon. Approve Gondola. **(32.2.9D)**

**COMMENT #:** 12021  
**DATE:** 9/2/21 8:12 PM  
**SOURCE:** Website  
**NAME:** Lisa Niederhauser

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**COMMENT:**

I support the gondola option for Little Cottonwood Canyon. As a frequent runner on the canyon road, I have seen first hand the incredible danger to drivers, pedestrians, etc. The Gondola is the only true solution. The road is steep, hazardous in weather ( subject to avalanches). Buses add to the problem. We need to get people off the road and vehicles out on=f the canyon. **(32.2.9D and 32.2.6.3P)**

**COMMENT #:** 12022  
**DATE:** 9/2/21 8:14 PM  
**SOURCE:** Website  
**NAME:** Jay Tee

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**COMMENT:**

Please support the gondola option. Thanks! **(32.2.9D)**

**COMMENT #:** 12023  
**DATE:** 9/2/21 8:14 PM  
**SOURCE:** Website  
**NAME:** Matthew McBurney

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**COMMENT:**

I do not have an extensive comment but I will add my self to the group who is very against the gondola being built. **(32.2.9E)** The simple reason is that it will not fix the actual problems here. **(32.1.2B, 32.7B, and 32.7C)** Secondly it is a clear way for the resorts to just make more money while ruining our access to the beautiful nature that draws so many of us to this state. **(32.2.7A and 32.4G)** I would prefer an option like the Zion bus system, not allowing any private vehicles up canyon on peak days. **(32.2.2B)** This is the only option I see fixing the problem on the busiest of days. I would also prefer if the busses would stop and notable trailheads such as white pine knowing that this canyon is not just for tourists paying hundreds of dollars to the two resorts. **(32.1.2C and 32.2.6.2.3C)** Please do not go forward with the gondola furthering the negative impacts alta and snowbird are having on our canyon.

**COMMENT #:** 12024  
**DATE:** 9/2/21 8:14 PM  
**SOURCE:** Website  
**NAME:** Jennifer Welding

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**COMMENT:**

1- enhanced bus priority service **(32.2.9A)**  
2- cars wait while busses have lane priority **(32.2.9B)**  
3- high snow days only bus option- especially in morning hours while road are being cleared **(32.2.2B)**  
4- must increase busses to make this work increased pick up frequency and locations for pick up and stop. (Times waiting for a bus has been 2 + hours especially by the intersection on watch)  
4a- including reopening of park and ride at mouth of lcc. **(32.2.6.3N and 32.2.6.2.1C)**  
5- I am part of the problem in driving solo I need to be better. Parking up at canyon is limited anyway. **(32.2.4A)**  
6-bcc is facing the same problem so 2 gondolas seem unrealistic. **(32.1.1A)**  
Finally, appreciate the opportunity to comment.  
Ps- back country parking pass seems like a compromise. (I enjoy both) otherwise there will be to be back country stops. **(32.1.2D)**

**COMMENT #:** 12025  
**DATE:** 9/2/21 8:16 PM  
**SOURCE:** Website  
**NAME:** Janet Shank

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**COMMENT:**

Stop using fossil fuels. Move forward to the future not back to the way it used to be. It is gone now. Put in the gondola and run it with green energy. **(32.2.9D and 32.10A)**



**COMMENT #:** 12026  
**DATE:** 9/2/21 8:16 PM  
**SOURCE:** Website  
**NAME:** Erin Andersen

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**COMMENT:**

While I love the skiing opportunities found up Little Cottonwood Canyon and loath the traffic that occurs in the canyon on a regular basis during the winter, I also very much look forward to the summer climbing that is available just a stones throw from the existing roadway. The boulders in LCC provide a recreational outlet to climbers in the Salt Lake community as well as visiting climbers from all over at no cost. This option prioritizes the profits of the resorts while destroying other opportunities for recreation down canyon that contribute to the overall draw of the Wasatch Mountains. A less permanently destructive option should be chosen. **(32.4A, 32.4B, 32.2.2PP, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

**COMMENT #:** 12027  
**DATE:** 9/2/21 8:16 PM  
**SOURCE:** Website  
**NAME:** Eric Kreutzer

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**COMMENT:**

I moved to Salt Lake City because of the world class rock climbing and incredible local access in the Wasatch. As a boulderer, I primarily recreate in LCC, and care deeply about protecting the canyon. Please consider less destructive options before tearing up this gorgeous local natural setting to benefit the interests of the ski resorts. **(32.2.2PP, 32.4I, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** There are other ways to share the canyon with all stakeholders. Please do not build the gondola or widen the road, but first consider other options like increased busing, tolls, parking reservations, out-of-the-canyon parking garages, etc. **(32.2.9E, 32.2.9C, 32.2.9A, 32.2.4A, 32.2.2K, and 32.2.6.2.1C)** The gondola and wider road are both highly destructive and irreversible projects that will forever alter the beauty of little cottonwood canyon. **(32.17A and 32.17B)**

**COMMENT #:** 12028  
**DATE:** 9/2/21 8:18 PM  
**SOURCE:** Website  
**NAME:** Bruce Plenk

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**COMMENT:**

Please reject both of these options and develop a better frequent electric bus system on the existing roadway. **(32.2.9C, 32.2.9E, 32.2.9A, and 32.2.6.3F)** During peak travel times (perhaps 8-10 am at mouth and 4-6 pm at resorts) the road should be closed to cars and thus bus only. **(32.2.2B)** Cars could be allowed at off peak times only. If they have to wait so be it. The resorts need to limit the number of skiers per day. **(32.2.2K)** The buses should stop or pick up passengers anywhere in the canyon to assist hikers and cross country skiers, not just go to the resorts. **(32.1.2D and 32.2.6.3C)** That would just help the resorts make more money at our expense...and the gondola towers would severely impact the canyon as well. **(32.4I and 32.17A)**. Do not build the gondola. Do not greatly expand the road. Of the two poor choices, the gondola is by far the worst. Without some limit at the top, increasing skier capacity in the canyon is a fools goal. **(32.20A, 32.20B, and 32.20C)**

**COMMENT #:** 12029  
**DATE:** 9/2/21 8:19 PM  
**SOURCE:** Website  
**NAME:** Stephanie Tasso

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**COMMENT:**

Please preserve Little Cottonwood Canyon, including the climbing boulders. **(32.4I, 32.4A, and 32.4B)**  
The proposed tram will forever alter the natural state of Little Cottonwood Canyon. **(32.2.9E and 32.4I)**  
Please pursue less destructive options that preserve the canyon, as we now enjoy it. **(32.2.2PP)**

**COMMENT #:** 12030  
**DATE:** 9/2/21 8:21 PM  
**SOURCE:** Website  
**NAME:** J B

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**COMMENT:**

Don't build a gondola it's a waste of money on a system that already works fine when not interfered with **(32.2.9E)**

**COMMENT #:** 12031  
**DATE:** 9/2/21 8:21 PM  
**SOURCE:** Website  
**NAME:** Marisa Cones

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**COMMENT:**

Just because it was worked on for multiple years does not mean either of these options are right. **(32.2.9C and 32.2.9E)** Increase bussing and see how that helps. Don't widen the road. Don't put the gondola in. Just try more bussing !! **(32.2.9A, 32.2.9C, and 32.29R)** You are going to scare the canyon for private business. Ski resorts should not ruin the canyon. **(32.4I and 32.1.2B)**

**COMMENT #:** 12032  
**DATE:** 9/2/21 8:22 PM  
**SOURCE:** Website  
**NAME:** Micah Jepps

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**COMMENT:**

I am much more in favor of the tram. It offsets greenhouse gases and I'd prefer reliability over mobility.  
**(32.2.9D and 32.10A)**

**COMMENT #:** 12033  
**DATE:** 9/2/21 8:23 PM  
**SOURCE:** Website  
**NAME:** Rowan Bradley

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**COMMENT:**

I hope you'll reconsider the gondola project, and instead fund the bus service, introduce tolling for fresh powder day, and restrictions on when passenger vehicles can go up. The gondola would restrict access for all in favor of the few who ski. (32.2.9E, 32.2.9A, 32.2.4A, 32.2.2L, 32.4B, 32.4G, 32.1.2D, 32.7B, and 32.7C)



**COMMENT #:** 12034  
**DATE:** 9/2/21 8:23 PM  
**SOURCE:** Website  
**NAME:** Robert and Linda Grow

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**COMMENT:**

COMMENT TWO (2) OF ROBERT AND LINDA GROW IN OPPOSITION TO THE PROPOSED GONDOLA

No transportation hub should be created east of Wasatch Boulevard, particularly at the proposed LaCaille location. **(32.2.9E and 32.2.9F)** The proposed gondola base station will draw significant additional bus and car traffic to all roads around the Triangle area at the mouth of the canyon and continue to significantly degrade air quality for residents in the Triangle and other nearby neighborhoods. **(32.2.6.5E and 32.10A)** Even today, when traffic is held up at various locations at or near the mouth of the canyon, thousands of cars and buses idle on all three sides of the Triangle. This produces a cloud of exhaust containing CO, NOX, SOX, and PM 2.5. This noxious cloud is very potent and can be smelled by all nearby residents. There is little question that the air being breathed on these mornings is very unhealthy for the residents, the skiers, and the first responders and exceeds federal clean air standards. UDOT's evaluation of the gondola proposal and its alternative is devoid of any analysis of the proposed gondola's impact on local air quality. **(32.10A)** Any Environmental Impact Study of the gondola and other alternative must analyze impacts on air quality, particularly to surrounding residences. Bad local air quality (pockets of unhealthy air near plants, refineries, rail yards, freeways and other congested roadways, congested urban centers, etc.) is the next frontier for air quality science and regulation to protect public health and needs to be modeled and fully taken into account in evaluating the proposed alternatives. This issue was pointed out to UDOT in a prior round of comments and no response was made. **(32.10A)**

**COMMENT #:** 12035  
**DATE:** 9/2/21 8:24 PM  
**SOURCE:** Website  
**NAME:** Leslie Scopes

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**COMMENT:**

We're letting the tail wag the dog! The plans should include a ski resort reservation system, ride-sharing, tolling, road closures after ski resort parking lots are full, an increase in the current bus system. **(32.2.4A, 32.2.2L, 32.2.2K, and 32.2.9A)** We are spending huge sums to serve only 2 of the Wasatch resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** That is preferential treatment benefitting only the few., at the expense of the many.

**COMMENT #:** 12036  
**DATE:** 9/2/21 8:24 PM  
**SOURCE:** Website  
**NAME:** Clifford Grost

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**COMMENT:**

As a long time skier of Little Cottonwood Canyon from 1978. The gondola option would have the least impact on the canyon, the air quality, and will be able to run when roads cannot be used. **(32.2.9D, 32.10A, and 32.2.6.5H)** While UDOT keeps the road as clear as possible, too often congestion on the roads prevent it. Parking up at Alta and Snowbird is limited. Many times the busses are are full and people have long waits to get down. The gondola solution and parking at Breckenridge CO works great and helped to reduce Congestion on the mountain. We can do the same here in Utah

**COMMENT #:** 12037  
**DATE:** 9/2/21 8:25 PM  
**SOURCE:** Website  
**NAME:** Julia Sorenson

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**COMMENT:**

Oh I don't know why you are going to spend half \$1 billion on a problem that does not even exist. **(32.1.2B)** I live in the canyon, and I see traffic being a problem maybe 15 to 20 days a year. **(32.1.4D)** Why haven't we explored other options, specifically a toll to mitigate traffic. **(32.2.4A)** This project was originally planned for both big and little Cottonwood Canyon, what happened to doing anything for big Cottonwood Canyon? **(32.1.1A)** This project has no popular support, and is completely unnecessary. **(32.2.9N and 32.1.2B)** Start with a toll and increased passes, that will generate revenue to build avalanche sheds. **(32.2.2Y and 32.2.9K)**

**COMMENT #:** 12038  
**DATE:** 9/2/21 8:27 PM  
**SOURCE:** Website  
**NAME:** Brian Keyes

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**COMMENT:**

Both proposed solutions see like a last minute phone in for a problem that neither address effectively. **(32.2.9C, 32.2.9E, 32.7B, and 32.7C)**

Especially the gondola, for the cost and far less environmental impact for more or less the same end result as the enhanced bus with no roadway widening, it is indefensible. **(32.2.9E and 32.2.9A)** All of these solutions also are Band-Aids on the symptoms, not the core problem of the LLC traffic which is evaluating why the Utah tax payers would be responsible for making improvements that only benefit two private businesses (Alta and Snowbird). **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The natural splendor of LLC is a needed refuge year round for many valley residents who enjoy hiking, climbing, snowshoeing, and backcountry skiing, none of which the proposed solutions account for in favor of more resort skiers.

The irreparable damage that adding a lane or building a gondola would cause year round forever forward are not worth the benefit of a bit less traffic backup on 10 days a year. **(32.1.2B and 32.1.4D)** Any proposed changes need to evaluate the year round negative impact. **(32.4I)** From a tourism perspective as well, people visit SLC for the natural beauty; a view-blocking gondola or a 4 lane road are huge changes to both the human enjoyment of the canyon and the vast ecology of the region. **(32.17A, 32.17B, 32.4I, 32.13A, and 32.13B)**

Furthermore, there seems to be little in materials on the impact the construction of either alternative will have on the canyon. These damages are just as lasting as visual and noise pollution when operational. **(32.19A, 32.17A, 32.17B, 32.11A, and 32.11D)**

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 and 32.4D)**

UDOT must find a new alternative based on an expanded electric bus service coupled with tolling and other traffic mitigation strategies that includes dispersed recreation transit needs before any permanent changes are made to Little Cottonwood Canyon that will forever alter the landscape. **(32.2.9A, 32.2.4A, 32.1.2C, and 32.2.6.3C)**

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)**

Thanks for you time - please reconsider the bigger picture of this project and address the cause, not the symptoms.

**COMMENT #:** 12039  
**DATE:** 9/2/21 8:29 PM  
**SOURCE:** Website  
**NAME:** Daniel Garstang

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**COMMENT:**

Hell yes. (32.29D)

**COMMENT #:** 12040  
**DATE:** 9/2/21 8:29 PM  
**SOURCE:** Website  
**NAME:** Tyre Taft

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**COMMENT:**

I like little cottonwood without a gondola. Thanks **(32.2.9D)**

**COMMENT #:** 12041  
**DATE:** 9/2/21 8:29 PM  
**SOURCE:** Website  
**NAME:** Catherine Sharpsteen

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**COMMENT:**

Thank you for providing this opportunity for citizen input to the decision-making process on transportation in Little Cottonwood Canyon.

Utahn's pride themselves with their fiscal responsibility with public funds, exemplified by the adoption of "Chevy" instead of "Cadillac" educational programs. Building a gondola up Little Cottonwood Canyon to ferry the wealthy to their ski lifts does not fit that model of fiscal responsibility. **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Some say "build it and they will come," expecting grand tourism windfalls from the proposed gondola project. But that is not in the best interest of our communities. The Wasatch Mountains, beloved by all, are already over-used. Our climate is warming. With the on-going drought will there even be water for making snow when it no longer falls from the sky? **(32.2.2E)**

While a big gondola can carry a lot of passengers, its schedule will be limited. It will not have the flexibility to meet changing demands. **(32.2.6.5A)** Tickets to ride the gondola will be expensive due to the high cost of construction. **(32.2.4A)** The building of the project would compromise the character of the wild areas it passes through. **(32.4I)**

In winter, avalanche danger in Little Cottonwood Canyon is high. There is no doubt some protective measures are needed for the road. I support building them. **(32.2.9K)**

Enhanced and improved bus scheduling and good options for storage of belongings while recreating are a few relatively cheap changes that could keep cars out of the canyons. Electric buses could keep emissions out of the air. Schedules can be flexible to meet demand, with some express routes going directly to the ski areas and others serving trailheads and picnic grounds. **(32.2.9A, 32.2.3A, 32.2.6.3F, 32.2.6.3N, and 32.2.6.3C)**

Fundamentally the alternatives before us show case two philosophies: One is to use public money to subsidize big businesses operating on public lands. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The other is to use public money to improve the quality of life of ordinary citizens by investing in convenient, economic transit that they can afford to use when visiting their public lands. **(32.2.9A)**

I'm an ordinary citizen. I want enhanced bus service in Little Cottonwood Canyon. **(32.2.9A)** I am against building the gondola. **(32.2.9E)** I also want reduced vehicle traffic in Little Cottonwood Canyon. **(32.2.4A)** Adding a bus lane wouldn't discourage private vehicle. **(32.2.4A)** A month-long study in which enhanced bus service (frequent, convenient, cheap, fast) is provided while private vehicle usage for non-canyon residents is prohibited is needed before construction is approved **(32.2.2B)**.

Respectfully submitted,

Catherine Sharpsteen



**COMMENT #:** 12042  
**DATE:** 9/2/21 8:31 PM  
**SOURCE:** Website  
**NAME:** Michaela Chan

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**COMMENT:**

The gondola is going to destroy everything in its path. **(32.2.9E and 32.4I)** It is going to destroy habitat, vegetation, and iconic boulders that have served climbers of the world for years. **(32.13A and 32.4B)** Nature is not our playground to modify any way we want, there is a boundary. If the effects of humans haven't been showcased enough already, it definitely will if this goes through.

**COMMENT #:** 12043  
**DATE:** 9/2/21 8:31 PM  
**SOURCE:** Website  
**NAME:** Brent Hadley

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**COMMENT:**

No to go gondola. Save the the feel of the canyon (32.2.9E and 32.4I)

**COMMENT #:** 12044  
**DATE:** 9/2/21 8:31 PM  
**SOURCE:** Website  
**NAME:** Laura Dang

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**COMMENT:**

From someone who moved to SLC recently, I was previously enrolled in the UDOT program to go up the canyons during the winter season and there was not a single time I saw anyone check vehicles regulations. What was the point of that program if it was never enforced? **(32.2.2M)** A gondala is not the solution for this traffic, I enjoyed the bus system during ski season and not many utilize this resource. There must be an alternate solution to this but destroying parts of LCC is not it. **(32.2.9E, 32.2.9A, and 32.2.4A)**

**COMMENT #:** 12045  
**DATE:** 9/2/21 8:32 PM  
**SOURCE:** Website  
**NAME:** Felix Rauscher

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**COMMENT:**

Please consider more clothes on snowy days. For 340 days everything is just perfect. **(32.29D)**

**COMMENT #:** 12046  
**DATE:** 9/2/21 8:32 PM  
**SOURCE:** Website  
**NAME:** Kelsey Hoult

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**COMMENT:**

Enhancing the bus service is not a long term solution. **(32.2.9C)** I am an advocate for a train up the canyon like the famed resorts in the Alps. **(32.2.9F)** A gondola would be my second choice. **(32.2.9D)** The busses are just such a 1980s duck tape fix to this huge problem of access I had to voice my opposition and voice my opinion for a modern long solution.

**COMMENT #:** 12047  
**DATE:** 9/2/21 8:35 PM  
**SOURCE:** Website  
**NAME:** Cameron Maier

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**COMMENT:**

This proposal will have a huge negative impact on the canyon and should not be considered. **(32.4I)**  
The environmental impact will be too large and too many beautiful resources of the canyon will be lost.  
Including the boulders and climbing areas. **(32.17A, 32.17B, 32.4A, and 32.4B)**

**COMMENT #:** 12048  
**DATE:** 9/2/21 8:35 PM  
**SOURCE:** Website  
**NAME:** Anna Lee Zanetti

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**COMMENT:**

Don't build the gondola. **(32.2.9E)** Please think about the larger impact on the canyon and protect the world renowned historic and irreplaceable climbing of Little Cottonwood Canyon. **(32.29G, 32.4A, and 32.4B)**

**COMMENT #:** 12049  
**DATE:** 9/2/21 8:36 PM  
**SOURCE:** Website  
**NAME:** Ben Tolomeo

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**COMMENT:**

The natural features in the canyon that may be lost, can never be replaced by man-made means. They have served our past generations, current generation, and could serve as resources for future generations yet to come. It's hard to quantify the price of resources like that, but it is surely worth more than the benefits of widening the road in Little cottonwood canyon **(32.2.9C and 32.29G)**.



**COMMENT #:** 12050  
**DATE:** 9/2/21 8:38 PM  
**SOURCE:** Website  
**NAME:** Robert and Linda Grow

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**COMMENT:**

COMMENT THREE (3) OF ROBERT AND LINDA GROW IN OPPOSITION TO THE PROPOSED GONDOLA

Before radically altering and forever marring the appearance and viewsheds of Little Cottonwood Canyon for the entire ten (10) miles from mouth to peak, the Wasatch Front Resorts should be directly and efficiently connected the much shorter distance to the Wasatch Back Resorts. **(32.2.9E and 32.17A)** There is no question that a significant fraction of the traffic up Little and Big Cottonwood Canyons is tourist skiers coming from the Park City Area in rental cars. It is also true that the roads to Park City are partially congested with tourists from the Wasatch Front. This two-way tourist traffic uses up road capacity and degrades regional and local air quality. This essential connection to any long-term solution has only been treated as an afterthought in the alternatives analysis. **(32.2.2N)**

**COMMENT #:** 12051  
**DATE:** 9/2/21 8:39 PM  
**SOURCE:** Website  
**NAME:** Jean Tabin

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**COMMENT:**

I have been very disappointed with proposals thus far. I instead like the idea of electric buses and increasing bus numbers, incentives not to bring cars such as as paid parking. **(32.2.9A, 32.2.6.3F, 32.2.6.3N, and 32.2.4A)**

**COMMENT #:** 12052  
**DATE:** 9/2/21 8:39 PM  
**SOURCE:** Website  
**NAME:** Meredith Johnson

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**COMMENT:**

Permanently changing LCC seems like a rash decision before exhausting other options. **(32.2.2PP)**  
Spending money on a half billion dollar project that would only be needed for 10ish days a year does not seem like a good use of tax payer dollars. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**  
Expand parking and improve the bathrooms before the canyon to promote carpooling and buses.  
**(32.2.6.2.1C)** Traffic and parking is more than just a winter problem at Alta and snowbird. **(32.1.2B and 32.1.2C)** Congestion at White Pine half way up the canyon needs a solution which the gondola would not solve. **(32.1.2C, 32.2.6.2.4A, and 32.2.6.5G)** I do not support the gondola. **(32.2.9E)** I support additional public transportation. **(32.2.9A)**

**COMMENT #:** 12053  
**DATE:** 9/2/21 8:39 PM  
**SOURCE:** Website  
**NAME:** The Front Climbing Club

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**COMMENT:**

The Front expresses our strong opposition to the Utah Department of Transportation's alternative transportation proposals for Little Cottonwood Canyon (LCC). Both the gondola and enhanced bus system would cause irrevocable damage to the canyon and threaten LCC's iconic climbing, which not only serves as a sanctuary for local climbers but is also renowned nationwide. The climbing in LCC is a driver of outdoor tourism and attracting talent to relocate to SLC. **(32.2.9C, 32.2.9E, 32.4A, and 32.4B)**

There are over 20,000 members across all the climbing gyms in greater Salt Lake City. The Front alone collects more than \$500,000 in sales tax, 90% from membership dues. For our business to continue to be successful, and our 150 employees to remain employed, it is imperative that the climbing areas around SLC remain accessible and protected. As our business continues to expand, we are constantly hiring, and with the tight job market in the valley, we are often hiring candidates nationwide and relocating them here. **(32.4A, 32.4B, 32.4G, 32.4P, and 32.6D)**

This is common throughout the outdoor industry and other industries. People want to move here for the outdoor activities, and skiing is just one of them. Both the gondola and enhanced bus service would demand \$500+ million in taxpayer dollars and serve only to benefit the ski resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

While skiing is a popular activity in LCC, it is far from the only one. Other outdoor activities are equally important to candidates and potential residents (taxpayers), and SLC must stay competitive to continue to attract and keep talent. Because of this, the Salt Lake Climbers Alliance and the Church of Latter Day Saints have spent hundreds of thousands of dollars and tens of thousands of hours repairing trails, removing graffiti, and generally caring for what is likely to be destroyed by the gondola and expanded bus service options. **(32.4A and 32.4B)**

Salt Lake, and Utah, already made a huge financial mistake by losing the Outdoor Retailer Show. Please don't continue down the path of superficial support of outdoor recreation.

The gondola and expanded bus service are not adequate transportation solutions for LCC. They service one user group, and financially benefit only the ski resorts. This is an obvious misuse of taxpayer money. The ski resorts are financially strong; please do not sacrifice the stability, profitability, and quality of life value of the other uses of LCC. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

A solution that impacts the economic stability of the rest of the outdoor industry, the quality of life of all other users of LCC, and not only does nothing to improve the transportation issue for all other canyon visitors, but exacerbates them, is no solution at all. We support Salt Lake County Mayor Jenny Wilson and Councilman Jim Bradley in exploring other "common sense solutions first." **(32.29R)**

The outdoor industry and lifestyle are about more than just skiing. The Front strongly urges the UDOT to reevaluate its two preferred transportation plans and consider alternatives that would support all user groups of the canyon and value climbing, biking and hiking and their contributions in attracting and keeping talent. **(32.2.9G and 32.29G)**

**COMMENT #:** 12054  
**DATE:** 9/2/21 8:42 PM  
**SOURCE:** Website  
**NAME:** Tucker Hoffman

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**COMMENT:**

With the crowding being just as big as traffic, I would like to see avalanche tunnels and toll to be the solution. **(32.2.9K and 32.2.2Y)** The tram and railcar are not helping the ski experience and are very expensive to just make the congestion worse. **(32.2.9E, 32.2.9M, 32.7B, and 32.7C)** I would like to see dedicated bus routes from certain parts of the city that are direct to resort with no stops at the mouths of the canyons to encourage local use of our bus infrastructure without having to take 2-3 busses to reach the canyons or drive to the mouth. **(32.2.2I)**

**COMMENT #:** 12055  
**DATE:** 9/2/21 8:43 PM  
**SOURCE:** Website  
**NAME:** Ari Mason

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**COMMENT:**

I moved to Salt Lake City for the climbing and incredible access to the outdoors. I was visiting for a job interview and fell in love with the canyons the first time I drove out. I knew this had to be my home. I took the job.

Since I moved, I've experienced one personal tragedy after the next. It's been very challenging, and I don't exaggerate when I say LCC has saved me. I spend my weekends in the canyon, climbing and hiking, and head up after work every chance I get. It's my sanctuary, and far from mine alone. LCC is an immensely special place and it must be protected.

The UDOT's alternative transportation plans for LCC are appalling. Both would cause significant and irreversible damage to the canyon, destroying climbing areas and creating access issues for people like me who climb and hike and otherwise seek solace in the canyon. **(32.2.9C, 32.2.9E, 32.4I, 32.4A, and 32.4B)**

It seems that both solutions are intended to directly benefit ski resorts at the expense of pretty much everyone else. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. The fact that neither the gondola nor the buses would even stop at other trailheads to support hikers, climbers, bikers, etc. is insulting. How can this be right? **(32.1.2C, 32.2.6.3C, and 32.2.6.5G)**

I understand that traffic in the winter is horrendous and that something needs to be done. However, a solution that would only benefit the ski resorts, directly harm the environment, and be detrimental to other outdoor enthusiasts (while costing taxpayers a whopping half a billion dollars) is simply not the way. **(32.4I, 32.4A, 32.4B, 32.4P, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

I stand with my community and SLC County leadership in condemning both the gondola and expanded roadway. You should be ashamed for putting forth two proposals that would cause such direct harm to the canyon and so many of us who enjoy it.

I strongly encourage you to seek alternatives that will both protect the environment and preserve access for all those who enjoy the outdoors. **(32.2.2PP)**

**COMMENT #:** 12056  
**DATE:** 9/2/21 8:44 PM  
**SOURCE:** Website  
**NAME:** Megan Sieverts

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**COMMENT:**

Little Cottonwood Canyon

We would love to see preservation valued over exploitation of this beautiful canyon. **(32.29G)** We would love to see a planning committee focus more heavily on how to keep Little Cottonwood beautiful, rather than see how quickly many more people can be crammed in it during the ski season. We want to preserve our limited natural beauty for the future.

A four lane highway is completely unacceptable and wrong to consider. **(32.2.9C and 32.2.6.3B)** It would blast away miles of natural land that we can never recover. **(32.13B)** Little Cottonwood Canyon goes into Wasatch National Forest. It is appalling that this is an option that is being considered. Yes, it's the fastest way to get more people to Alta and Snowbird. It comes at a huge cost. It comes at a literal half a million dollar cost for residents, not to mention it could compromise drinking water for thousands of Utahns. **(32.12B)** It comes at an enormous cost for rock climbers. **(32.4A)** It comes at huge cost for wildlife. **(32.13B)** This option does not value preservation of Little Cottonwood Canyon whatsoever.

The gondola is equally absurd. **(32.2.9E)** This carries the same issues as the four lane highway, and more. Every time our representatives asked about emergency egress we were met with the fact that UDOT is not to that phase of their planning. **(32.1.2B)** How can UDOT plan to spend over a half a million dollars on public transportation without considering the safety of the public? Whose interest is first priority? It is not the residents of Utah, especially since this only services the ski resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

There were many people in your meetings saying it's time for Utah to build their Golden Gate Bridge, and leave a legacy. We know most of them stand to gain financially from some invasive action. How much more powerful would it be to leave a legacy of preservation? **(32.29G)** How much better would it be to say there was an option to exploit the canyon for greed, but instead we decided to preserve it? We could have made a lot of money for ski resorts, but instead we considered other recreation and realized what we were doing negatively impacted everyone else. How many monuments of stupidity are there in the world? How many things were built that should not have been? We do not need to add to that. **(32.4I)**

The most acceptable option is increased busing with no additional lane capacity. **(32.2.9A)** A better option would be mobility hubs that run straight to the resorts from different points like the airport, Holiday, Cottonwood Heights, Murray, Draper, etc. **(32.2.2I)** Putting tons of parking at the base of Big Cottonwood will hurt the residents near there. **(32.2.6.2.1D)** Adding almost 2,000 parking stalls to the La Caille Gondola Station will hurt residents there. **(32.4M)** Adding additional lanes on Wasatch makes it more dangerous and less of a residential area where people can run and ride bikes safely. **(32.2.6.2.2A)** Consider the residents. Consider those who do anything beside ski in the canyon. Consider preservation. The goal should be how to keep the canyon beautiful, not how to cram as many people as possible into the ski resorts. **(32.1.2B)**

Megan Sieverts  
JR Anderson  
Sarah Schmidt  
Kenzie Foulger  
Wyatt Foulger

Kelli Anderson  
McCall Peterson  
Matt Sieverts  
Kim Sieverts  
Kate Mendel  
Jill Gorrige  
Jessica Smith  
AJ Anderson



**COMMENT #:** 12057  
**DATE:** 9/2/21 8:44 PM  
**SOURCE:** Website  
**NAME:** Miguel Diaz

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**COMMENT:**

I am opposed to the gondola particularly, but the road widening isn't really a great option either. **(32.2.9E and 32.2.9C)** I have read the studies and can understand why the proposed options are put forward, but these options serve only a small portion of the canyon users and yet it affects everyone. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. The visual impact is obviously irreversible, and the traffic is really only at a point to warrant these measures during powder days in the winter. **(32.17A, 32.17B, and 32.1.4D)** Backcountry users and all other recreation seekers will be affected by this but will not really gain much from these options. I think altering LCC further shouldn't happen with either of these two options

**COMMENT #:** 12058  
**DATE:** 9/2/21 8:45 PM  
**SOURCE:** Website  
**NAME:** Scott Brown

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**COMMENT:**

I strongly support the gondola option. It is better for everyone. **(32.2.9D)**

**COMMENT #:** 12059  
**DATE:** 9/2/21 8:46 PM  
**SOURCE:** Website  
**NAME:** Chris Dove

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**COMMENT:**

I have concerns about EIS alternatives described that involve adding gondola infrastructure and/or widening the road.

**LCC Carrying Capacity**

There is an implied goal behind these alternatives to increase the concurrent number of users in LCC during peak usage times, which is an obvious consequence of reducing travel times and adding transport capacity. **(32.1.2B, 32.20A, 32.20B, and 32.20C)** Yet nowhere in the provided fact sheets is there reference to what the carrying capacity for LCC actually is and whether increasing it is a desirable outcome for end users (aside from private business interests) or the wildlife calling LCC home. While long traffic backups are an unpleasant, dirty and sometimes dangerous means of capping usage, they do enforce a sort of practical limit. **(32.20B)** Gondolas and buses will not magically reduce travel times while preserving wild spaces and reducing human impact. Induced demand will ensure that the canyon road will experience heavy traffic regardless of the presence of gondolas, cog rail, or additional lanes. **(32.2.4A and 32.20E)**

**Benefitting all users**

The preferred alternatives seem to primarily benefit private industry at great cost to taxpayers. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. Why are costly systems that permanently alter the landscape and destroy treasured climbing areas being preferred over less costly and less permanent options such as enhanced bus service and tolling/regulating personal vehicle traffic in the canyon? **(32.4A, 32.4B, 32.4I, 32.2.9A, and 32.2.4A)** Buses are a far more fungible asset than a gondola; if tolling and increased bus service don't turn out to serve our needs, buses can be used elsewhere in the UTA system which will obviously need to continue to grow to serve a rapidly growing metro area. Buses can also be sold. Gondola and road widening are irreversible. **(32.2.6.3D and 32.2.6.5A)**

**Avalanche control**

The EIS fact sheets gloss over the reality that avalanche control in LCC will interrupt gondola service. The peak times when demand will be highest for the gondola will be during storms when avalanche control will also be happening. "Average" travel times are not what concern end users; travel times during peak and off-peak hours, and especially during avalanche control would be more informative and set more realistic expectations. **(32.2.6H and 32.7A)**

**Optimistic per person travel time estimates**

While increasing throughput of users in the canyon will increase the transit time \_in the canyon\_, this is an irrelevant figure for anyone who doesn't happen to live right at the canyon mouth. They will need to get themselves to a mobility hub and then on to a gondola car. On a busy day, this will mean the bottleneck of traffic now moves from the canyon mouth to the mobility hub where people will wait to first park, then queue to board a gondola. While the ski resorts will surely be able to serve more users per hour and thus add more revenue, end-to-end travel time improvements seem to be marginal at best for end users. **(32.2.6H)**

**Reducing canyon traffic**

Zion NP offers an effective blueprint for avoiding the tragedy of the commons; they simply cap the number of people (and vehicles) in the canyon by providing shuttle buses and banning non-authorized personal vehicle use during peak usage times. **(32.2.2B)** There seems to be an assumption that everyone should be able to visit LCC whenever they want to at maximum convenience, but just as with

any shared, finite resource, as demand increases, we will collectively need to accept that the shared resource either gets permanently altered/spoiled by the ever-increasing user load, or we sacrifice some convenience in accessing it to preserve it for future generations. Any adoption of permanent infrastructure to increase user load is implicitly opting for the Tragedy of the Commons, and I would like to see this tradeoff addressed more directly in the EIS. **(32.20A and 32.20C)** This should include a realistic envisioning of increased canyon use over time and the impact of not only different transport modes on the environment, but also greater numbers of humans brought into the environment by those modes of transport. **(32.20A and 32.20B)** The only obvious, upfront net benefit seems to be to the private interests profiting from more users accessing ski areas during the winter. For everyone else, including the vast majority of taxpayers who will be funding this, it seems like a costly and irreversible compromise. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

**COMMENT #:** 12060  
**DATE:** 9/2/21 8:47 PM  
**SOURCE:** Website  
**NAME:** Lucas LePrey

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**COMMENT:**

As a local and frequent user of LCC, I would like to strongly encourage the Enhanced Bus Service option. **(32.2.9A)** The gondola does far too little to achieve any of problems the canyon currently has as far as transportation. **(32.2.9E, 32.7B, and 32.7C)** We have a much better shot doubling down on busses and saving the environment of the canyon.

**COMMENT #:** 12061  
**DATE:** 9/2/21 8:47 PM  
**SOURCE:** Website  
**NAME:** David Kelly

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**COMMENT:**

I do not support the gondola in either Alternative A or B. **(32.2.9E)** As a resident, employee, and backcountry user of Little Cottonwood Canyon I have concerns that the Gondola is a marketing gimmick that will not meet the transportation needs of local resort skiers, residents, or backcountry skiers. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

I do support a series of major mobility hubs (purchase Granite Construction CO Quarry north of the mouth of BCC; Vacant ShopKo parking lot on 9400 South and Highland; LaCaille facility; purchase Jim Williams Property west of Wasatch BLVD; and purchase property south of 8 Settlers off of Brighton Point Drive). The mobility hubs should start with enhanced bus service and over time Little Cottonwood Canyon Road should be widened to the width of three lanes **(32.2.6.2.1C, 32.2.9B, 32.2.2I, and 32.2.9R)** (or equivalent). These lanes should consist of 2 lanes (uphill, downhill) for designated 2 track railway, with a 3rd lane to be used for emergencies and residents. **(32.2.2D)** This can be a railway or a cogway but should be a useable transportation solution and not a sight-seeing marketing piece. **(32.2.9F)** The railway will have to have enough space to switch tracks and parking in upper LCC (Albion Parking Lot) should be used as a relatively safe place to switch tracks to send trains back down canyon. This service needs to be run at least every 15 minutes with direct service to the resorts during peak times and stops at all the alternative parking Trailheads in the summer and at Bridge trailhead, and White Pine in the winter. **(32.1.2C and 32.2.6.6A)**

Things I support:

1. Mobility Hubs with Enhanced bus to start **(32.2.6.2.1C, 32.2.9A, and 32.2.9R)**
2. Mobility Hubs with trains as a long term solution **(32.2.9F)**. These trains should tie into current train in SLC and a visitor would ideally be able to land at SLC International Airport and complete their entire trip using train systems. This would help with lessening air pollution as well as encouraging visiting skiers or summer visitors to use public transportation and not try to rent a car and drive in the canyons. **(32.2.2I)**

Other concerns for the Gondola Alternatives:

1. It would be a huge eyesore abutting or going over wilderness areas. **(32.17A)**
2. Who would be responsible for lift evacuation and what would you do with a full load of passengers that had to be evacuated in the middle of the canyon during an avalanche/storm cycle? During those period of intense snowfall when the canyon is typically closed are the times when the gondola is most likely to have problems and need to be evacuated. At that point what alternatives would be available to get rescuers to a stuck gondola and passengers out of the middle of the canyon? **(32.2.6.5H and 32.2.6.5K)**
3. Is the Gondola rated for winds. Snowbird's tram is much more impacted by high winds than Alta's lifts. On a windy day would the Gondola be out of service and has this been factored into planning? **(32.2.6.5K)**

Thank you for listening to my concerns,  
Dave Kelly

**COMMENT #:** 12062  
**DATE:** 9/2/21 8:47 PM  
**SOURCE:** Website  
**NAME:** Elle Neville

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**COMMENT:**

Strongly disagree with this whole plan. **(32.2.9G)**

**COMMENT #:** 12063  
**DATE:** 9/2/21 8:47 PM  
**SOURCE:** Website  
**NAME:** Edie Pike

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**COMMENT:**

I am totally in favor of the gondola project. It will be a fantastic way to bring people up the mountain to ski. Switzerland uses various gondolas vernaculars to bring people to the mountains. It is good for the environment and beautiful way to enjoy the ride up. There are many of use that are for this. Keep fighting for it. **(32.2.9D)**



**COMMENT #:** 12064  
**DATE:** 9/2/21 8:50 PM  
**SOURCE:** Website  
**NAME:** Andrew Pollard

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**COMMENT:**

My name is Andrew Pollard, I am 27 years old and have gotten the privilege to grow up in Little Cottonwood Canyon. It is a place I have recreated, gone to school, held my first job, and now a place I represent on the world stage on the Freeride World Tour. Being outside in this canyon has taught me many things, from learning bouldering with my teenage friends, and now, learning to ski coach the next generation. It is a place I hold near to my heart, and a place I am not leaving anytime soon.

As I have watched this place grow, it is embarrassing the amount of time we all spend in our cars, soaking the canyon in brake fumes and the glow of red lights. We are supposed to be skiers. We are supposed to be environmentalists. I want this canyon to not be filled with cars everyday of the winter, not to mention Oktoberfest. Therefore, I am in support of anything that helps people get up the canyon without their cars.

After reading the environmental survey, there were things in the plan that I liked and things that I did not. Here are my key points that I feel are important to be recognized if we want to help this canyon as we move forward in the process.

Transport hubs near the mouth: This needs to happen first, before anything else gets developed. I believe a central parking location at the mouth of (Big and Little) and carpooling incentives from resorts is the only real way to incentivize bus riding. **(32.2.6.2.1C and 32.2.4A)** ( A REAL SOLUTION) I stopped riding the UTA bus the day it discontinued stopping at the mouth P&R. Secondly, this needs to happen soon. **(32.2.7C)** I live near the mouth and realize that if we don't make transport hubs and parking lots it will become developed privately in the next five years. These transport hubs cannot be owned by Alta or Snowbird and should have ample space for lockers and a few local small businesses. **(32.2.3A and 32.2.6.2.1C)**

Widening the road/Train: Adding lanes to the road, adding a bus lane, or adding light rail on the road is not an option. **(32.2.9C and 32.2.9M)** Adding lanes will not help traffic only make it, more lanes creates a choke and more potential for accidents. **(32.7B and 32.7C)** Please don't alter the canyon road anymore. while extremely altering the wildlife corridor in the canyon. **(32.13B)** As far as adding a Train/light rail that is also a shame, as it only widens the scar that is the road. **(32.17B and 32.17D)**

Gondola: I think it is the best option. It is the least impact vs. train or widening the road more. I think is a great idea as it will make the middle of the canyon more wild as most users of Alta/Snowbird will never touch the ground. **(32.2.9D)**

There are a few certain things not in the EIS that are my concerns with it:

- Tower placement needs to consider minimal impact to boulder and climbing areas **(32.4B)**
- More summertime use potential (Oktoberfest) **(32.2.6.5F)**
- Needs to be the cheapest option to get up canyon **(32.2.4A)**.
- Can cars come off in the summer when not in use? **(32.2.6.5N)**
- Can we use it to bike in the summer? Down hill trail network? **(32.2.6.5I)**

Conclusion:

DO:  
Transport Hubs SOON! **(32.2.6.2.1C)**

Gondola-if the hubs don't help **(32.2.9D and 32.29R)**

DONT:

Add anymore lanes to the road. **(32.2.9C)**

Thank you for letting me be apart of the process.

**COMMENT #:** 12065  
**DATE:** 9/2/21 8:51 PM  
**SOURCE:** Website  
**NAME:** Steven Strong

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**COMMENT:**

I strongly oppose the gondola option. **(32.2.9E)** It would cost way too much and be a huge burden on taxpayers, and is entirely unnecessary. **(32.2.7C)** It would ruin the natural beauty of Little Cottonwood canyon. **(32.17A)** It seems that this option is being pushed hard by the resorts and certain developers and investors who stand to make a boatload of money paid for by us taxpayers. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. Ugh. Seems like this would be a serious breach of the duty public officials (especially UDOT) owe to the citizens to protect public funds and not waste them on projects like this. So many other good and less costly options for improving the traffic issues in the canyon. **(32.2.2PP)** Finally, have you ever been in the Snowbird Tram with a bunch of rowdy drunks? We'll, I was up there last week to enjoy a summer afternoon in the mountains and the tram ride down the mountain was unbearable. Can you imagine a ride that's 5 or 10 times longer than that with a bunch of insufferable drunks and no way to escape?

**COMMENT #:** 12066  
**DATE:** 9/2/21 8:53 PM  
**SOURCE:** Website  
**NAME:** Keegan Whitelaw

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**COMMENT:**

I am in favor of the bus alternative if one had to be decided, but ultimately I believe this alternative needs to be revised. **(32.2.9A)** Widening the lanes causes permanent environmental destruction, such as lower watershed quality and riparian destruction. **(32.12B and 32.13B)** Other bus-friendly options should be heavily considered before widening the lanes (i.e. expanded bus services, tolling). **(32.2.9A and 32.2.4A)** A vigorous tolling system / car enforcement, as well as carpooling incentives, need to be considered and researched!!! **(32.2.4A)** Often times there are ill-equipped vehicles entering the canyon that should not be. Having a strict enforcement of this would eliminate some slide offs in the canyon, reducing traffic. **(32.2.2M)** Expanding bus services (more frequent busses) paired with tolls could decrease the amount of vehicles entering the canyon. Starting construction of these projects will scar the land and alter this beautiful canyon forever. **(32.17A and 32.17B)** The infrastructure of the road already exists, so expanding the bus fleet and making it comfortable for those riders should be a priority. These actions will also fulfill and meet the purpose and need of the EIS process. The bus alternative should be reconsidered and tweaked before the final EIS decision, but having an effective bus service that people want to ride will decrease the amount of cars in the canyon, which reduces pollutants and other traffic.

**COMMENT #:** 12067  
**DATE:** 9/2/21 8:53 PM  
**SOURCE:** Website  
**NAME:** Kristy McClellan

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**COMMENT:**

Please do not change little cottonwood. It is a beautiful refuge away from the city and the arid lands. It is a special place that should be left as is **(32.4I and 32.2.9G)**

**COMMENT #:** 12068  
**DATE:** 9/2/21 8:53 PM  
**SOURCE:** Website  
**NAME:** Malinda Reese

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**COMMENT:**

No gondola, in support of adding the extra roads and the tunnels (32.2.9E, 32.2.9B, and 32.2.9K)

**COMMENT #:** 12069  
**DATE:** 9/2/21 8:54 PM  
**SOURCE:** Website  
**NAME:** Joy Strong

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**COMMENT:**

I feel a gondola system would ruin the natural beauty of the canyon. **(32.2.9E and 32.17A)** It would be an expensive endeavor. Those funds could easily be used for other more important areas. **(32.1.2B and 32.2.7A)**

**COMMENT #:** 12070  
**DATE:** 9/2/21 8:55 PM  
**SOURCE:** Website  
**NAME:** Robert and Linda Grow

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**COMMENT:**

**COMMENT FOUR (4) OF ROBERT AND LINDA GROW IN OPPOSITION TO THE PROPOSED GONDOLA**

Before radically altering and forever marring the appearance and viewsheds of Little Cottonwood Canyon for the entire ten (10) miles from mouth to peak, the Little Cottonwood Canyon Resorts (Alta and Snowbird) should be directly connected by gondola the much shorter distance to the Big Cottonwood Canyon Resorts (Brighton and Solitude). **(32.2.2Q)** This much less expensive and less aggressive project would completely solve the “reliability” issue for both canyons. If one canyon road is closed for any reason, skiers and employees would just take the gondola to the other canyon. In addition, this would greatly enhance the skier experience in Utah by dramatically increasing the area that could be skied in one day and/or without driving down one canyon and up the other. For what appears to be political reasons and/or because the resorts “canted get along,” this issue possible solution has been essentially ignored by UDOT. If UDOT is serious about gondolas, they need to go back and analyze the alternative locations: (1) connecting the resorts in the two Wasatch Front canyons; and (2) connecting the Wasatch back resorts to the Wasatch Front resorts. **(32.1.5B)**



**COMMENT #:** 12071  
**DATE:** 9/2/21 8:55 PM  
**SOURCE:** Website  
**NAME:** Lisa Thompson

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**COMMENT:**

Dear UDOT-

Neither of the alternatives proposed is the right fit for Little Cottonwood Canyon. **(32.2.9C and 32.2.9E)** The gondola have significant ecological impacts, is outrageously expensive, would transform the character of the canyon forever, would largely benefit the ski resorts, developers, and people who can afford expensive gondola tickets, and would not address summertime use of the canyon. **(32.13A, 32.4I, 32.2.4A, 32.1.2C, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. The addition of bus lanes would also have serious ecological impacts in the canyon. **(32.13B)** Any solution implemented should prioritize the preservation of Little Cottonwood Canyon's ecology, hydrology, and wildlife habitat. **(32.29G)**. This process, however, could probably not result in a such an outcome because it has "one primary objective for S.R. 210: to substantially improve roadway safety, reliability, and mobility on S.R. 210 from Fort Union Boulevard through the town of Alta for all users on S.R. 210." The needs of the canyon are not part of the process, only the needs of people (and in the case of the gondola, people with a lot of money.) I hope a process that centers preserving Little Cottonwood Canyon's ecological value for future generations is possible. **(32.29G)**

Sincerely,

Lisa Thompson

**COMMENT #:** 12072  
**DATE:** 9/2/21 8:56 PM  
**SOURCE:** Website  
**NAME:** Jacob Cooper

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**COMMENT:**

Please don't ruin this amazing place with a dumb gondala (32.2.9E and 32.4I)

**COMMENT #:** 12073  
**DATE:** 9/2/21 8:56 PM  
**SOURCE:** Website  
**NAME:** Hank Roberts

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**COMMENT:**

If the gondola or the road widening doesn't fix the traffic, you will have to toll the road, enforce the traction law, and otherwise incentivize and increase bus service. **(32.2.4A, 32.2.2M, and 32.2.9A)** Why would you not try these things prior to spending large lumpsums of money and permanently altering the canyon? **(32.29R)** I prefer that you used a phased approach and do not spend my tax payer money on this project. Thank you

**COMMENT #:** 12074  
**DATE:** 9/2/21 8:57 PM  
**SOURCE:** Website  
**NAME:** Ryan Nielsen

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**COMMENT:**

Neither option as currently outlined is acceptable. **(32.2.9C and 32.2.9E)** To add the eye sore of a gondola that will sit largely idle and unused 8 to 9 months of the year is stupid and will only benefit the ski resorts. **(32.17A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. Widening the road and destroying many of the classic and historical boulders that have brought thousands of climbers to Utah over the years is also immoral and unacceptable. **(32.4A)** Neither option is environmentally friendly and before we permanently destroy one of Salt Lake local treasures we owe it to the future to at least try the least impactful option. **(32.4I)** IE toll booths, avalanche sheds and improved bus services with more parking areas than just the base of the canyon. **(32.2.4A, 32.2.9K, and 32.2.9A)** I don't know if legal action is possible, but I will happily contribute to any action necessary to gum up this project in the courts and hopefully prevent it from every happening should that be necessary.

**COMMENT #:** 12075  
**DATE:** 9/2/21 8:57 PM  
**SOURCE:** Website  
**NAME:** Jeffrey Woolery

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**COMMENT:**

The idea of a gondola is a lot more logical if you're trying to keep Little Cottonwood Canyon in a natural looking environment because expanding the roadway in adding loud noisy buses is the pathway of moronic nurse and an all tense and purposes is only going to add cost when dealing with snow were as a gondola can go over Snow and around avalanches. Basically in short if you use the bus idea you should just fire people. **(32.2.9D and 32.2.9C)**

**COMMENT #:** 12076  
**DATE:** 9/2/21 8:58 PM  
**SOURCE:** Website  
**NAME:** Alex Anderson

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**COMMENT:**

I am against both preferred alternatives. **(32.2.9C and 32.2.9E)** Little Cottonwood Canyon should not be on the chopping block for selfish purposes. It should be preserved, not exploited. **(32.2.9G)** A four lane highway, a gondola, and a train (should that come back) do not preserve the canyon. **(32.4I and 32.2.9M)**. Utahns should not pay half a million dollars to benefit Snowbird and Alta. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. This study did not consider diversified recreation whatsoever. This violated NEPA regulations by not offering an option of how UDOT would maintain the road with no action. **(32.2.9G and 32.2.6.1A)**. The best option is enhanced bussing with no additional lane capacity. **(32.2.9A)** Micro hubs are a good idea as well. **(32.2.6.2.1C and 32.2.2I)**. Please focus on preservation and be fiscally responsible. You can start by scrapping the two preferred alternatives.

**COMMENT #:** 12077  
**DATE:** 9/2/21 8:58 PM  
**SOURCE:** Website  
**NAME:** Erik Exeter

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**COMMENT:**

The path forward has always been clear to the locals of little cottonwood canyon. We need increased buses and proper parking at the base of the canyon. **(32.2.9A and 32.2.6.2.1C)** We say no to the greed based gondola! **(32.2.9E)** And please do not add more concrete to the canyon roads. **(32.2.9C)** If there is overwhelming crowds at these resorts. We need to look to their own greed. The joining of these massive conglomerate passed such as icon etc. have bloated the resort's beyond their capacity. **(32.20B and 32.20C)** We wish to preserve the canyon, it's back country access and the natural beauty there in. Please don't waste tax payer dollars on this horrible gondola/ tram idea. **(32.29G)**

Thank you,  
Erik Exeter

**COMMENT #:** 12078  
**DATE:** 9/2/21 8:58 PM  
**SOURCE:** Website  
**NAME:** Allison Holmberg

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**COMMENT:**

I 16 and part of the next generation of climbers is would be tragic to loose the world class climbing have I have grown up so close to. Al gondola or widen roads doesn't fix all the issues (**32.4A, 32.4B, 32.2.9E, 32.2.9C, 32.7B, and 32.7C**)



**COMMENT #:** 12079  
**DATE:** 9/2/21 9:01 PM  
**SOURCE:** Website  
**NAME:** Brooke Campbell

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**COMMENT:**

I would prefer not to spend billions of dollars on a gondola. **(32.2.9E)** Starting with the toll booth seems like a much better option **(32.2.2Y and 32.29R)**.

**COMMENT #:** 12080  
**DATE:** 9/2/21 9:02 PM  
**SOURCE:** Website  
**NAME:** Shannon Martin

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**COMMENT:**

It seems a bit crazy to jump to a billion dollar, land destroying option, before trying out a toll booth or a shuttle system during peak hours first. **(32.2.2B, 32.2.2S, 32.2.2Y, and 32.29R)**. Let's try to preserve the beauty of our mountains and be good stewards of the beauty we have been given!

**COMMENT #:** 12081  
**DATE:** 9/2/21 9:02 PM  
**SOURCE:** Website  
**NAME:** Chris Healy

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**COMMENT:**

I am one of the many who has enjoyed the bouldering in little cottonwood canyon. I would be deeply saddened by the destruction/removal of various boulders from the canyon that I have have such fond memories of climbing in years past. Please keep the boulders in tact. Please realize how big this user group is. I know I am not alone here. Please keep the boulders in the canyon unscathed! Thanks.  
**(32.4A and 32.4B)**

**COMMENT #:** 12082  
**DATE:** 9/2/21 9:04 PM  
**SOURCE:** Website  
**NAME:** Eon Jarvis

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**COMMENT:**

Improving bus use makes the most logical sense. BUT, not stopping at trail heads (not all would have to stop) is a mistake. AND, not improving summer transit options (obviously would not have to be to the same degree as winter) is a mistake. **(32.2.9A and 32.2.6.3C)**

With either solution, it does not appear traffic to the transport option and parking has been fully addressed, especially for the bus option. 1800 parking spaces for the gondola sounds small - that would only take care of about 2/3 of snowbird spots alone. And it sounds like it could be a nightmare trying to getting 1800 cars into one parking location (which likely would not be enough on busy days). Improved parking options at multiple bus PnR's seems reasonable but the plans for this is unclear.

**(32.2.6.2.1C, 32.2.6.2.1D, 32.2.2I, 32.1.2B and 32.1.2D)**

Also, if the bus system works well it could easily be implemented in BCC, which is also becoming VERY busy. These plans should include BCC with both winter AND summer solutions. If you actually think about two road ways that need the help, bus makes much more financial sense. Would you build a second gondola? I imagine it would be more expensive in BCC to build a gondola than in LCC (and maybe more for buses but not sure), but at the same cost you would spend 160 million less for the bus option. **(32.1.1A, 32.1.1C, 32.1.2C, and 32.1.5B)**

Thanks for allowing input,  
Eon

**COMMENT #:** 12083  
**DATE:** 9/2/21 9:04 PM  
**SOURCE:** Website  
**NAME:** Foster Collins

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**COMMENT:**

Thanks for providing the opportunity to comment. With any of the proposals, the only way you are going to get people to use them is if they are faster, cheaper, and better.

For me the toll at the upper part of the canyon for lower occupancy vehicles (<3) would be a significant incentive, to make a transit option cheaper, I think this is a great idea. **(32.2.4A)** I think either of the preferred alternatives will provide faster service on a busy day, but you also have to consider on the non-peak days. Would you ride a gondola on a December weekend if it was almost 20 minutes slower?? No you would get it your Tacoma and redline your way up the canyon... for this reason I think the bus service options are preferable. and First off, travel time will scale with the traffic of the day. Buses can be modulated to handle peak weekends and holidays. I can't imagine it is very power efficient to keep the gondola spinning for a couple hundred people on a Tuesday. Even if addition lanes are only added on Wasatch boulevard, you could have a dedicated bus lane which would make it MUCH faster on the bus as traffic usually moves fairly quick once you are in the canyon.

Some of the arguments about which alternative is best are a little silly. I think the question will be how do you get people to ride what you build, not what specifically to build.

Smartly scaling the bus alternative and growing ridership among winter sports users with fast and efficient service seems like a decent way to do it.) How silly would the gondola look in 10 years if there are only a couple 1000 people that ride that a year like the buses are today? With the busses you would only buy more and widen roads as you can prove that the program is effective. I would love to see the enhanced bus service with better incentives working effectively before embarking on major irreversible construction projects in the canyon. **(32.2.4A, 32.2.9A, 32.2.9B, and 32.2.9R)**

I recognize that there would be a few days a year (<10), where the gondola would provide significant advantage over the road. However as a frequent user of little cottonwood 1-2 times a week year round, I don't think that the impact would be worth this small gain. **(32.1.4D)**

One more comment about the bus. It would be great if there were overhead racks/cubbies for gear especially as the busses are sitting in traffic. It is very unpleasant to sit/stand with all your gear and your neighbors stinky/wet gear in your face. **(32.2.6.30)**

Thanks! Foster

**COMMENT #:** 12084  
**DATE:** 9/2/21 9:05 PM  
**SOURCE:** Website  
**NAME:** Cameron Diehl

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**COMMENT:**

I strongly oppose a gondola up Little Cottonwood Canyon. If the goal is to reduce single-occupancy cars, then let's use interventions to change behavior. **(32.2.9E and 32.2.4A)** For example, ski resorts should charge for parking and we should expand bus and shuttle service with enhanced park and ride services in the valley. Shuttle service during the peak season in Zion Canyon has worked well. **(32.2.2K, 32.2.2B, and 32.2.2I)** While avalanches are always a concern, gondolas only serve ski resorts and the wealthy. What about hikers at White Pine canyon who would still need to drive to the trailhead and would forever walk under a gondola? **(32.2.6.5D, 32.2.6.5G, and 32.2.4A)** What about the eternal impact on the watershed and viewshed? **(32.12A and 32.17A)** Gondolas will also increase the pressure to have more development around the stations. **(32.20F ad 32.20H)** Before we make that commitment, let's invest in bus/shuttle service, tolling, and less intrusive and less expensive strategies. **(32.2.9A and 32.29R)** We are admittedly loving the canyon to death, but let's focus our interventions to serve all canyon users and get the outcome of reduced car traffic and environmental sustainability. **(32.1.2B and 32.1.2D)**

**COMMENT #:** 12085  
**DATE:** 9/2/21 9:05 PM  
**SOURCE:** Website  
**NAME:** Rosie Boren

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**COMMENT:**

Please do not ruin little cottonwood **(32.4I)**. It is not worth what we will lose. We can try other options before we jump and spend billions and hurt the canyon! Toll both and buses first! Please please please. **(32.2.9A and 32.29R)**

**COMMENT #:** 12086  
**DATE:** 9/2/21 9:06 PM  
**SOURCE:** Website  
**NAME:** Lawrence Scott

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**COMMENT:**

I am in full support of the gondola option. It's novel, the visitors will love it. Can you imagine high profile visitors wanting to take a UTA Bus to the resorts. They won't be able to go when the weather is bad and the gondola will be able to get the skiers to the powder. **(32.2.9D)**



**COMMENT #:** 12087  
**DATE:** 9/2/21 9:07 PM  
**SOURCE:** Website  
**NAME:** Davis Tyler

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**COMMENT:**

The Gondola would be detrimental to the canyon and taxpayers. government money used exclusively to benefit corporations that offer little in the way of community support it would further a dangerous precedent of monetizing our pulic lands, and ability to experience them. **(32.2.9E, 32.1.2D, 32.2.7A, 32.7B, 32.7C, and 32.6A)**

**COMMENT #:** 12088  
**DATE:** 9/2/21 9:07 PM  
**SOURCE:** Website  
**NAME:** Luke O'Connor

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**COMMENT:**

\*This comment overrides any previous comment I may have posted.\*

I believe there should be no changes to Little Cottonwood Canyon at this time. Less destructive options exist. Implement tolling, and increase bus traffic/incentive. Offer a free food item for taking the bus or a voucher with a certain amount of rides earns something. Forever changing the canyon is not the way. **(32.2.9A and 32.2.4A)** The canyon could likely not support shutting thousands of people per hour into the forest. **(32.20B and 32.20C)** Congestion will only increase while construction occurs, and with a 30 year timeframe, traffic is not fixed... **(32.1.2B and 32.4C)**

**COMMENT #:** 12089  
**DATE:** 9/2/21 9:07 PM  
**SOURCE:** Website  
**NAME:** Synneva Hagen-Lillevik

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**COMMENT:**

If I have to choose between the two, I support the enhanced bus alternative. Ideally it would be all bus allowed only, like Zion canyon for example. **(32.2.9A and 32.2.2B)**

**COMMENT #:** 12090  
**DATE:** 9/2/21 9:07 PM  
**SOURCE:** Website  
**NAME:** Cindy Domm

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**COMMENT:**

Instead of putting a gondola in or widening the road, a toll booth or mandating bus usage during peak hours makes more sense. This way would help preserve the beautiful canyons we have been blessed with. The goal should not be to see how many people can be packed in, instead how can we preserve and protect. **(32.2.4A, 32.2.9A, 32.2.2B, and 32.1.2B)**

**COMMENT #:** 12091  
**DATE:** 9/2/21 9:08 PM  
**SOURCE:** Website  
**NAME:** Robert and Linda Grow

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**COMMENT:**

COMMENT FIVE (5) OF ROBERT AND LINDA GROW IN OPPOSITION TO THE PROPOSED GONDOLA

The gondola alternative will cost well over half a billion dollars in construction, maintenance, and operation. Spending these precious resources on the luxury of skiing for well-to-do Utahns and tourists must be balanced against using this money to more equitably expand and upgrade UTA's current transit system. **(32.2.9E)** Improving the current system would benefit the two million Wasatch Front residents who live in the valleys and not primarily the ski resorts and their customers.**(32.2.2I)** (If UDOT wants to benefit high-tech industries and employees for economic development reasons, this money would be better spent on a light rail option to serve the Point Development at the old prison site, rather than serving that site with a "poor-boy" fancy bus system that requires changes of transit mode for access to the Point.) **(32.1.2B)**

**COMMENT #:** 12092  
**DATE:** 9/2/21 9:08 PM  
**SOURCE:** Website  
**NAME:** Lisa Hicks

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**COMMENT:**

The gondola is the option I am rooting for. It will have less impact on beautiful Little Cottonwood Canyon. **(32.2.9D)**

**COMMENT #:** 12093  
**DATE:** 9/2/21 9:10 PM  
**SOURCE:** Website  
**NAME:** Gabrielle Nacey

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**COMMENT:**

the road that we have now is perfectly adequate. the solution is absolutely not to add a gondola system, which will displace more natural wildlife than the resorts already do. we need to have more public transportation options. **(32.2.9E, 32.17A and 32.2.9G)**

**COMMENT #:** 12094  
**DATE:** 9/2/21 9:10 PM  
**SOURCE:** Website  
**NAME:** Greg Domm

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**COMMENT:**

Both options are horrible. The gondola would kill the canyon. (32.2.9E and 32.2.9C)



**COMMENT #:** 12095  
**DATE:** 9/2/21 9:11 PM  
**SOURCE:** Website  
**NAME:** Reagan Rick

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**COMMENT:**

I oppose the gondola as I think it will destroy the natural views in the canyon. It is not needed. I drive up and down the canyon over 60 times a year. I do not go on weekends or holidays. This is a huge intrusion on nature just the alleviate traffic in the mornings and evenings on so few days. **(32.2.9E, 32.17A, and 32.1.4D)**

**COMMENT #:** 12096  
**DATE:** 9/2/21 9:14 PM  
**SOURCE:** Website  
**NAME:** Melissa Lipani

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**COMMENT:**

I am against the gondola. The impact on the canyon is far too great (loss of habitat, ecology, trees, water, and access to other recreational users). **(32.2.9E, 32.13A 32.4B, and 32.12A)**  
I support further exploration of bussing and other options. **(32.2.9A and 32.2.2PP)**  
NO on the gondola!

**COMMENT #:** 12097  
**DATE:** 9/2/21 9:14 PM  
**SOURCE:** Website  
**NAME:** Carli Lambson

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**COMMENT:**

I am against the gondola and big bus lane options. Please don't destroy the bouldering in LCC. It's world famous, not just for locals. The ski resorts aren't the only important part of the canyon. **(32.2.9E, 32.2.9C, 32.4A, and 32.4B)**

**COMMENT #:** 12098  
**DATE:** 9/2/21 9:15 PM  
**SOURCE:** Website  
**NAME:** Robert and Linda Grow

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**COMMENT:**

COMMENT SIX (6) OF ROBERT AND LINDA GROW IN OPPOSITION TO THE PROPOSED GONDOLA

These comments are in support of the Enhanced Bus Option and in opposition to the Gondola Option, which would forever negatively change the beauty and overshadow the inspiring history of Little Cottonwood Canyon. **(32.2.9A and 32.2.9E)**

We have made our home in the mouth of Little Cottonwood Canyon for the past 37 years. I am currently the President Elect of the Temple Quarry Chapter of the Sons of the Utah Pioneers, although these comments are made in my personal capacity. I know these comments represent the strongly held views of a significant majority of the residents at and near the Canyon's mouth.

Little Cottonwood Canyon has the richest historical legacy of all the canyons in the Wasatch Mountain Range. At various times, Little Cottonwood Canyon supplied granite stones from its quarries for the Salt Lake Temple, the Conference Center, and the Utah Capitol; lumber from its sawmills to build homes and buildings, and shore up the mines; water from its streams for thirsty crops and Utah's growing population; electricity from its hydro-turbines to power early industries and homes; ore from its silver deposits for fortunes that would be made and lost; charcoal burned from its trees to fire smelters at the Canyon's mouth; and for the last three generations, the Canyon has been a safe depository--deep in its granite walls--for the world's largest collection of historical records of the human family.

Perhaps the Canyon's most enduring legacy, however, is the Temple Quarry that spanned much of the Canyons mouth and extended up the Canyon for 3 miles. At the Quarry's center was the Town of Wasatch (now, Wasatch Resort) where the quarrymen lived and the summer homes of Latter-day Saint Presidents Brigham Young, Wilford Woodruff, and George Albert Smith still stand today.

Over a 40-year period, the Quarry yielded over 90,000 individually "cut-to-order" granite blocks, some weighing as much as 8,000 pounds. (For comparison, that's two stones for each seat in the Rice-Eccles Stadium at the University of Utah.) Using only hand tools, each of these 90,000 stones was strategically harvested by quarrymen from massive granite boulders over four decades as the Quarry gradually moved three miles up the Canyon. These multi-ton stones, starting with the heaviest for the Temple's base, were moved 20 miles to Temple Square, first by specially designed ox-wagons, and then by a narrow-gauge railroad. In an effort to float the granite blocks, entrepreneurial pioneers even dug and tested a canal all the way to Sugarhouse.

Not surprisingly, many of the quarrymen's families settled in Granite and the other small towns at the Canyon's mouth, and many of their descendants are my neighbors and still live there today. This history is not just an old forgotten story of yesteryear, but the family legacy of many who still live nearby and love Little Cottonwood Canyon today.

The inspiring story of the Canyon's Granite Quarry is again being researched and retold as the Salt Lake Temple--Utah's most recognizable international symbol--is being seismically upgraded and renovated to last for centuries to come. It is an amazing story of dedication, ingenuity, and sacrifice, and historically informed Canyon users are more likely to respect and protect the Canyon for future generations.

Although its enabling statutes specifically require the Forest Service to protect, preserve, and enhance the history of the lands it holds in trust for all of us, I have found nothing in the draft EIS that addresses how the transportation options under consideration will fulfill that statutory mandate.

But at the very least, it seems obvious that widening the Canyon road will have far less impact on the significant historical elements of the Canyon than a Gondola that will radically alter the Canyon from mouth to peak and forever mar its grandeur and beauty. **(32.15B and 32.17B)**

**COMMENT #:** 12099  
**DATE:** 9/2/21 9:16 PM  
**SOURCE:** Website  
**NAME:** Ethan Millard

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**COMMENT:**

I believe the best long term solution is to add pedestrian and cycling to Wasatch and NOT more traffic lanes. (32.2.9L and 32.2.6.2.2A)

**COMMENT #:** 12100  
**DATE:** 9/2/21 9:17 PM  
**SOURCE:** Website  
**NAME:** Marcelo Greco

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**COMMENT:**

Although I understand the need for enhanced transportation methods because I, like many have sat in traffic for over an hour both ways I don't believe a gondola is the right choice. Building on pure, untouched natural land solely for the purpose of convenience is not the answer. **(32.2.9E)** Skiing is a privilege we get to enjoy and it comes with its fair share of negatives like uncomfortable boots, and traffic. The answer to the LCC traffic problem is not more ways up it is simply less people. The resorts that exploit natural resources for profit should assess how many people can comfortably ride up and park safely and calculate turn around times. **(32.2.2K)** A gondola will not solve traffic it will simply increase the amount of people in the Mountain rendering the Mountain even worse. (Instead of one hour up it will be 45 minutes up and 1 hour in a lift line. **(32.7B, 32.7C, 32.20A and 32.20C)** Although I think neither answer is ideal why haven't electric bussed been considered? Park city uses them and they greatly reduce CO2 emissions. **(32.2.6.3F and 32.10A)** Thank you

**COMMENT #:** 12101  
**DATE:** 9/2/21 9:17 PM  
**SOURCE:** Website  
**NAME:** Angela McKellar

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**COMMENT:**

No gondola. We should try more reasonable, less impactful means first. (32.2.9E, 32.2.2PP, and 32.29R)

**COMMENT #:** 12102  
**DATE:** 9/2/21 9:17 PM  
**SOURCE:** Website  
**NAME:** Eliot Nagler

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**COMMENT:**

It is my firm belief that any solution for the Little Cottonwood Canyon transportation must address a couple key issues:

1. Be an environmentally friendly solution that is nondestructive to the canyon
2. Allow easy and affordable access to the whole canyon for all **(32.1.2D, 32.29G, and 32.2.4A)**

When it comes to the environment, consideration for emissions, air quality, water quality etc... are all of great importance and I believe a lot of thought has been put into reducing the environmental impact of travelling in the canyons and I grateful it has been put in the forefront. However; it disappoints me that consideration for destruction to the natural environment of the canyons has not been considered in the same regard. **(32.29G, 32.10A, 32.12A and 32.12B)** In fact, the 2 preferred options are the most destructive/damaging options to the current canyon's natural beauty **(32.17A and 32.17B)**. In particular it bothers me that advertisements of the gondola tout amazing views on the way up the resorts, and ignoring the ruined view for those travelling and recreating in the canyon at non-resort locations. Both preferred options (the gondola and widening the road) require large destruction of the environment for implementation of more human made "solutions". **(32.4I)** I do not support further destruction of environment unless all other options have been exhausted, which I do not believe they have been. **(32.2.9C, 32.2.9E, 32.2.2PP)**. I am also a large advocate of accessibility for all, but in multiple ways. Accessibility means not only is the entire canyon accessible, but also that it stays accessible to anyone who want to explore the canyon, regardless of financial status or privilege **(32.1.2B, 32.1.2D, 32.2.7A, 32.5A, 32.7B, 32.7C, and 32.4G)**. The cottonwood canyons, and the ski resorts in particular have always posed a financial barrier of entry to those who may enjoy these hobbies, and have continually made it more difficult for newcomers to enjoy. The gondola in particular exacerbates this issues even further. While I do not know what the entry fee for a gondola ride would be, I cannot imagine a situation where it is affordable on a regular basis for average people. The bus service can allow more affordable access to people as long as service is provided in many areas. **(32.2.9A and 32.2.4A)** On the other side of accessibility, solutions need to account for accessibility to the entire canyon. The bus service accomplished this, as long as there are stops at multiple points in the canyon for backcountry and trailhead access. The gondola on the other hand only benefits those who want to reach the resorts, and offers no benefit to people seeking other access. **(32.2.6.3C and 32.2.6.5G)** For me this makes the gondola an unacceptable solution. Financially speaking, if taxpayer money is going to be used for a solution, then the solution must provide access to all areas of the canyon. The gondola only serves as a source of income for the resorts. If the gondola is to be built, it should be paid for by those who will financially prosper which would be the resorts and the owners of the gondola. **(32.2.7A)** Overall, I fully believe that the gondola is not a solution and do not support it (at least from a tax funded perspective). The lane widening bus service option, while better, is also flawed in many ways. I believe other options and solutions should be exhausted before widening the road is implemented, such as better enforcement of traction laws, tolling for those who are not carpooling, and enhanced bus services without road widening. **(32.2.2PP, 32.29R, 32.2.4A, 32.2.2M)**. I do believe that UDOT has the capability to provide a solution that is best for everyone, but I do not want to see corporate pressure and influence get in the way of making the decision that is best for the canyons and the environment as well. Thank you for allowing this comment period and for for reading these thoughts as decisions are made.



**COMMENT #:** 12103  
**DATE:** 9/2/21 9:18 PM  
**SOURCE:** Website  
**NAME:** Peter Floodman

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**COMMENT:**

A Gondola will create a memorable experience for visitors to Utah from around the world. I have vivid memories of Tram and Cog Rail trips into the Swiss Alps from my visits in the 1970's. I don't recall any commute bus trips to anywhere that made, or left me with a memorable experience. I have skied the cottonwoods since 1972 and think the Gondola is the better long term solution for transportation into the canyon...short of a cog-rail train loop that would go beyond Alta into Heber, Park City, and ??  
**(32.2.9D and 32.1.5B)**

I'm sure those Cog-rail trains out of Zurich and Trams on the western slopes of the swiss Alps are still a utilized, and popular, alternative means of transportation to those popular Swiss Alp destinations to this day! Endorse the Gondola vs more Buses - It will create a World Class Destination in the Wasatch Mountains and life time memories for those visitors. **(32.2.9C)**

**COMMENT #:** 12104  
**DATE:** 9/2/21 9:20 PM  
**SOURCE:** Website  
**NAME:** Kristi Kleinschmit

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**COMMENT:**

Please do not put a gondola in this beautiful canyon! I think we should exhaust any on ground transport options before defacing the wilderness and the view. Electric buses would be the better first option. No to the gondola!! (32.2.9E, 32.17A, 32.29R, and 32.2.6.3F)

**COMMENT #:** 12105  
**DATE:** 9/2/21 9:20 PM  
**SOURCE:** Website  
**NAME:** Christie Konkol

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**COMMENT:**

I personally feel that both of these options only benefit the ski resorts **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. I don't ski but spend a significant amount of time in the canyon in spring/summer/fall. That being said if I had to pick one, I would much prefer the enhanced bus version as in the summer months it would not really matter and have minimal impact. The gondola would only benefit the ski resorts but the buses could add stops easily for summer months if needed. **(32.2.9A and 32.2.9E)** Although both options takes away from climbers and hikers, the enhanced bus would benefit everyone in the canyons and is more flexible for stopping at other locations along the canyon. **(32.4A, 32.4B, 32.4I, and 32.2.6.3C)**

**COMMENT #:** 12106  
**DATE:** 9/2/21 9:20 PM  
**SOURCE:** Website  
**NAME:** Charles Calhoun

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**COMMENT:**

I live in Sandy and I visit LCC at least one a week every week. A gondola is a ridiculous tax payer money grab that only benefits two ski resorts. Please do the right thing and consider less impactful measures to the canyon. They will not reduce the traffic on any average ski day and will do nothing in the summer. Don't let the flashy marketing fool you. This is wrong for Utah and LCC. **(32.2.9E, 32.1.2C, and 32.2.2PP)**

**COMMENT #:** 12107  
**DATE:** 9/2/21 9:20 PM  
**SOURCE:** Website  
**NAME:** Lindi Hopkins

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**COMMENT:**

Little cottonwood canyon does not need a gondola to effectively and efficiently minimize traffic to both Alta and Snowbird. In my opinion it will do the opposite, not only will those who recreate in the summer not be able to take advantage of this while paying for installation and upkeep, but those with disabilities will not be able to access this system either. **(32.2.9E and 32.2.6M)** As an instructor with Ogden Valley Adaptive Sports it is critical to me that those with disabilities, either physical or cognitive be able to have the same opportunities as those without. Wasatch Adaptive Sports has an extremely large presence at Snowbird and this would not help but instead hinder their business with the gondola and tolls up the canyon as many adaptive sports clients are on scholarships because of medical bills. The only solution in my mind is to implement a stronger bus system that not only gives access to the backcountry but to both resorts. **(32.2.9A and 32.2.6.3C)** Environmentally the gondola sits in a canyon with frequent high winds, large snow storms, landslides, rockslides, and flooding it makes me nervous that the gondola towers would be swept away possibly injuring passengers and destroying towers that would need to be rebuilt costing more money. **(32.2.6.5K)** I hope that another more conscious decision is made in this matter. Thank you.

**COMMENT #:** 12108  
**DATE:** 9/2/21 9:21 PM  
**SOURCE:** Website  
**NAME:** Tom Pollard

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**COMMENT:**

I thank you for allowing me to comment on this issue. As the former Mayor of the Town of Alta, I have been involved in this process for many years and more directly since the start of the Mountain Accord. I have lived in and traveled Little Cottonwood canyon for over 40 years. I am happy to see that we are finally at this point. The time to do something to improve the transportation situation in Little Cottonwood Canyon is long overdue. The pressure on the canyon is not going to decrease. More and more people are moving into the Salt Lake Valley. One of the attractions of our area is the easy access to outdoor recreation. The expanded population and diverse recreation opportunities make the transportation challenges in the canyon no longer just a winter issue but now a year-round problem. There are many factors that affect transportation in the canyon; weather, avalanche control, the grade of the highway and the number of people who want to access the area. I am in support of the Gondola option. I feel it is a long-term solution that addresses capacity and reliability. The bus and widening of the road alternative, is an attempt to expand a program that is currently in place and does not always function well. Many times, the trigger to the beginning of a traffic back up, starts with a bus getting stuck or going off the road. The gondola is a reliable method that can safely deliver occupants to their desired locations. One of the goals of the Mountain Accord process was to reduce the number of vehicles on the road. I believe that the gondola proposal along with providing a parking structure at the LaCaille base station will create an attractive alternative to using a personal vehicle. The reliability factor of the gondola has a clear benefit versus the expanded roadway. The roadway is susceptible to changing roadway conditions caused by weather. The gondola will operate safely in most weather conditions. **(32.2.9D, 32.2.6.3P, 32.2.6.5K, and 32.2.4A)** One of the complaints that has been expressed is it that it will put more people into the canyon. The goal of any system is not over-crowd the canyon but to provide a safe, and reliable way for those who want to access the canyon to be able to. In addition, I am an employee who would benefit from expanded operation into evening hours as opposed to the current bus system that stops at 6pm. **(32.2.6.3N)** As we look to the future, we will need to address year-round access into the canyon. **(32.1.2C)** There have been statements made that the expanded bus service will not operate in the summer. The operation of the gondola could operate year-round under much the same program as the winter operation. I can't imagine anything more spectacular than a gondola ride in the summer or especially in the fall to view the changing colors. **(32.1.2B and 32.3.6.5F)**

Any major transportation improvements will not come without challenges. While the impact of the gondola will bring large towers and a cable system to the viewshed, I feel it will be less impactful than the expanding the of roadway. **(32.17A and 32.17B)** Change will not come without some controversy and not everyone will be satisfied. Doing nothing is not the answer.

**COMMENT #:** 12109  
**DATE:** 9/2/21 9:21 PM  
**SOURCE:** Website  
**NAME:** Elizabeth Layne

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**COMMENT:**

All of these options are extreme and do not take in to account all users throughout the year. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Climbing in LCC, in particular bouldering, would be very negatively impacted, forever. **(32.4A and 32.4B)** Instead of making major permanent/irreparable changes to the canyon, smaller changes should be tried first. There is already precedent for tolls to access public lands in our area (Millcreek). If the toll was graded according to number of people in the car that would encourage carpooling. **(32.2.4A and 32.2.9R)** If the number of buses was increased, **THROUGHOUT THE YEAR** (why oh why don't we have a hiking bus??) with some express routes (ie one stop), and maybe busing was mandatory on certain days, surely that would decrease car traffic. **(32.1.2C, 32.2.6.3C and 32.2.2B)** And why aren't the ski areas taking more responsibility? Make parking reservations mandatory, and if you can't show a reservation you can't drive your own car up the canyon (take the bus). **(32.2.2K, 32.2.7A, and 32.2.4D)**, It feels like there are many options that do not require billions of dollars that have not even been considered. **(32.2.2PP)** It is well established that widening roads does ZERO for traffic reduction at peak times (every freeway in the world), and while the gondola and train sound cool, their construction would significantly and permanently impact the canyon negatively. **(32.7F, 32.7E, and 32.2.9E)** Make people pay and plan ahead, make it worthwhile to carpool or take the bus and make it easier to take the bus (more buses, with better trained drivers). Please don't blow up LCC. **(32.2.4A and 32.2.9A)**

**COMMENT #:** 12110  
**DATE:** 9/2/21 9:22 PM  
**SOURCE:** Website  
**NAME:** Paul Horehled

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**COMMENT:**

I have lived in the mouth of Little Cottonwood Canyon for the last 25 years I moved to Utah to Ski once I saw it 46 yrs ago. I live in the neighborhood directly affected by a Gondola and am all for anything that can save my beloved Canyon from harm and pollution long term. Please no smelly busses I have COPD and must breath this air **(32.2.9C and 32.10A)** The Gondola sounds like the best solution to me. The mayor is wrong to compare the option is only viable if all goes right all the time. Who ever heard of such a thing happening. The Gondola will bring prestige to our ski areas among the world community that travels here to enjoy our great outdoors Snowbirds manager is accurate when he said our visitors wont be taking buses they will be renting polluting dangerous cars just as bad maybe worse because this is in a metropolitan area they will drive to see all we have to offer. My house will be directly under the Gondola and we will be the entertainment as well as the breath stopping view of our canyon if the La Caille plan is adopted. No thank you. If plan B is adopted on Land already owned by the county further into the canyon it will save the majority of property owners the distraction of cables and gondola cars over their heads. **(32.2.9U and 32.10A)**

I own 3 lots at the canyons mouth and my only residence is one of them and other two for my children I say full speed ahead with the Gondola in keeping up with our world class Ski destinations here in the canyon but put the Gondola as far into the canyon as possible to preserve the tranquil residential neighborhood as leaving it as untouched as possible while celebrating the Greatest Snow On Earth, With the talk of a 75 room hotel and new entrances into our neighborhood by the group from La Caille I am suspecting someone is going to be highly rewarded from this venture. **(32.6C)** So please let us skiers and those who choose to live this canyon life be the beneficiaries not the victims of greedy entrepreneurs. The Gondola could be a dazzling gemmed necklace to one of the most beautiful places on earth. I have given my life to Little Cottonwood ever since I moved here over 4 decades ago and feel very lucky I would hope you will listen to me Please dont wreak this canyon preserve and protect it. I think the plan B is a brilliant use of the geographical surroundings and will best serve the people of Utah.



**COMMENT #:** 12111  
**DATE:** 9/2/21 9:24 PM  
**SOURCE:** Website  
**NAME:** William Colt

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**COMMENT:**

For sure a gondola, but 20 people every 2 minutes is insanely bad. That's 600 people per hour. You can do better uphill capacity than that... **(32.2.6.5C and 32.2.6.5N)**

**COMMENT #:** 12112  
**DATE:** 9/2/21 9:24 PM  
**SOURCE:** Website  
**NAME:** Adrian Leu

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**COMMENT:**

I support Gondola project. I believe is the most eco friendly and safe for everybody. Thank you.  
(32.2.9D)

**COMMENT #:** 12113  
**DATE:** 9/2/21 9:25 PM  
**SOURCE:** Website  
**NAME:** Susan Marker

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**COMMENT:**

I am a resident living in the LCC "triangle". I will try to make this as short and succinct as possible, although it will be difficult because there are so many reasons to give the Gondola proposal a thumbs down. Here are a few reasons below:

- The need to preserve the current canyon experience for future generations. **(32.4I)**
- Watershed protection **(32.12A)**
- Not Equitable use of tax payer funds statewide. **(32.2.7A)**
- Only two private businesses will profit from this **(32.1.2D, 32.7C, and 32.6A)**
- history and geology **(32.29D)**
- Gondola is not flexible, once it's built it stays, whereas the enhanced bus solution could be adjusted as needed (subtract, add, change & modify busses and schedules) **(32.2.6.5A and 32.2.6.3D)**

Here are some other concerns:

- I don't see UDOT trying to reduce private car use. It should be busses only and no private cars or charge a toll for private car use. **(32.2.4A)**
  - I hear a lot of talk about winter traffic but summer traffic isn't a whole lot better the busses should run year round as well as tolls for private cars. **(32.1.2B and 32.1.2C)**
  - with global warming more than likely there will be less ski days thus no need for an isore of a Gondola. Whereas with the busses, adjustments could be made as needed **(32.2.2E)**
  - Putting a huge parking garage and gondola in a residential area will only bring more businesses and traffic and more people. **(32.20H)**
- These are just a few reasons and concerns and I could go on how the Gondola is just WRONG!  
**(32.2.9E)**

**COMMENT #:** 12114  
**DATE:** 9/2/21 9:26 PM  
**SOURCE:** Website  
**NAME:** Tyler Falk

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**COMMENT:**

Opposed to any additional building of gondola, tram or road widening. Leave it the way it is. The problem is only a small fraction of the year. Would rather have the canyon closed those days vs anything be built. **(32.2.9G and 32.1.2B)**

**COMMENT #:** 12115  
**DATE:** 9/2/21 9:26 PM  
**SOURCE:** Website  
**NAME:** Allison McMillan

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**COMMENT:**

We live [REDACTED] in a wonderful neighborhood. And the noise Thursday through Sunday is very very loud. We have two young children and recently purchased our home for the privacy and beauty of the lot and House. The possibility of a freeway bc of population increase is nonsensical. Especially when cars are stuck in little Cottonwood canyon until 7 pm already on a busy ski day. I suggest seriously making reservations that limit visitors and take license plate numbers, registering cars to park in the canyon. **(32.2.2K and 32.2.4A)** There is no where for these proposed Freeway cars to go - we have already run out of room for parking lots and more cars. Please encourage the use of parking further down - such as highland and 9400 - then mass transit from there. That is my best suggestion. **(32.2.6.2.1C and 32.2.9A)** Thank you For taking these comments. I very much appreciate it. Also - Wasatch is in need of a noise ordinance. **(32.11B)**

**COMMENT #:** 12116  
**DATE:** 9/2/21 9:26 PM  
**SOURCE:** Website  
**NAME:** Arleen Barrell

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**COMMENT:**

I would like to see enhanced bus service with shoulder widening. No no no to gondola or cog train.  
**(32.2.9B, 32.2.9E, and 32.2.9M)**

**COMMENT #:** 12117  
**DATE:** 9/2/21 9:26 PM  
**SOURCE:** Website  
**NAME:** Jonathan Campbell

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**COMMENT:**

I have submitted a comment already but feel that in light of a lot of the commentary saying that only Snowbird and Alta benefit from this I think the record needs to be set straight. In full transparency, my company does alot of work with both ski resorts which is what has informed my position. While the resorts look to be the primary beneficiaries of a solution, the economic impact will be seen across hundreds of salt lake and Utah businesses. Both resorts rely on hundreds of suppliers for their businesses and those all provide downstream revenue to additional companies, ultimately reinvesting it into the local economy via consumer and business spending. There is also the impact on the businesses that support the ski industry and tourism that must be accounted for. Saying that Alta and Snowbird are the only ones who benefit is an incorrect concept. **(32.6A)**

**COMMENT #:** 12118  
**DATE:** 9/2/21 9:26 PM  
**SOURCE:** Website  
**NAME:** Amber Van Strien

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**COMMENT:**

Please do not add a lane or a gondola. UDOT can do the right thing and show its community and the world it cares about protecting the wild, the environment and our history. be an example for others, be progressive, a force for good, and the public will celebrate you! There are other solutions that do not involve destruction. **(32.2.9C, 32.2.9E, and 32.2.2PP)**



**COMMENT #:** 12119  
**DATE:** 9/2/21 9:27 PM  
**SOURCE:** Website  
**NAME:** Michael A

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**COMMENT:**

I don't think we should further ruin the aesthetic beauty of h the canyon with ugly and expensive gondola pylons. **(32.2.9E and 32.17A)**

**COMMENT #:** 12120  
**DATE:** 9/2/21 9:27 PM  
**SOURCE:** Website  
**NAME:** Chad Whittaker

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**COMMENT:**

I do not want the gondola.

I am a citizen of Salt Lake City and I've been skiing at Alta and Snowbird my whole life.

The Gondola would only serve to obstruct views, disrupt canyon recreation outside of resorts, disrupt wildlife, and be an everlasting eyesore that Utah will regret.

The gondola would be a terrible scar in our beautiful Wasatch mountains. **(32.2.9E, 32.17A, and 32.4I)**

The gondola would also be an inconvenient way to access the resorts. NO ONE wants to wait in more lines, pay more money, and deal with another barrier to accessing the resorts. People will use their cars anyways. **(32.2.4A and 32.2.6.5C)**

The University of Utah and other groups have been forecasting a total loss of snow below 7000' within the next 50 years. When that happens this gondola will be even more useless and stand as a rotting monument to poor policy and special interests. The gondola is a bad investment for Utah. **(32.2.2E)**

The gondola is bad for Utah and the Wasatch.

Thanks

Chad Whittaker

**COMMENT #:** 12121  
**DATE:** 9/2/21 9:29 PM  
**SOURCE:** Website  
**NAME:** Katja Dove

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**COMMENT:**

It is unclear why the "Gondola B" and the "Roadway widening + Enhances bus system" are the two preferred options. I am proposing that the "enhanced bus" option should be more highly considered based on the following arguments:

My first set of arguments is based off the LCC\_DEIS\_Executive\_Summary\_Fact\_Sheet\_6-25-2021

1) The enhanced bus option has a "low" impact on the visual change while the impact of roadway widening is "medium" and the Gondola B option "high". Therefore, the enhanced bus option is preferred when considering the "visual change" category. **(32.17A and 32.17B)**

2) The enhanced bus option has the lowest impact noise receptors compared to all other options proposed. Therefore, this option is preferred when considering the noise impact in the canyon.

3) The enhanced bus option is the much cheaper option as it would only cost \$355M compared to \$510M (roadway widening option) or \$592M (Gondola B). Therefore, the enhanced bus option is preferred when considering the financial impact (ultimately covered from our taxes) **(32.2.7A)**

4) Finally, the enhanced bus option decreases average personal travel times significantly from 80-85min to 46min. This is only 3min slower compared to the Gondola B option, and 6min slower compared to the roadway widening option. Given the devastating impact that the two preferred options have, a 3-6min of difference in travel time does not justify the two preferred options.

In summary, based on the LCC\_DEIS\_Executive\_Summary\_Fact\_Sheet\_6-25-2021 it is UNCLEAR why the enhanced bus option was NOT considered a preferred option when (in my humble opinion) it should be THE preferred option. **(32.29G)**

Please consider the following, additional arguments for using the enhanced bus option without widening the road:

5) According to the LCC\_DEIS\_Executive\_Summary\_Fact\_Sheet\_6-25-2021 sheet the "The purpose of the EIS is to provide an integrated transportation system that improves the reliability, mobility and safety for all users on S.R. 210 from Fort Union Boulevard through the Town of Alta". However, the two proposed alternatives are not in accordance with that statement. The road widening option will remove upwards of 29 boulders and the Gondola alternative has the potential to eliminate at least 35 boulders, primarily concentrated in the lower canyon. This is a major loss for the climbing community, as well as decades of climbing history and culture. In the most recent survey conducted by the Salt Lake Climbers Alliance (SLCA), 98% of respondents said that access to climbing was an important factor in their decision to live in Utah. Furthermore, climbing is growing sport that is gaining more national reputation especially with the recent success of the SLC local Nathaniel Coleman winning a Silver medal in climbing in the Olympic games. Reducing climbing options will only hurt us in the long run as SLC might become less desirable for climbers thereby impacting future economic successes. **(32.4A and 32.4B)**

Besides the loss of many boulders, climbers and other non-resort skiers would NOT benefit from the gondola. The sole purpose of the gondola seems to be to benefit the ski resorts. This is ridiculous, especially considering the following argument: **(32.1.2B and 32.1.2D)**

6) The climate modeling specific to Park City Mountain Resort predicts that by 2050, the ski season window will shrink, occurring for roughly twelve weeks between mid-December to late March. Even though a 2020 UDOT memo cited this research, UDOT has seemingly ignored this in considering the purpose and need. The potential impacts that climate change will have on snowfall in the Wasatch call into question the desire to address wintertime traffic in LCC. The DEIS lacks adequate analysis of climate change with regard to the 2050 planning horizon. **(32.2.2E)**

In summary, I would like to see the "enhanced bus" option to be considered as a solid preferred option. **(32.2.9A)**

**COMMENT #:** 12122  
**DATE:** 9/2/21 9:29 PM  
**SOURCE:** Website  
**NAME:** John Bridge

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**COMMENT:**

I am writing to oppose the gondola in LCC. As a Utah native who was born and raised here, I understand first hand the growth we have seen and how big the impact has been to the Wasatch. The gondola solution solves one problem right now, and does a poor job at addressing backcountry access, hiking and other activities in the winter. It gives only those traveling to the resorts a way to get up and down. I also feel like the eyesore is something we can do without as well as the damage done to all of the local bouldering and climbing. I don't think the skiers and resort owners should be the one to benefit from this. **(32.2.9E, 32.6A, 32.1.2D, 32.2.7A, 32.7B, 32.7C, 32.2.4A, 32.4B, 32.4A, and 32.17A)**  
My preference would be to see tolling occur during the winter months and limiting single occupant cars during peak hours. As well as expanding the bus service. I have a season pass for the last 7 years, and riding the bus is an absolute joke. There are no where near enough, why don't up the buses and allow. I do realize this does not help the high avalanche days, but honestly those days are a rare percentage and I think we can live with the few days a year that the canyon is closed. **(32.2.4A and 32.2.9A)**

**COMMENT #:** 12123  
**DATE:** 9/2/21 9:31 PM  
**SOURCE:** Website  
**NAME:** Rachel W

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**COMMENT:**

I am in support of an enhanced bus system or other alternatives that allow us to have room for trial and error rather than pouring money into an expensive and unsightly gondola. **(32.2.9A and 32.29R)** I also am concerned about tolling/carpool fees as this may limit access for poor community members. **(32.2.4A and 32.5A)** The majority of individuals I know that utilize the canyons to ski all carpool. And the individuals that do not carpool have work restrictions that permit them from doing so.

**COMMENT #:** 12124  
**DATE:** 9/2/21 9:31 PM  
**SOURCE:** Website  
**NAME:** Peter Anthony Chiodo

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**COMMENT:**

I am very interested in the gondola plan. For myriad reasons I find the gondola plan more viable than expanded bus service. I will NOT use busses to access ski areas ... but I WILL use the gondola. My hope is that this gondola will be built in little cottonwood canyon and that one will also be built in big cottonwood canyon. **(32.2.9D, 32.1.1A, and 32.1.5B)**

**COMMENT #:** 12125  
**DATE:** 9/2/21 9:32 PM  
**SOURCE:** Website  
**NAME:** Belen Alvarez

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**COMMENT:**

I don't support the Gondola project or any expanding of little cottonwood canyon. **(32.2.9E)**

**COMMENT #:** 12126  
**DATE:** 9/2/21 9:33 PM  
**SOURCE:** Website  
**NAME:** Shane Davis

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**COMMENT:**

I am a rock climber out of the state of Texas, and I travel to Utah for both business and leisure. When I travel there for leisure it is for rock climbing in the area. But if that is no longer there, I will reduce the amount of trips, travel spend, and investment in the climbing community. **(32.4A and 32.4B)**



**COMMENT #:** 12127  
**DATE:** 9/2/21 9:33 PM  
**SOURCE:** Website  
**NAME:** Katy Scott

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**COMMENT:**

I am a year round LCC recreational user and strongly oppose the proposal of adding a gondola all the way up the canyon. If changes are occurring, the additional lane for bus travel is less visual and environmental impact, but I would most strongly support adding bus routes on current road vs the plan to widen the road and further disturb the landscape and recreation space right off the road. **(32.2.9E, 32.2.9A, and 32.17A)**

**COMMENT #:** 12128  
**DATE:** 9/2/21 9:35 PM  
**SOURCE:** Website  
**NAME:** Nate Osikowicz

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**COMMENT:**

Please help us preserve little cottonwood canyon. This place has had a formative effect on many people of our community and it should stay that way for generations to come!!! **(32.29G)**

**COMMENT #:** 12129  
**DATE:** 9/2/21 9:35 PM  
**SOURCE:** Website  
**NAME:** Mark Schneggenburger

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**COMMENT:**

I am not in favor of either of the UDOT Options. Gondola is WAY too expensive. Where is the money going to come from for that? **(32.2.9E, 32.2.9C, and 32.2.7A)**  
The UTA is no interested in providing a service, they're only interested in making money. Put someone else in charge besides the road builders. We need a long term solution. Not a bigger road. Let's think outside the box. **(32.2.2PP)**

**COMMENT #:** 12130  
**DATE:** 9/2/21 9:35 PM  
**SOURCE:** Website  
**NAME:** Janna Harrell

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**COMMENT:**

Please reconsider the alternatives to Little Cottonwood's traffic woes. The current options are too drastic without solving the key issues. Carrying capacity has not been considered, but it must be. **(32.20B)** Additionally, both options are focused on servicing the ski resorts at the expense and destruction of other areas in the canyon. I never visit the resorts. **(32.1.2D, 32.2.7A, and 32.7C)** I am in Little Cottonwood frequently year round to boulder, climb, bike, hike and back country ski. Both current options significantly negatively impact my ability to enjoy the canyon. Both options reduce parking in the areas I want to visit and even worse they destroy climbing areas. Please don't destroy the beautiful boulders in the canyon. These cannot be rebuilt or recreated. They are priceless to me and to many thousands of other people. **(32.4A, 32.4B, and 32.4I)** There are less destructive and less expensive good options that should be tested before considering these draconian measures. A few suggestions that are much easier and less expensive to implement are: tolling, requiring cars to be winter ready (expand the sticker program indicating the car has good tires and 4wd or awd), close the canyon to private cars (or require cars to have 3+ people if they are not staying at the resort) on busy or storm days, develop easy parking and public transportation areas away from the entrance to the canyon. **(32.2.4A, 32.2.2B, 32.2.2M, and 32.2.6.2.1C)** The traffic problem only exists on a few days a year and only impacts a small percentage of the population, but the proposed suggestions will drastically impact the entire Wasatch Front and forever destroy precious recreation in the canyon. **(32.1.4D)** The canyon is a watershed and is essential to supporting life in the valley. We must protect this resource. It is better to limit access and improve public transportation than to risk our watershed with massive development and increasing access in a canyon that cannot support it. **(32.12A and 32.12B)** It is crucial that carrying capacity be considered. **(32.20B)** It is also important to consider the majority of the population who do not want to visit the ski resorts. Please do not continue down this path. Please reconsider and choose a less destructive option. **(32.2.2PP)** After simpler options have been tried this could be revisited if we find that tolling and better parking and public transportation do not solve the issue. Please reconsider! **DO NOT CHOOSE EITHER OPTION! (32.2.9A and 32.29R)**

**COMMENT #:** 12131  
**DATE:** 9/2/21 9:36 PM  
**SOURCE:** Website  
**NAME:** Heather Willger

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**COMMENT:**

Knowing both Snowbird Corp and Alta Corp have the goal Of maximizing skier visits each season it is easy to see the flaws in the tram. **(32.2.9E)** If the tram is better at moving people in inclement weather do the resorts have a plan to keep Terrain open when there is high avalanche conditions. If we are able to move more people up on hose days do they have strategies in place to fight increased pressure to open terrain? What is the benefit to creating a tram that's big benefit over expanded road is increased mobility in inclement weather when from experience the days it is hard to move traffic Up canyon big resorts have difficulty opening for skiing. **(32.1.2B and 32.20C)**. The expanded Bus system andvRoad improvements can serve more than the resorts. A summer bike lane for Road bikers. Access for backcountry skiers. Summer hikers. **(32.1.2C, 32.2.9B and 32.2.6.3C)** and He expanded bus terminals can serve both big and little cottonwood. Buses systems can be expanded immediately helping alleviate some traffic sooner than the tram. The cost of the tram will further hinder low income Utahns from experiencing the mountains. **(32.2.4A and 32.5A)**. Yes little cottonwood had traffic problems but moving the maximum number of people on high avalanche days only creates More questions about resort preparedness. Seems like we would only be setting ourselves up fo major avalanche related accidents at one or both resorts. **(32.2.6.5H)**. They need to prove ability to open terrain safely in inclement weather before we solve it he road problem with an option that maximizes people in the canyon in those conditions.

**COMMENT #:** 12132  
**DATE:** 9/2/21 9:36 PM  
**SOURCE:** Website  
**NAME:** Tom Cronin

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**COMMENT:**

The best plan is one that allows for travel even if the avalanche danger is high. In this case, traffic will always be moving and will not stack up in the neighborhoods at the canyon mouth. Therefore, I propose a project in several phases. Phase 1 is tolling on a per trip basis (no monthly pass) to raise money for phase 2. Phase 2 is the construction of snow sheds. Phase 3 involves more bus use and transit hubs. In order for Phase 3 to work, the bus fare must be substantially lower than the cost to drive yourself. **(32.2.2Y, 32.2.4A, 32.2.9A, and 32.29R)** Also, the buses should be running every 5 minutes during peak periods so the total parking + waiting + busing time is not much longer than driving yourself. The gondola option is ridiculous. It is more expensive with longer travel times, a dramatic change to the canyon appearance, vulnerable to avalanche and weather shutdowns, and the passengers would be standing for approximately 40 minutes to ride to Alta. **(32.2.6.3N, 32.2.9E, and 32.17A)** I believe these same passengers would much rather sit on a bus through a snow shed than stand in ski boots in a swaying gondola for >40 minutes in white-out conditions. In summary, it is best to phase in traffic control/mitigation options and keep costs low and spread out over many years. Thanks for reading my comments.

**COMMENT #:** 12133  
**DATE:** 9/2/21 9:37 PM  
**SOURCE:** Website  
**NAME:** Devin Howells

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**COMMENT:**

A billion dollars is a lot of money for a few days of traffic. **(32.1.4D)** We should exhaust all other options: bussing, closing the canyon to cars. The canyon is a valuable asset and should be treated as such by preserve serving is beauty. **(32.1.2B, 32.2.2PP, 32.29R, 32.2.4A, 32.17A and 32.17B)**

**COMMENT #:** 12134  
**DATE:** 9/2/21 9:38 PM  
**SOURCE:** Website  
**NAME:** James Grenke

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**COMMENT:**

Both proposed plans would greatly affect rock climbing in the canyon and negatively impact those that enjoy recreating the canyon. There are other options that do not require widening the road and creating an eyesore. **(32.2.9A, 32.4A, and 32.4B)** These plans only cater to winter recreators and will affect the canyon experience for everyone if they are approved. **(32.1.2B, 32.1.2D, and 32.4I)**



**COMMENT #:** 12135  
**DATE:** 9/2/21 9:38 PM  
**SOURCE:** Website  
**NAME:** Kay Vogelsang

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**COMMENT:**

I support the proposed gondola for little cottonwood canyon to alleviate traffic congestion **(32.2.9D)**

**COMMENT #:** 12136  
**DATE:** 9/2/21 9:38 PM  
**SOURCE:** Website  
**NAME:** Andrew Jones

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**COMMENT:**

I understand that skiing is the main financial draw to the canyons but prioritizing any activity at the loss and expense of others should only be done as a last resort **(32.1.2D)** In addition, there is a huge number of people that come in from out of state that go up to ski. The climbing crowd is much more local. It is a slap in the face to put out-of-staters desires ahead of those of your own constituency. All elected officials should think carefully about this.

I imagine those reading this will dismiss it with the argument about how a healthy economy benefits everyone and that an effective tourism plan is ultimately good for the local climbing crowd. This is likely true. What you are overlooking is that the economy is much less important than you think it is and people are much more resilient than you think they are. **(32.6.D)** They also need the reality and rejuvenation provided by nature more than they need something that improves the general economy of the area they live in, in a way that may or may not impact them.

At the end of the day both of the proposals are unacceptable to me. **(32.2.9C and 32.2.9E)** To be honest, if this is the best that leadership in Utah can come up with, they are not trying very hard, they are not very intelligent or they are in the pocket of developers (or the developers themselves) It is not the best plan to seek out new ways to increase the number of visitors to the canyons. Increased numbers means decreased quality of experience, which drives away tourism. Please reconsider. Find another way. This is not a unique problem and the solutions are out there. **(32.1.2B, 32.4A, 32.4B, 32.4I, and 32.2.2PP)**. It is stupid how little climbing is mentioned in this conversation. Do neither of these. Make the skibuses free and charge either for entrance to the canyon or parking. And by the way, Most locals aren't going to ride the gondola, it will be too expensive. **(32.2.4A and 32.2.9E)**

**COMMENT #:** 12137  
**DATE:** 9/2/21 9:39 PM  
**SOURCE:** Website  
**NAME:** Hannah Thompson

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**COMMENT:**

I do not support the gondola or road expansion plans to increase access and alleviate traffic to Little Cottonwood Canyon. Bus and shuttle systems should absolutely be used to help mitigate traffic, but in less invasive ways than widening the roads. The gondola system would only serve the needs of the two resorts rather than people recreating in many ways, and both plans will permanently change the shape of the canyon. **(32.2.9E, 32.2.9C, 32.2.6.5G, 32.1.2D, 32.2.7A, 32.7C, and 32.4I)** A more flexible and forward-thinking plan that can evolve with changing needs will be better now and for the future. Increased shuttle/bus pickup points throughout the valley with short wait times, monetary incentives to choose public transportation like discounts on lift tickets or low bus ticket prices, and informational campaigns to encourage out-of-town visitors to choose public transportation would all allow a new system to be successful. **(32.2.4A, 32.2.2PP, and 32.2.2I)**  
Thank you for your time!

**COMMENT #:** 12138  
**DATE:** 9/2/21 9:39 PM  
**SOURCE:** Website  
**NAME:** Dan Barrell

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**COMMENT:**

I am for enhanced bus service open to shoulder. No gondola, no cog train. Long term electric bus that capture energy. (32.2.9B, 32.2.9E, 32.2.9M, and 32.2.6.3F)

**COMMENT #:** 12139  
**DATE:** 9/2/21 9:41 PM  
**SOURCE:** Website  
**NAME:** Richard Bushman

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**COMMENT:**

Team gondola all the way. I've heard all the comments and did the research. I believe gondola is best course from here **(32.2.9D)**

**COMMENT #:** 12140  
**DATE:** 9/2/21 9:42 PM  
**SOURCE:** Website  
**NAME:** Craig Heimark

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**COMMENT:**

I appreciate all of the work that has been done by UDOT in preparing several different transportation alternatives for Little Cottonwood Canyon.

That said, I also feel the question UDOT is answering, namely, “What is the best way to transport huge numbers of people up Little Cottonwood Canyon?” Is the wrong question, or at the very least, is out of sequence. **(32.1.2B)**

As a resident in LCC, I think the more important, and first question that should be answered is: “How can we best preserve the natural beauty of LLC for future generations?”, and the related question: “How many visitors can use Little Cottonwood Canyon during any season without causing significant environmental damage?” It is my understanding that no such study has been done, and in my opinion it would be irresponsible to spend hundreds of million of dollars for complex transportation projects without first understanding the Canyon carrying capacity. **(32.20B)**

As a resident, I am affected by the traffic jams on extreme weather days, but the reality is, that is very few days per year, and the traffic does serve to limit the number of visitors on any particular day. As others have commented, there are a number of virtually free actions ranging from eliminating two wheel drive vehicles without snow tires, to ending avalanche control measures earlier in the morning, that could markedly improve the traffic flow during whatever time it takes to conduct a proper study to determine recreational Canyon capacity for day visitors. **(32.1.2B, 32.1.4D, 32.2.2M, and 32.2.2VV)**

While there are only four described alternatives, my preferred option is none of the above. I think it would be far better to launch a formal recreational capacity study before making ANY permanent changes to transport in Little Cottonwood Canyon. If forced to pick between the existing four alternatives I would pick the lowest cost and least permanent modification to the Canyon of enhanced bus service. **(32.2.9G and 32.2.9A)**

**COMMENT #:** 12141  
**DATE:** 9/2/21 9:43 PM  
**SOURCE:** Website  
**NAME:** Justin Neville

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**COMMENT:**

I am concerned about the irreversible and drastic effects a gondola or widening the road would have on the canyon. A bus service would be the most reasonable short-term solution. **(32.2.9A and 32.2.9R)**

The gondola would only serves the ski resort and not the whole community. **(32.2.9E)**

Additional, I think the best long term solutions for the canyon would be a train:

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

**(32.2.9F, 32.2.2I, and 32.17D)**

**COMMENT #:** 12142  
**DATE:** 9/2/21 9:44 PM  
**SOURCE:** Website  
**NAME:** Tim Wagner

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**COMMENT:**

The current options on the table are both horrifically bad. They destroy areas that are essential to my canyon experience. I visit the canyon to boulder, back country ski, bike, and climb. Your proposals require me to fund the destruction of the canyon while decreasing parking for areas I want to visit and completely obliterating boulders that bring me great joy. **(32.2.9C, 32.2.9E, 32.4I, 32.2.6.2.4A, 32.2.6.2.4B, 32.4P, 32.4A, and 32.4B)** It is mind boggling that these drastic options were selected without attempting less costly and simpler options like tolling, restricting private car access on busy or storm days, moving parking away from the entrance, and improving public transportation. Please try these simpler options. Public monies should not be used to fund transportation "solutions" that only service the ski resorts. I don't want to visit the ski resorts, so how do your proposals help me? They reduce parking at the gate buttress and other key areas I want to visit. They destroy boulders and trails that are the focus of my visit. These rocks exist nowhere else and are a draw for climbers around the world. Once destroyed they are gone forever. Please protect the canyon and the watershed. Please consider less expensive and drastic options first! Please consider our watershed and the carrying capacity of the canyon! **(32.2.2PP, 32.2.4A, 32.12A, 32.12B, 32.20B, and 32.29R)**



**COMMENT #:** 12143  
**DATE:** 9/2/21 9:45 PM  
**SOURCE:** Website  
**NAME:** Paul Horehled

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**COMMENT:**

I am concerned that a comment I have sent had the Gondola at La Caille as A and the Gondola station further in the canyon as B I may have been mistaken and I am in full support of the station closest to the road up the canyon to protect the privacy of the residents of the neighborhood and now I cant even find that option to be shown as I run out of time to comment. I am against the station nearest to Wasatch blvd and for the north the one closest to the ski areas. I know there was property there for parking long ago that was covered up with dirt and would create a suitable location for the Gondola station what happened to that I hope it is still a consideration and if I could make any corrections to my previous comment I would like to Thank you **(32.2.9E and 32.2.9U)**

**COMMENT #:** 12144  
**DATE:** 9/2/21 9:45 PM  
**SOURCE:** Website  
**NAME:** Steve Prior

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**COMMENT:**

Gondola is not reliable enough and if you want to stay later with friends and the weather comes in. No Gondola. Better idea is pay to go up. **(32.2.6.5F and 32.2.6.5K)** Put avalanche roofs. (Like the smart people in Europe do) unlike [REDACTED] American thinking. **(32.2.9K)** 3 lanes. 2 smart lanes in the morning and then 2 smarter lanes going down. **(32.2.2D)** And heat the road so that when tourists come they don't have to worry about chains. **(32.29AA)** Or make the rental cars all 4x4 w snow tires **(32.2.2M)**

**COMMENT #:** 12145  
**DATE:** 9/2/21 9:46 PM  
**SOURCE:** Website  
**NAME:** Charles Ryon

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**COMMENT:**

A gondola in Little Cottonwood Canyon is not the way to go. It would be expensive, obtrusive, selective in its beneficiary, limited in its flexibility, and irreversible should the project not achieve its intended outcome. And what about the traffic to get to the gondola?! **(32.2.9E and 32.2.6.5A)**

Widening the road is also not the way to go. Destroying the historic road side boulders of Little Cottonwood would simply take from one community to benefit another. **(32.2.9C and 32.4A)**

And finally, what about the capacity of Little Cottonwood Canyon? Both these proposed solutions are like building a bigger pipe for greater flow to a destination that is already overwhelmed. **(32.20B, 32.20A, 32.20C, and 32.1.2B)**

A bus priority solution using the existing State Rd 210 is still possible. For instance, the road could be dedicated to a single direction during intervals of peak traffic with the open left lane committed to bus only traffic. Once people recognize the bus as a definite advantage to travel in the canyon, traffic would be greatly mitigated as people could park anywhere along the bus routes. Creative solutions such as this would be relatively inexpensive, lower in barrier to implement, and flexible to meet unforeseen changes in future demand. These kinds of ideas should be fully exhausted before resorting to expensive large scale infrastructure. **(32.2.2EE , 32.2.4A, 32.2.2I, and 32.29R)**

**COMMENT #:** 12146  
**DATE:** 9/2/21 9:49 PM  
**SOURCE:** Website  
**NAME:** Bryanna Strang

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**COMMENT:**

The gondola, nor widening the road does not solve the problem of LCC. Transportation solutions need to be accessible and inclusive, and both of these options do not consider other activities in the canyons that people frequent during all seasons such as hiking, MTBing, and climbing. **(32.1.2B and 32.1.2D)** One solution would be to actually enforce AWD and snow tires during the winter instead of just posting a highway sign. **(32.2.2M)** Another alternative would be more frequent buses and/or tolling the road. **(32.2.9A and 32.2.4A)** An additional and far less invasive option to decrease canyon traffic would be for Snowbird and Alta to offer employee shuttles to and from shifts. There is no reason that the road needs to be widened or a gondola built that would forever change the landscape and access to LCC for ~30 problematic days out of the year. **(32.2.6.3N, 32.2.9C, 32.2.9E, 32.1.4D, 32.17A, and 32.17B)**

**COMMENT #:** 12147  
**DATE:** 9/2/21 9:51 PM  
**SOURCE:** Website  
**NAME:** Drew Gomberg

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**COMMENT:**

Please don't destroy the boulders for climbing **(32.4A and 32.4B)**

**COMMENT #:** 12148  
**DATE:** 9/2/21 9:51 PM  
**SOURCE:** Website  
**NAME:** Beth Kearsley

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**COMMENT:**

As someone who has lived near the base of Little Cottonwood canyon for their entire life, I oppose the Gondola Alternative, and would prefer the enhanced bus service - if one of these options is deemed necessary. The construction of a Gondola would disrupt and fail to preserve the natural ecosystem, beauty, and boulder/hiking recreation that has existed and been cherished by Sandy residents for years. The spectacular views Little Cottonwood offers would be gone in favor of a solution that does nothing but attract even more traffic to the area. I would be extremely saddened to see the natural landscape of my own backyard taken over by a massive man-made tourist attraction. Please consider the enhanced bus service instead, or even a seasonal shuttle service. A Gondola is a short-sighted decision which would do permanent damage to our mountains. The bus service could be stopped/started at any time to accommodate to levels of traffic. Thank you for considering the interests of those who call Little Cottonwood home. **(32.2.9E, 32.2.9A, 32.7C, 32.4B, 32.13A, and 32.17A)**

**COMMENT #:** 12149  
**DATE:** 9/2/21 9:52 PM  
**SOURCE:** Website  
**NAME:** Melissa Stamp

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**COMMENT:**

Dear UDOT,

I appreciate the opportunity that the NEPA process affords to provide comments on the Little Cottonwood Canyon EIS. I have a variety of thoughts, but the primary one I want to convey is my opposition to the gondola alternative. I oppose this alternative because it is unfair, overpriced, inequitable, inflexible, and short-sighted. Neither do I support the Enhanced Bus w/widening alternative, although it seems the better of the two alternatives in the draft EIS. **(32.2.9E and 32.2.9C)**

The gondola proposal is unfair because the entirety of the state's taxpaying public would foot the \$600 MIL bill for the project, regardless of how or if we use Little Cottonwood Canyon. **(32.1.2B)** The permanent towers and cables would also impose a permanent, year-round cost on all who appreciate the spectacular views in the canyon. **(32.17A)** So the costs of the project are borne by many, while the benefits would accrue only to a few. The primary beneficiaries of the gondola will be the companies that own Alta and Snowbird ski resorts - in essence, the gondola would be a giant taxpayer subsidy to these for-profit privately owned interests. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Other beneficiaries of the proposal would be the increasingly small slice of the public who can actually afford to pay to ski at these two resorts. Daily lift ticket prices at these resorts average \$152 - more than 20 times Utah's paltry minimum wage of \$7.25/hour. I am one of the fortunate, privileged few who can afford to ski at these resorts. In fact, 95% of my usage of Little Cottonwood Canyon is to ski at Alta and Snowbird, so I would be one of the few beneficiaries of the gondola. However, I do not for a second feel it is fair to ask Utah taxpayers to subsidize my powder skiing hobby. A gondola project funded by the resorts themselves, with costs passed on to resort ticket buyers, would be much more fair and equitable. **(32.2.7A, 32.2.4A, and 32.5A)**

I also oppose the proposed gondola alternative because it lacks flexibility and only stops at the ski resorts. Its infrastructure cannot readily be modified to add additional stops in the future. Climate change is already affecting Utah's snowpack and all predictions indicate substantially less snow in the future. Why spend \$600 MIL to support a dying industry? The short-sighted gondola alternative does little to nothing to address crowded parking during summertime weekends. It does nothing to alleviate trailhead parking for snowshoers or back country skiers. UDOT should be choosing alternatives with our future climate in mind rather than blindly assuming snowpack conditions and associated recreation demands will be as they have been in the past. **(32.1.2B, 32.1.2D, 32.2.2E and 32.2.6.5G)**

Of the two alternatives proposed in the draft EIS, the Enhanced Bus w/widening option seems a better choice because the infrastructure would at least allow the flexibility for future adjustments. However, I would prefer that UDOT reconsider the Enhanced Bus w/no road widening alternative, or consider a variation on that alternative that would essentially eliminate private cars from the canyon on busy weekend days, year-round. Such an alternative would not have the environmental impacts of the roadway widening and would be much more fair and equitable. This option could function similarly to the Zion National Park shuttle system and would require investments in a high-quality waiting/bus boarding area at the mouth of the canyon and at the ski resorts. Numerous free lockers at the resorts would also be important to mitigate the hassles of not having access to your private car for storage, especially for families with small children. Mandatory use of the shuttle bus during high demand periods would have the added benefit of reducing private car carbon and pollution emissions. UDOT could also initially explore mandatory HOV requirements on busy days as another way to reduce traffic issues. **(32.2.9A, 32.2.4A, 32.2.2B, 32.2.3A, 32.10A, and 32.2.2B)**

In summary, I urge you to say no to the unfair gondola boondoggle. If it's such a great option, the resorts can foot the bill for it themselves. Please also reconsider your approach to the canyon's transportation challenges. Re-engage with user groups other than Snowbird and Alta skiers and tackle transportation and use issues more holistically. **(32.1.1C and 32.2.2PP)** I absolutely love powder skiing

at these resorts. But I place a much higher value on equitable access and the health of our environment - our water quality, our air quality, our wildlife. Don't impose tolls that burden Utahns making minimum wage. Don't give well-off people the option to buy their way out of HOV or shuttle bus requirements. We all share this canyon and this planet and can sacrifice some convenience in order to keep the canyon a healthy and enjoyable place to recreate.

Thank you for your time and your consideration of these comments.

Sincerely,

Melissa Stamp



**COMMENT #:** 12150  
**DATE:** 9/2/21 9:52 PM  
**SOURCE:** Website  
**NAME:** Ryan Ballard

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**COMMENT:**

The canyon shouldn't be scared with the large poles, cables, and floating buses. **(32.2.9E and 32.17A)**  
Toll fees based on car occupancy should be tried. **(32.2.4A)**  
Traffic light like those at freeway entrances. Enforcing traction laws. Could buy a lift gate and you have to buy a pass that knows your car is fit for canyon. **(32.2.2M and 32.2.2OO)**  
Leave the canyon alone. Try other things first **(32.2.9G and 32.2.2PP)**

**COMMENT #:** 12151  
**DATE:** 9/2/21 9:54 PM  
**SOURCE:** Website  
**NAME:** Samuel Bloom

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**COMMENT:**

If the gondola doesnt work to diminish traffic, you will increase bus service, enforce the traction law, and toll the canyon. Why would you not start with those changes before making permanent changes? **(32.2.9A and 32.29R)** How much will you actually use these comments to influence your decision? Can you please answerer every question I have? **(32.2.9N and 32.29G)** Have you considered how fire, rock slides, or other falling rock will affect the gondola? If it gets broken that is a huge expense. Who will pay that? What is the methodology to take the riders down the canyon if the gondola cannot due to high wind or other things? **(32.2.6.5K)** I vote for a phased approach starting with no permanent changes to the canyon.

**COMMENT #:** 12152  
**DATE:** 9/2/21 9:56 PM  
**SOURCE:** Website  
**NAME:** Beth Blackburn

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**COMMENT:**

I am for enhancing the bus system... the less we impact the already threatened and vulnerable ecosystems in the wasatch, the better. **(32.2.9A)** A gondola would be a tragedy, not to mention, how big of a crime it is against tax payers to pay for such a thing that only really benefits the pocketbooks of conglomerate ski resort operations. **(32.2.9E, 32.1.2D, 32.2.7A, 32.7C, and 32.6A)**

**COMMENT #:** 12153  
**DATE:** 9/2/21 9:57 PM  
**SOURCE:** Website  
**NAME:** Diana Arensman

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**COMMENT:**

I believe that the bus option is the safest and most user friendly option for locals as well as visitors. I am very concerned about lack of concern for canyon capacity. A combination of tolls, electric buses and capacity cap for busy days would be best for our natural resource. **(32.2.9A, 32.2.0B, 32.2.4A and 32.2.6.3F)**. The gondola is not going to a good use of our public funding as it benefits only Alta and Snowbird. They can fund a themselves if it's so wonderful. **(32.2.9E and 32.2.7A)**  
Backcountry skiers and snowboarders are left to find their own way up canyon and add to motor vehicle congestion. No gondola access for them. **(32.2.4A and 32.4G)**  
I ask you to please put better bus access back to the top option.

**COMMENT #:** 12154  
**DATE:** 9/2/21 9:58 PM  
**SOURCE:** Website  
**NAME:** Katja Dove

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**COMMENT:**

It is unclear why the "Gondola B" and the "Roadway widening + Enhances bus system" are the two preferred options. I am proposing that the "enhanced bus" option should be more highly considered based on the following arguments:

My first set of arguments is based off the LCC\_DEIS\_Executive\_Summary\_Fact\_Sheet\_6-25-2021

1) The enhanced bus option has a "low" impact on the visual change while the impact of roadway widening is "medium" and the Gondola B option "high". Therefore, the enhanced bus option is preferred when considering the "visual change" category. **(32.17A and 32.17B)**

2) The enhanced bus option has the lowest impact noise receptors compared to all other options proposed. Therefore, this option is preferred when considering the noise impact in the canyon.

3) The enhanced bus option is the much cheaper option as it would only cost \$355M compared to \$510M (roadway widening option) or \$592M (Gondola B). Therefore, the enhanced bus option is preferred when considering the financial impact (ultimately covered from our taxes) **(32.2.7A)**

4) Finally, the enhanced bus option decreases average personal travel times significantly from 80-85min to 46min. This is only 3min slower compared to the Gondola B option, and 6min slower compared to the roadway widening option. Given the devastating impact that the two preferred options have, a 3-6min of difference in travel time does not justify the two preferred options.

In summary, based on the LCC\_DEIS\_Executive\_Summary\_Fact\_Sheet\_6-25-2021 it is UNCLEAR why the enhanced bus option was NOT considered a preferred option when (in my humble opinion) it should be THE preferred option. **(32.29G)**

Please consider the following, additional arguments for using the enhanced bus option without widening the road:

5) According to the LCC\_DEIS\_Executive\_Summary\_Fact\_Sheet\_6-25-2021 sheet the "The purpose of the EIS is to provide an integrated transportation system that improves the reliability, mobility and safety for all users on S.R. 210 from Fort Union Boulevard through the Town of Alta". However, the two proposed alternatives are not in accordance with that statement. The road widening option will remove upwards of 29 boulders and the Gondola alternative has the potential to eliminate at least 35 boulders, primarily concentrated in the lower canyon. This is a major loss for the climbing community, as well as decades of climbing history and culture. In the most recent survey conducted by the Salt Lake Climbers Alliance (SLCA), 98% of respondents said that access to climbing was an important factor in their decision to live in Utah. Furthermore, climbing is growing sport that is gaining more national reputation especially with the recent success of the SLC local Nathaniel Coleman winning a Silver medal in climbing in the Olympic games. Reducing climbing options will only hurt us in the long run as SLC might become less desirable for climbers thereby impacting future economic successes. **(32.4A, 32.4B, 32.26E, and 32.26B)**

Besides the loss of many boulders, climbers and other non-resort skiers would NOT benefit from the gondola. The sole purpose of the gondola seems to be to benefit the ski resorts. This is ridiculous, especially considering the following argument: **(32.1.2B and 32.1.2D)**

6) The climate modeling specific to Park City Mountain Resort predicts that by 2050, the ski season window will shrink, occurring for roughly twelve weeks between mid-December to late March. Even though a 2020 UDOT memo cited this research, UDOT has seemingly ignored this in considering the purpose and need. The potential impacts that climate change will have on snowfall in the Wasatch call into question the desire to address wintertime traffic in LCC. The DEIS lacks adequate analysis of climate change with regard to the 2050 planning horizon. **(32.2.2E)**

In summary, I would like to see the "enhanced bus" option to be considered as a solid preferred option. **(32.2.9A).**"

**COMMENT #:** 12155  
**DATE:** 9/2/21 9:58 PM  
**SOURCE:** Website  
**NAME:** John Harrington

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**COMMENT:**

I have been a season pass holder at Snowbird and Alta since 1973. The deterioration of the canyon from vehicle traffic is a disgrace.  
This plan must be approved. **(32.29D)**

**COMMENT #:** 12156  
**DATE:** 9/2/21 9:58 PM  
**SOURCE:** Website  
**NAME:** Colleen Lasko

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**COMMENT:**

Please don't add lanes or a gondola that will take away from the beauty of our canyon and recreating areas and will benefit the few and harm the less fortunate who don't have ski passes. There are many other reason people enjoy the canyon. Please give more busses a chance first. **(32.2.9C, 32.2.9E, 32.17A, 32.17B, 32.2.4A, 32.1.2D, and 32.2.9A)**

**COMMENT #:** 12157  
**DATE:** 9/2/21 9:59 PM  
**SOURCE:** Website  
**NAME:** Errolyn Hatch

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**COMMENT:**

Hello! I grew up in Utah and I love our state and our beautiful mountains! My husband and I, along with our four kids (ages 9-16) ski at Alta and already have our season passes for the 2021-22 season! Both of the current preferred options-the gondola and widening the road-would scar the canyon in my opinion and should not be considered until we have exhausted all other feasible and less expensive and invasive options. **(32.2.9C, 32.2.9E, 32.17A, 32.17B, 32.29R)**

Recently, the friends we ski with told us about an alternate plan to help with canyon congestion that doesn't involve the construction of a gondola or another lane on the canyon road. It involves increasing bus transit in the canyon as well as incentives from/at the ski resorts for skiers who ride the bus. We have taken the bus several times and my main complaints are:

1. It gets too crowded
2. Sometimes you have to wait for it
3. Too many stops
4. No where for stuff or to warm up/ have to ski w/backpack or pay for locker

If the number of buses could be increased to avoid crowding and allow more flexibility for coming and going, it would be a much more attractive option. Additionally, if there could be 'direct' routes from a park-and-ride straight to the resort, that would be amazing! Even if it only adds 10-15 minutes to stop along the way, it makes the trip feel like forever, especially when everyone is in all of their gear and the bus is at capacity. It would be so grand to just hop on the bus and the next stop is Alta.

To encourage skiers to take the bus, the canyon could be a toll road during peak times and resorts could charge for private vehicle parking (for non-season pass holders of course!) Offering the bus as part of the season pass should continue. The resorts could also offer free lockers, snacks, hot chocolate, places to warm up etc. for skiers who ride the bus. There could be rewards in place for those who consistently ride the bus or even carpool with 3-4+ people. Maybe skiers could earn a free meal or a free buddy pass or a free day of parking or something like that. Maybe this could be pushed and made attractive for tourists as well. **(32.2.9A, 32.2.6.3N, 32.2.3A, and 32.2.4A)**

Please consider all possibilities before moving forward with such large scale and invasive projects in Little Cottonwood Canyon. It is so beautiful and I hate to see it scarred by a bunch of construction. It is my peaceful winter wonderland. Seriously. I love LCC <3



**COMMENT #:** 12158  
**DATE:** 9/2/21 10:03 PM  
**SOURCE:** Website  
**NAME:** James Bennion

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**COMMENT:**

I am strongly opposed to both proposals. I love skiing and have skied at both resorts starting 52 years ago. I love hiking the canyon and enjoy the road. The Gondola solution does nothing to help with shoulder season and summer use. Initial and maintenance costs would be enormous. An enhanced bus option would be better than the gondola as a year round, whole canyon utilization solution.

**(32.2.9C, 32.2.9E, 32.2.6.5F, 32.2.6.3C, 32.1.2C, 32.2.9A, 32.2.7C, and 32.2.7E)**

However, it would disrupt the integrity of the canyon. **(32.4I)** I would much prefer trying numerous other options to encourage bus use, limit vehicle traffic and even limit how many skiers can use the resorts at a given time. **(32.2.4A and 32.2.2K)**

Thank you for all the time, work and careful thought you have put into this matter.

Jim Bennion

**COMMENT #:** 12159  
**DATE:** 9/2/21 10:04 PM  
**SOURCE:** Website  
**NAME:** Liz Rocco

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**COMMENT:**

Dear UDOT:

Please consider using the bus system in the way that it is used in Zion National Park: make it mandatory for everyone, period. Exceptions to people who live at alta, employee, lodge, and airport shuttle carpool rigs. This idea could be put into effect December through March only.

Making a large change to the environment for a problem that happens at best within a four month period of the year (avalanche season) does not seem like a good long term solution. **(32.2.2B and 32.1.2B)**

Please try out some options before you make irreversible changes to the environment. Tolling, and mandatory bus use could be a good start. **(32.2.4A and 32.2.9R)**

The gondola and additional lane (s) proposals could have an unacceptable impact on the climbing experience as well as year-round dispersed recreation access throughout all of Little Cottonwood Canyon. **(32.2.9C, 32.2.2.9E, 32.1.2C, 32.4A, and 32.4B)**

Thinking about the longer term future of climate change and snow, makes me wonder if permantely changing the landscape because avalanche danger prohibits traffic flow from ski resorts is really something we need a long term solution for. **(32.2.2E)**

Sincerely,  
Liz Rocco

**COMMENT #:** 12160  
**DATE:** 9/2/21 10:05 PM  
**SOURCE:** Website  
**NAME:** Paula Clemente Pueyo

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**COMMENT:**

Little Cottonwood Canyon is a huge part of what makes Salt Lake City such a unique and wonderful place to live. And while it contains world class skiing and climbing, it is a relatively small area for the amount of users it sees. While we recognize the need for improved winter access, this must not come at the expense of the irreplaceable recreational opportunities the canyon provides. Both of the solutions identified in the EIS would permanently and irreversibly change the canyon for the worse. I believe before a large construction project is undertaken we must see if we can reduce the congestion via peak hour tolling and improved bus service. **(32.2.9A, 32.2.4A, 32.29R, and 32.4I)**

**COMMENT #:** 12161  
**DATE:** 9/2/21 10:06 PM  
**SOURCE:** Website  
**NAME:** Ann K

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**COMMENT:**

My vote is to start with:

- snow sheds, car tolls, and very frequent buses with no initial road changes. **(32.2.9A)**
- strict enforcement at all times of day for cars to be properly equipped with snow tires/chains when there is any potential for adverse weather. Too many times cars with improper equipment get up the canyon and cause severe traffic problems on the way down. Enforcement should occur regardless of the final transportation decision. **(32.2.2M)**

A gondola that must have complete infrastructure to start seems to be a grandiose solution to only serve winter traffic, not to mention being an eyesore. Also it seems to be a big leap of faith to assume a sufficient number of people will use the canyon transportation. **(32.2.4A and 32.17A)** Answering a questionnaire and following through can be very different. Start with something more scalable and have a learning phase. **(32.2.29R)**

But whichever solution is ultimately decided upon, I hope there will be special accommodations for seniors. I am an Alta skier where lockers are hard to come by. I have previously taken the bus, but hauling a gear bag, skis, and poles became too much to deal with in a crowded bus. And for seniors, wearing boots for an extra couple of hours a day for the proposed transit times is problematic regardless of how comfortable our boots are to ski in. **(32.2.3A and 32.2.6M)**

Suggestions:

- Have priority senior boarding allowing for their equipment at designated times three or four times an hour.
- Enforce senior seating areas. I have a friend that had to stand for four hours on the downhill bus when the road was closed a couple of years ago. The senior seating was filled by younger people and not one gave up a seat for her, and the bus driver did nothing to help. **(32.2.2M)**
- Reduce tolling for seniors. **(32.2.4A)**

To recap, start with something scalable and take senior needs into the final solution.

Thank you.

**COMMENT #:** 12162  
**DATE:** 9/2/21 10:06 PM  
**SOURCE:** Website  
**NAME:** Hunter Brown

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**COMMENT:**

Please look at alternative option. **(32.2.2PP)** Do not widen the roads or put a gondola going up to the ski resorts. Do a survey to see the capacity of the mountain. While also putting in toll booths and more busses. **(32.2.9A, 32.20B, 32.2.9C, and 32.2.9E)**

**COMMENT #:** 12163  
**DATE:** 9/2/21 10:06 PM  
**SOURCE:** Website  
**NAME:** Brian Selander

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**COMMENT:**

Gondola seems like the way to go. **(32.2.9D)**

**COMMENT #:** 12164  
**DATE:** 9/2/21 10:07 PM  
**SOURCE:** Website  
**NAME:** Weston Edwards

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**COMMENT:**

I do not support the creation of a taxpayer funded gondola. This multi-billion dollar project would only serve the privately owned ski resorts and the wealthy who frequent them. **(32.2.9E, 32.1.2D, and 32.2.7A)** It would not alleviate traffic in and around the base of the canyons. The current problems with canyon traffic are mostly limited to a few incidents per year while the rest of the time the traffic moves smoothly. **(32.1.2B and 32.7B)** The traffic issues could be easily solved by a more flexible bus system with the highway protected from slide paths by avalanche sheds. Also the problem of vehicle slide-offs could be solved by requiring vehicles to be equipped with snow tires all season long regardless of current conditions. **(32.2.9A, 32.2.2M, and 32.2.9K)** In addition, if built, the gondola and its unsightly towers and cables will blight the landscape of the canyon year round. **(32.17A)** It is next to useless during the Summer and fall months since it doesn't stop at the popular trailheads. The only ones to truly benefit from its construction are the wealthy business owners of Alta and Snowbird Who will turn parking lots into more vacation housing or hotels so that they can pad their pockets. **(32.20C and 32.20F)** If built, the gondola will stay, wether the taxpayers like it or not. The gondola is terrible idea.

**COMMENT #:** 12165  
**DATE:** 9/2/21 10:09 PM  
**SOURCE:** Website  
**NAME:** Sierra Mcqueen

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**COMMENT:**

Please no gondola, please! I have heard that to build the gondola a lot of the climbing in little cottonwood would be ruined. This is permanent and would be tragic. Bus enhancement is more adaptable, less expensive and doesn't seem to be as destructive. **(32.2.9E, 32.2.9A, and 32.4B)**



**COMMENT #:** 12166  
**DATE:** 9/2/21 10:10 PM  
**SOURCE:** Website  
**NAME:** Aaron Atkinson

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**COMMENT:**

The enhanced bus alternative with peak period shoulder lane seems less disruptive than the gondola. It also seems more flexible and adaptable moving forward. Lift/gondola services while seemingly advantageous in some respect have logistical demands that lead to uncertainties that may have a negative impact on building consistent use. Given the reasons above I support the bus and peak period shoulder lane. **(32.2.9B and 32.2.9E)**

**COMMENT #:** 12167  
**DATE:** 9/2/21 10:11 PM  
**SOURCE:** Website  
**NAME:** James Gracey

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**COMMENT:**

Please pursue utah transportation enhanced bus without roadway widening proposal **(32.2.9A)**

**COMMENT #:** 12168  
**DATE:** 9/2/21 10:12 PM  
**SOURCE:** Website  
**NAME:** Thomas Loken

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**COMMENT:**

I am in favor of expanding/promoting increased bus service.

Reasons;

1. Gondola option will bring passengers to ski resorts only. There will be no stops for trailhead hiking or backcountry skiing. There will be no gondola service for spring/summer/fall. (maybe fall for Oktoberfest). Traffic is nearly as heavy in the summertime as in the winter. Gondola would not address this issue of reducing traffic in the non ski season. **(32.2.9E, 32.2.6.5G, 32.2.6.5F, 32.1.2C, and 32.1.2B)**.
  2. Increase bus service could help with year round traffic reduction. It could stop at all trailheads and picnic areas. Much of the anticipated high costs of bus service expansion is secondary to highway width widening. I believe this width expansion would not be necessary if bus service is combined with a HEAVY toll fee. **(32.2.9A, 32.2.6.3C, 32.1.2C, 32.2.4A, and 32.2.9C)**
  3. Along with bus service, there needs to be parking lots for thousands of cars, not just hundreds. There is already some land designated for parking at the gravel pit. I believe more of this area has to be for parking. If need be, eminent domain could used to acquire extra land for this... **(32.2.6.2.1C)**
- Thank you for the opportunity for community input.

**COMMENT #:** 12169  
**DATE:** 9/2/21 10:12 PM  
**SOURCE:** Website  
**NAME:** Peter Goodwin

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**COMMENT:**

I have two comments on the draft EIS.

1. I would like to state my support for the Enhanced Bus Service in Peak Period lane alternative as it has the least impact to aquatic and riparian resources as well as being the most effective means of transporting people up canyon. **(32.2.9B)**
2. The Navigable Waters Protection Rule has recently been vacated in an Arizona Court ruling (Pasqua Yaqui Tribe v. EPA) and will likely be vacated throughout the country. In light of this, ephemeral streams flowing into navigable waters or tributaries to navigable waters must be considered potentially jurisdictional under the CWA. The potential impacts to these streams must be discussed in the EIS and references to their jurisdictional exemption removed from the document. **(32.13G)**

**COMMENT #:** 12170  
**DATE:** 9/2/21 10:14 PM  
**SOURCE:** Website  
**NAME:** Edward Mitc

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**COMMENT:**

I don't like either alternative that UDOT has outlined, the gondola is too inflexible and the bus lane still puts polluting, very uncomfortable and unreliable busses as the main alternative. **(32.2.9C and 32.2.9E)** Why can't a light rail or hung monorail be considered? A hung rail only needs smallish towers that aren't way up in the middle of the visual impact areas that people are complaining about with a gondola, no snow sheds and never needs plowing. It's electric and you can add/remove monorail cars as needed, and stops can be added that have quick access on and off. Seriously, UDOT is so far out of its league trying to plan and build anything other than roads, and these two alternatives show how far off the mark their entire effort has been. Please look at European ski transit for ideas, UDOT is just not up to this task by exponential factors of nearsighted, unimaginative thinking. **(32.2.2I and 32.2.2PP)**

**COMMENT #:** 12171  
**DATE:** 9/2/21 10:20 PM  
**SOURCE:** Website  
**NAME:** Nancy Radigan-Hoffman

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**COMMENT:**

I enjoy Little Cottonwood Canyon as a skier, climber, and runner. It is obvious that there is a serious need for transportation solutions in the winter, but I disagree with the expensive and high-impact approaches that UDOT identified as its preferred alternatives (enhanced bus with road widening or gondola). To me, each of these options comes with a heavy cost, as either one will destroy at least a hundred bouldering routes in the canyon and there are valid questions about whether areas under the proposed gondola would remain available for recreation, or whether those areas would be cordoned off for safety reasons. **(32.2.9C, 32.2.9E, 32.4A, and 32.4B)**

I believe that there are better frontline solutions to traffic in Little Cottonwood Canyon. First, drastically increasing bus service would facilitate greater ridership. I love the ski bus, and the only thing that ever deters me from taking it is the fact that the bus lines can be so long that I might miss four buses before finally getting on one. I have had close calls where the downcanyon buses are so full that I have missed bus after bus, to the point where unless I boarded an upcanyon bus to turn around and come down, I'd likely end up stranded or hitchhiking home -- not the safest option for me as a woman. Greater bus frequency would solve that problem. **(32.2.6.3N)**

Furthermore, bus service is flexible and can be adjusted to accommodate popular trailheads at midpoints in the canyon, not just the two private resorts, so that buses can serve a broader segment of the winter sports populace. Buses can also be reallocated between Big and Little Cottonwood; the traffic problems are currently worse in Little, but Big could stand for a serious boost in bus service, as well. As an avid summer climber and trail runner, I'd be happy if bus service was an option in the summer, too. **(32.2.6.3C, 32.1.1A, and 32.1.1C)**

There are other simple interventions that can be implemented alongside increased bus frequency to encourage ridership. Little Cottonwood could be tolled. These tolls could be flexible to incentivize bus ridership during peak season or bad weather; they wouldn't necessarily have to be fixed or year-round. Traction law enforcement would also make a difference on inadequately equipped vehicles traveling in the canyon. Single-occupancy vehicles could be banned on days with high anticipated traffic (weekends, holidays). **(32.2.4A and 32.2.2M)** Shuttles could bring people from bus stops to less-popular trailheads. There is definitely a problem with the level of traffic that the canyons are seeing in the winter, and I agree that something needs to be done. I strongly disagree with the UDOT preferred alternatives, which will have major impacts on the character of the canyon and its accessibility for all other communities beyond resort skiers. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Little Cottonwood Canyon isn't only a couple of ski resorts. It's also world-class climbing, a sport that is exploding in popularity and that has already brought transplants, tourism, and money into Utah. It's world-class hiking and trail running, unimpeded by a gondola that might cut off access to commonly used trails. Enhancing bus service without widening the road, plus other tactics as outlined above, is the best step for UDOT to take now. This would save taxpayer money and preserve the canyon for current residents and future generations to enjoy. **(32.2.9A)**

**COMMENT #:** 12172  
**DATE:** 9/2/21 10:20 PM  
**SOURCE:** Website  
**NAME:** Amy Peterson

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**COMMENT:**

I do not believe a gondola should be built to service the canyon. It would only benefit the wealthy resorts, and not be a sustainable option for transportation as it would require major upkeep. **(32.2.9E, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Additionally, it would only hold small amounts of people, and would ultimately not offset the traffic very much at all. **(32.2.4A and 32.7C)** Please explore alternate transportation options, such as a light speed rail or train that would be operable year round and have stops at popular climbing, hiking, and outdoor recreation areas. **(32.2.2PP, 32.2.2I, 32.1.2B, and 32.1.2C)**

**COMMENT #:** 12173  
**DATE:** 9/2/21 10:20 PM  
**SOURCE:** Website  
**NAME:** Owen McCarrel

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**COMMENT:**

The proposal to add a gondola to LCC is a poorly thought out solution to a problem with further implications. The move to install a gondola would jeopardize all recreational opportunities in the canyon save for skiing. As a skier who also enjoys rock climbing and mountain biking it would seem that this disgusting cash grab is a no brainer to say no to. **(32.2.9E, 32.4B, and 32.4I)**



**COMMENT #:** 12174  
**DATE:** 9/2/21 10:21 PM  
**SOURCE:** Website  
**NAME:** Mallory McNeill

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**COMMENT:**

Adding the gondala and extra lanes will destroy the beauty of the canyon and only help a select few. **(32.2.9C, 32.2.9E, 32.17A, and 32.17B)** There is is an entire community that thrives in the areas that are planning on getting destroyed. **(32.29D and 32.1.2D)**

**COMMENT #:** 12175  
**DATE:** 9/2/21 10:21 PM  
**SOURCE:** Website  
**NAME:** Delese Bettinson

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**COMMENT:**

I vote for the Gondola, less impact on parking, road construction and environment than the other option.  
(32.2.9D)

**COMMENT #:** 12176  
**DATE:** 9/2/21 10:21 PM  
**SOURCE:** Website  
**NAME:** Andrew Duty

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**COMMENT:**

I have been a resident of Salt Lake City for almost ten years now. I moved here in 2012 largely for the beautiful spaces in which to hike, climb, and bike, as well as for the community of people who also appreciate wild spaces. One of the best parts of Salt Lake is the ease with which I can regularly spend time in areas where I can neither see nor hear the signs of civilization. I use our canyons at least twice a week, year-round. It is a haven I look forward to and have come to rely on. It is where I find joy and peace and am inspired with new ideas, and it is where I heal.

Because of this, I was very concerned to learn of the plans to expand parking lots and lanes and to put in a gondola in Little Cottonwood Canyon. I understand the city's desire to attract more people to this amazing place and to generate additional income, but what is the point of doing so if it ruins what makes it great? **(32.1.2B, 32.2.9C, and 32.2.9E)**

I also believe there are solutions in which both sides of this debate can benefit. I will not endeavor to detail possible solutions here, but I will say that I am absolutely willing to literally put my money where my mouth is and give monetary support to help ensure these canyons stay beautiful. I happily pay for an annual pass to Millcreek Canyon every year, and will buy passes for other canyons in a heartbeat if it can help preserve their beauty. **(32.2.4A)**

It is easy to say yes to gradual encroachments until, next thing you know, irreversible damage has been done. Let's not let that happen here. Please say no with me and let's work together to find other solutions. Please do not ruin this special place that I love. **(32.2.9G and 32.2.2PP)**

Andrew Duty

**COMMENT #:** 12177  
**DATE:** 9/2/21 10:22 PM  
**SOURCE:** Website  
**NAME:** David Crim

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**COMMENT:**

The most important thing is to not disturb the natural look of this beautiful canyon, therefore a tram system should not be built. **(32.2.9E and 32.17A)** An efficient bus system should with proper base canyon parking facilities should be designed and implemented **(32.2.9A)**. a future low level electric train adjacent to the existing road should be developed in the next 5-10 years; thank you. **(32.2.3B and 32.29R)**

**COMMENT #:** 12178  
**DATE:** 9/2/21 10:22 PM  
**SOURCE:** Website  
**NAME:** Davis Anderson

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**COMMENT:**

A train needs to be seriously considered above all other options. Look at Wengen and Zermatt. It works! The path should follow the road. Instead of an expanded bus lane, the train should run on the expanded path. A bus is prone to accidents due to weather and driver error. A train has a very small chance of having an accident. This option would only slightly alter the visual appearance of the canyon. Compared to a gondola, it is minimal. **(32.2.9F and 32.17D)** It would also have the ability to make stops along the way at popular hiking and touring locations. **(32.2.6.6A)** It would also be able to carry cargo to the resorts. PLEASE consider a train as an option. Look at the uses in Switzerland, it is so effective! Please please please consider this as an option seriously.

**COMMENT #:** 12179  
**DATE:** 9/2/21 10:23 PM  
**SOURCE:** Website  
**NAME:** Kim Olmore

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**COMMENT:**

Widening lanes or adding a gondola will cause irreparable damage to a beautiful canyon. Consider the number of high traffic skier days compared to an entire year. It doesn't make sense to spend millions of dollars & alter the canyon's environment permanently. I propose a fee structure per vehicle similar to Millcreek Canyon - a daily use fee or an annual pass AND cap the number of cars allowed in the canyon on busy days. This will force people to use public transportation or go to other canyons to ski. NO to widening the road. NO to a gondola. Charge a fee per car. **(32.2.4A, 32.1.4D, 32.2.2K, 32.2.2L, 32.2.9C, 32.2.9E)**

Thank-you for taking comments.

**COMMENT #:** 12180  
**DATE:** 9/2/21 10:24 PM  
**SOURCE:** Website  
**NAME:** Sandra Cerchiari

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**COMMENT:**

SAVE LCC CLIMBING! LESS DESTRUCTIVE OPTIONS EXIST!! (32.4A, 32.4B, and 32.2.2PP)

**COMMENT #:** 12181  
**DATE:** 9/2/21 10:25 PM  
**SOURCE:** Website  
**NAME:** Elizabeth Tronstein

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**COMMENT:**

The gondola is not the solution. We need better bus access. The gondola would destroy the canyon and only serve the ski resorts, it would not serve backcountry trailheads and makes no sense. The gondola would irreparably harm the canyon. (32.2.9E, 32.2.9A, 32.4I, 32.1.2D, 32.2.7A, 32.7B, 32.7C, and 32.2.6.3C)



**COMMENT #:** 12182  
**DATE:** 9/2/21 10:26 PM  
**SOURCE:** Website  
**NAME:** Alison Oakes

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**COMMENT:**

DO NOT ban single person vehicles. If you must toll that's understandable, but you are going to prevent us locals from being flexible. For example, I may go skiing in the middle of my work day for a few hours, and return to work after, so I cannot carpool in these instances. If you limit locals access you are disrespecting us and our use of our lands. **(32.2.4A)** I would also encourage the transit options that move more people compared to less (ie gondola), anticipating growth. And why risk the potential for longer wait times that makes these options less feasible. More people faster is the best option. Especially for us locals that use canyons in our day to day life (often on a schedule!) and are not on endless winter vacation. **(32.1.2B and 32.2.9D)**  
Thanks for your consideration. Sincerely, a proud 2nd generation Utah native

**COMMENT #:** 12183  
**DATE:** 9/2/21 10:26 PM  
**SOURCE:** Website  
**NAME:** Ryan Argenta

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**COMMENT:**

Strongly opposed to gondola. Please implement a phased approach to traffic management through tolling and enhanced bus service. Doing so will protect the canyon while generating revenue and jobs in the local area while simultaneously serving private enterprises up-canyon. Thank you. **(32.2.9E, 32.2.9R, 32.2.9A, and 32.2.4A)**

**COMMENT #:** 12184  
**DATE:** 9/2/21 10:26 PM  
**SOURCE:** Website  
**NAME:** Sarah Niederhauser

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**COMMENT:**

Growing up I lived at the mouth of Little Cottonwood Canyon, and now as adult it has been my place of employment for three years and I'm looking forward to many more. LCC is like a 2nd home to me, I want to preserve it's unique beauty and I want to continue to enjoy that beauty for many years to come. But as the years go by the difficulty of getting up the canyon from not only increased traffic, but canyon closures as a result of avalanche/rock slides, continues to worsen with every passing year. I think the gondola is the best solution to that problem. Is it a perfect solution? No, but I don't think there is a perfect solution. The canyon deserves to not only be preserved but shared, and I think the gondola helps us achieve both. **(32.2.9D)**

**COMMENT #:** 12185  
**DATE:** 9/2/21 10:26 PM  
**SOURCE:** Website  
**NAME:** Elizabeth Ence

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**COMMENT:**

You intend to pave our paradise

Ask us to pay for it (taxes) and Limit our use of the canyon **(32.2.4A and 32.4G)**

We moved to Cottonwood Heights over forty years ago to be near our spectacular mountains. We ski, bike, hike (year round), cross-country ski, picnic and in all, enjoy the beauty all year. We have put up with out-of-town skiers in our area, and what do we get for it?

In Cedar City, the locals are given privileges to the Shakespeare festival for sharing their city with the world. We are having our canyons taken from us and delivered to the elite travelers at our expense, no benefit for having tolerated the crowds. **(32.29D)**

I am adamantly opposed to the Gondola proposal. We have attended both meetings in Cottonwood Heights on the subject. We gathered the information and talked to the representatives of each. The Gondola and the dedicated only busses only redirect the traffic to certain locations. For us in Cottonwood Heights who now walk to catch a bus to the resorts will have to pack up our gear, drive away from the resorts several miles, catch a bus back to the hub and proceed up the canyon. This will multiply our commute time by about 5 times. This does not make sense. **(32.2.6.3Q)**

I agree with Mayor Wilson who suggests phasing the process in. Leading to more bus options. Please do not cater to the resort's desires for the Gondola. They are the ones who will benefit financially at our expense. Are the canyons for the elite? NO! They are for us who have called this place home and sacrificed for it. **(32.29R, 32.2.9E, and 32.6A)**

**COMMENT #:** 12186  
**DATE:** 9/2/21 10:27 PM  
**SOURCE:** Website  
**NAME:** Adam Goff

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**COMMENT:**

No gondola! It's an eyesore and costs just as much if not much more than providing more buses and widening the road? How is this even a debate? Gondolas are slow, inefficient, expensive, and ugly. The bus is the way to go. (32.2.9E, 32.2.9A, 32.2.6.5O, 32.2.7C, and 32.17A)

**COMMENT #:** 12187  
**DATE:** 9/2/21 10:27 PM  
**SOURCE:** Website  
**NAME:** Trindl Covington

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**COMMENT:**

I strongly oppose the building of a gondola. The last thing the canyon needs is more people. Electric busses with better park and rides is what I would opt for. **(32.2.9E, 32.1.2B, 32.2.6.3F, and 32.2.9A)**

**COMMENT #:** 12188  
**DATE:** 9/2/21 10:29 PM  
**SOURCE:** Website  
**NAME:** Gabrielle Conway

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**COMMENT:**

The gondola is stupid and only making the environment worse **(32.2.9E)**

**COMMENT #:** 12189  
**DATE:** 9/2/21 10:30 PM  
**SOURCE:** Website  
**NAME:** John Celski

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**COMMENT:**

Don't use taxpayer dollars to build something that's only going to benefit private corporations. The ski resorts and Alterra are to blame for the congestion in the canyon. The gondola and extra wide bus lanes would destroy recreational activities such as climbing and hiking... activities that have been done long before the resorts were there. (32.2.9E, 32.2.9C, 32.1.2D, 32.2.7A, 32.7C, 32.7B, 32.4A, and 32.4B)



**COMMENT #:** 12190  
**DATE:** 9/2/21 10:30 PM  
**SOURCE:** Website  
**NAME:** Maura Hahnenberger

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**COMMENT:**

The gondola option is not acceptable as it combines several negative effects: irreparable environmental damage, destruction of a world class view shed, loss of recreational resources including hiking trails and climbing routes, very high building and operating costs, no access to dispersed recreation, low people per hour, long transit time, lack of connectivity to regional transit, and basically a lack of solving the real transit problems in LCC. **(32.2.9E, 32.17A, 32.4B, 32.2.6.5G, 32.2.6.5O, 32.2.6.5N, 32.2.2I, and 32.1.2B)**

The enhanced bus option has some issues, but is vastly more appropriate and flexible to the real needs of LCC. **(32.2.9A)**

It is very disappointing that the EIS is focused on “peak” times. A transit system should be designed for the largest number of days and the largest number of users. The EIS is focused primarily on a very small subset of “peak” times and a very small subset of users (resort skiers). There are so many other users to be considered including, backcountry riders, hikers, bikers, families, climbers, residents, and more. **(32.1.2C and 32.1.2D)**

Further, it is critical to plan for LCC in the context of regional transit, particularly including BCC. These two canyons are inexorably linked in their transit needs and issues. Focusing on one and not both is ineffective and shortsighted. **(32.1.1A, 32.1.1C, and 32.2.2I)**

Buses are clearly the better option for the adaptability and flexibility they provide.

**COMMENT #:** 12191  
**DATE:** 9/2/21 10:31 PM  
**SOURCE:** Website  
**NAME:** Heather Matheson

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**COMMENT:**

I grew up in Salt Lake City and continue to enjoy our beautiful canyons all year long. I started skiing at Alta when I was 5 years old and today I go to LCC frequently all four seasons skiing, hiking and trail running. I deeply care about our environmental impact, our watershed and everyone's safety. I also, like many others, go to escape and appreciate the amazing mountain views.

I don't support the gondola or roadway widening as currently proposed for the traffic and congestion issues in LCC. I love to go ski in the winter at the resorts and public access backcountry trails so I first hand understand we have traffic problems. I also hike/trail run at all the trailheads throughout LCC spring, summer, fall. The gondola won't service any of the lower canyon trailheads. The gondola will also ruin our amazing unique views (why I and many come enjoy the canyon). The gondola will also take longer compared to enhanced buses or driving. While I highly support more buses the roadway widening will permanently damage the canyon. If more people ride the buses there shouldn't be a need to widen the road to the extent of damaging the local terrain. **(32.2.9E, 32.2.9C, 32.2.6.5G, 32.2.6.5F, 32.17A, 32.2.9A, and 32.2.6.5O)**

I am advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Due to covid-19 our community has not truly tried an enhanced bus effort with real adequate base parking (ideally at the gravel pit with PLENTY of spots for both canyons). Incentivizing carpooling in a robust effort on weekends with plenty of base parking would also be worth testing before permanent damaging the canyon. I advocate for a bus and carpool testing phase first with greatly improved base parking before the two more invasive options (gondola or road widening). **(32.2.4A, 32.2.2KK, 32.2.9A, 32.2.6.2.1C, and 32.2.29R)**

I'd also highly recommend electric buses be considered. There's no mention of electric buses in the proposal which would help solve pollution problems (especially with our inversions) and long term be better for environmental impacts. Converting the gravel pit into an enhanced bus and shuttle hub, with plenty of parking and ride frequency on weekends would be a better first test to prove out before spending half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening. Smaller shuttles could help take people to dispersed trailheads not at ski resorts during all seasons. **(32.2.6.3F, 32.2.6.2.1C, 32.2.4A, 32.2.6.3C, and 32.2.2B)**

I love skiing at Alta and Snowbird and hope to keep skiing at these resorts in the future but the gondola or roadway widening options don't consider everyone using LCC year round and into the future. While most traffic goes to the resorts in the winter the entire canyon is used year round by locals and visitors. Also environmental pressures will increase with climate change and any congestion solutions need to think about those impacts as well as capacity issues while also keeping our public lands accessible to everyone including those who don't ski. **(32.2.2E, 32.1.2B, and 32.1.2C)**

I love our canyons and hope we find new holistic options that benefit everyone and support long term environmental solutions.

**COMMENT #:** 12192  
**DATE:** 9/2/21 10:33 PM  
**SOURCE:** Website  
**NAME:** Chris Koerth

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**COMMENT:**

Why expand the highway so more buses can go sideways on icy roads? Buses, rental cars, delivery trucks and all other vehicles ill equipped to handle wintery mountain roads should not be allowed in the canyon unless they are outfitted with proper traction control devices. **(32.2.2M and 32.2.6.3P)**  
I see the gondola b as the only option of the two proposed that decreases the problem of mobility in Little Cottonwood. **(32.2.9D)**

**COMMENT #:** 12193  
**DATE:** 9/2/21 10:36 PM  
**SOURCE:** Website  
**NAME:** Tammy Boror

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**COMMENT:**

Please reconsider building a gondola up Little Cottonwood Canyon. It only services the ski resorts (no trailhead stops) at the cost of all tax payers, and it will forever change the experience in the canyon for all that visit. **(32.2.9E, 32.1.2D, 32.2.7A, 32.7B, 32.7C, and 32.4I)**

**COMMENT #:** 12194  
**DATE:** 9/2/21 10:36 PM  
**SOURCE:** Website  
**NAME:** Adam Doyle

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**COMMENT:**

Please do not build a gondola in LCC. There are better ways to get people up to the resorts instead of ruining a peaceful natural place. **(32.2.9E, 32.2.2PP, and 32.17A)**

**COMMENT #:** 12195  
**DATE:** 9/2/21 10:37 PM  
**SOURCE:** Website  
**NAME:** Blake Martin

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**COMMENT:**

I believe the existing system of buses and carpooling should be expanded until it has been proven it won't work. I for one do not want to see a gondola go up through the canyon for me to look at during summer climbing and I definitely don't want my taxes to be impacted more than they have to be for a system to produce more profit for a private industry. (32.2.9A, 32.29R, 32.2.4A, 32.2.2KK, 32.2.9E, 32.1.2D, and 32.6A)

**COMMENT #:** 12196  
**DATE:** 9/2/21 10:37 PM  
**SOURCE:** Website  
**NAME:** Mac Gilbert

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**COMMENT:**

I am a psychologist and I tend to approach problems from a psychological/behavioral perspective. Widening the roads or putting in a Gondola seem to be a Band-Aid to the problem of too many cars going up the canyon. Instead, it may be more effective to address the problem at its core and focus on increasing the frequency that people carpool or take the bus.

Instead of spending all the money to implement either of these solutions, I suggest the money be used in a raffle system to reward people that are carpooling and/or taking public transportation. This would operate under the behavioral principle of positive reinforcement. When you want a behavior to increase, if you add something salient after the behavior, and then the behavior increases in the future, positive reinforcement has occurred.

Take the money to build, and then to maintain each year after, and have a lottery of people that are driving up the canyon in a vehicle with multiple people (you can set the criteria how you like and it can change for weekdays or holidays - e.g. 2 people in the car for a weekday and 4 for a weekend). Then develop some way to have a lottery and the prize can be multiple payments of \$1,000. So maybe two cars would win. I have not done the math, but it seems like this will be much cheaper than the maintenance costs for each year for more buses or the gondola. The key would be to have enough prizes at enough of a value that people carpool. Maybe on the weekend, have a couple of prizes of \$2,000 or \$3,000. I worry that this would bring in people from out of state and increase people visiting. Maybe limit it to in-state individuals. Maybe not. You could also do this for people riding the bus. Maybe have a larger prize for more people in each car (done safely). There could be a way to check in at the top of the canyon and then check out, to make sure that people do not just drive up the canyon and turn around right away. Maybe there needs to be an hour or two between the check-ins or you need to scan a QR code at the top of the lift. What I do know is that reinforcement of the desired behavior is the most effective way to create behavior change. Not just build a wider road that will eventually have too much traffic/ need to be widened further or a Gondola system that will require more Gondolas in the future. Thank you for your consideration, **(32.1.2B, 32.2.4A, 32.2.2K, 32.2.2KK, and 32.2.7A)**

**COMMENT #:** 12197  
**DATE:** 9/2/21 10:39 PM  
**SOURCE:** Website  
**NAME:** Adrian Bizzaro

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**COMMENT:**

As a homeowner and taxpayer in Salt Lake City, I am stricken at the proposal to set up an overpriced gondola that only accesses the resorts and serves to provide them more costumers off of taxpayer money. Neither the gondola or the expanded lanes solves the true issue: we are reaching over capacity for the cottonwood canyons. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7C, 32.2.9E, 32.2.9C, 32.20C, and 32.20B)** If we really wanted to get more cars on the road, we would be enforcing a tolling system / enhanced shuttling and buses rather than expensive infrastructure. **(32.2.4A and 32.2.9A)** I am strongly opposed to both solutions that have been presented.



**COMMENT #:** 12198  
**DATE:** 9/2/21 10:39 PM  
**SOURCE:** Website  
**NAME:** Todd Cox

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**COMMENT:**

The Gondola will be an eyesore and is a terrible idea. **(32.2.9E and 32.17A)** The increase bussing sounds great on the surface but fails to account adequately for off seasons. **(32.1.2C and 32.2.9C)** Both options are tailor made to benefit the ski resorts at the expense of taxpayers. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I already shell out close to a grand for a pass. I'll be damned if I ruin a canyon with my money so that the ski resorts can make a buck. Back to the drawing board. **(32.2.2PP)**

**COMMENT #:** 12199  
**DATE:** 9/2/21 10:39 PM  
**SOURCE:** Website  
**NAME:** Jason Brand

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**COMMENT:**

I greatly prefer the proposed additional bus lanes over the Gondola because of the decreased travel time of the bus and the option for distributed departure locations, which also decreases total travel time. Travel time will be among the most important factors for adoption of new travel options that are not mandated. **(32.2.2I, 32.2.9B, and 32.2.9E)**

However, neither of the 2 leading proposals make a direct attempt to address the primary problems at hand: traffic, pollution, and wear on the canyon caused by too many private vehicles\*\*. If we instead tackle those problems head on, we may not need to spend hundreds of millions of dollars on new lanes or towers in the canyon. By improving the utilization of the resources (lanes) we have, we can also get a better solution, faster. **(32.1.2B and 32.2.4A)**

My preferred method of reducing canyon congestion without adding new lanes or towers would be to close the canyon to private traffic and aggressively increase the frequency of bus service. Exceptions to this closure could be made for 1) overnight guests and employees of the resorts, 2) recreationalists not traveling to the resorts, and 3) private vehicles driving to the resorts granted access by a free daily electronic lottery system. On non-peak days it is likely that anyone who enters the lottery could gain access. **(32.2.2B)**

It is key that the lottery system is free and the access thereby granted non transferable. We cannot let the canyon further turn into a recreation site for the rich. The lottery system could work based on approving license plates for access. Licence plates could be scanned electronically as drivers pass the canyon entrance to prevent congestion. **(32.2.4A)**

Many will be familiar with the change Zion Canyon implemented in the year 2000 with even tighter rules, which have been a massive success. It would be impossible for the 500k+ monthly Zion Canyon visitors to enjoy the canyon the way they do today if leaders decades ago did not make this bold change. I hope UDOT and those who influence this decision will be willing to make a similarly bold decision to protect Little Cottonwood Canyon for future generations. **(32.2.2B)**

\*\* Traffic metering is mentioned in the footnotes of the proposals, however none of the solutions proposed by UDOT are primarily focused on solving the problem of traffic, and one could even say they are designed to avoid solving the problem of traffic volume in the canyon. **(32.2.4A and 32.7C)**

**COMMENT #:** 12200  
**DATE:** 9/2/21 10:40 PM  
**SOURCE:** Website  
**NAME:** Amanda Lingle

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**COMMENT:**

Please do not destroy the beauty of what is Little Cottonwood. There have to be otherwise to work on the traffic without sacrificing the land. There has already been too much of nature destroyed by us because of so called progress. Take the Glen Canyon Dam. Although I love Lake Powell, it is a travesty that this canyon was dammed up. Let's not keep making the same mistakes but rather learn from them. **(32.17A, 32.17B, 32.2.2PP, and 32.29G)**

**COMMENT #:** 12201  
**DATE:** 9/2/21 10:40 PM  
**SOURCE:** Website  
**NAME:** Ryan Quant

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**COMMENT:**

Please reconsider plans for a gondola in the canyon. It would really diminish the natural beauty of this unique amazing canyon we like to recreate in. Less drastic and permanent measures should be considered first to mitigate the traffic issue. **(32.2.9E, 32.17A, and 32.29R)**

**COMMENT #:** 12202  
**DATE:** 9/2/21 10:41 PM  
**SOURCE:** Website  
**NAME:** Danka Avila

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**COMMENT:**

Hi my name is Danka Avila and I love utah. I love it's incredible landscape and I more than anything love the snowboarding. I feel extremely privileged to live in this state and with that in my mind I feel tasked with preserving it. I strongly oppose the gondola. I truly believe that reducing the incredible climbing and sight of LCC would be detrimental and strongly oppose widening the road. Please do not ruin LCC. Thank you. **(32.2.9E, 32.2.9C, 32.17A, 32.17B, 32.4A, and 32.4B)**

**COMMENT #:** 12203  
**DATE:** 9/2/21 10:41 PM  
**SOURCE:** Website  
**NAME:** Lexi Moody

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**COMMENT:**

Please don't ruin our canyon any further. The widening of the road already damaged the beautiful nature of the canyon, and the gondolas will make it worse. The traffic problem is easily fixed with extra buses and little cost to taxpayers that should not be burdened with this cost that only lines the pockets of the ski resorts. **(32.2.9A, 32.2.4A, 32.2.9C, 32.2.9E, 32.17A, and 32.17B)**

**COMMENT #:** 12204  
**DATE:** 9/2/21 10:42 PM  
**SOURCE:** Website  
**NAME:** Meghan Stan

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**COMMENT:**

I understand that Little Cottonwood Canyon has had a rough past, having gone through the environmental trauma of mining, logging, and grazing in the past 150 years. Little Cottonwood is far from a "pristine wilderness," but its beauty is attracting more tourists in the summer and the winter. Traffic is awful in the winter, but becoming worse in the summer as well. **(32.1.2C)**

I am concerned that the gondola does not properly address the growing issue of summer traffic to trailheads and climbing hotspots. Increased bussing and summer bussing could improve summer trailhead parking issues, allow for loops, and decrease overall noise and air pollution from traffic. Busses should be made more comfortable and perhaps smaller, since riders often complain of nausea and no views. Bus design should be taken seriously so that people are comfortable during the ride, and canyon visitors should be incentivized with free fare. These are just ideas, of course, but I hope they illustrate that I have put thought into the issue and had lots of conversations with my peers. **(32.2.6.3C, 32.2.6.3O, and 32.2.4A)**

I work on a trail crew in the Wasatch, and have put thousands of hours of work into improving or creating trails. I'm concerned about how the gondola will impact some of those trails - climbing access trails, backpacking trails, biking trails, interpretive trails. Sure, the gondola will allow for nice new views of the canyon, but nothing is as good as being up close and personal with nature. **(32.4B and 32.4G)**

The gondola will help wealthy people access expensive resorts for a portion of the year. It is designed with the idea of improving traffic on some bad traffic days. Utah taxpayers deserve a solution that is more flexible and where resources can be used outside of one narrow canyon. **(32.1.2B, 32.1.4D, 32.1.1A and 32.1.1C)**

I am against the gondola. **(32.2.9E)**

Forgive my messy writing. Thank you for your time!

**COMMENT #:** 12205  
**DATE:** 9/2/21 10:43 PM  
**SOURCE:** Website  
**NAME:** Cade Tyrell

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**COMMENT:**

I am writing this comment to voice my concern for the environment. This project, gondola or added bus lane, is extremely anthropocentric. We should be focused on the health of the canyon, not short term profits (mainly) for a ski season that will continue to get shorter as years go on. **(32.1.2B, 32.2.9I, 32.2.2E, and 32.20B)**

I'm very concerned for the plants, animals, soil, water, canyon character and biodiversity that will be disturbed and destroyed with either of the 2 suggested alternatives. More fragmentation is not good for ecosystem integrity. Improve current bus service and road safety+quality on the current road. Limit passenger vehicles on high traffic days. Build covered parking. Doesn't hurt to improve what we have before irreversibly changing the biodiversity and look of the canyon! We need to protect nature in these times **(32.13A, 32.13B, 32.12A, 32.12B, 32.2.4A, and 32.2.9A)**



**COMMENT #:** 12206  
**DATE:** 9/2/21 10:43 PM  
**SOURCE:** Website  
**NAME:** Mel Young

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**COMMENT:**

I am opposed to any alternative that includes widening Wasatch Blvd. I believe it is unnecessary and a waste of highway funds. Experience suggests that anything I say will fall on deaf ears; UDOT doesn't listen and goes ahead with what they want regardless of the interests of the local municipality and citizens that will be affected, but I feel it important to share some of my thoughts anyway. **(32.2.9L, 32.1.2B, and 32.2.9N)**

I have lived in a home that backs onto Wasatch Blvd for over 40 years. The congestion and traffic on our two-lane road are generally less than the rest of the valley - especially the east west streets. It does get busy during rush hour but nothing that the residents in this area haven't been able to live with and again, far less than most other streets in the valley. **(32.1.2B, and 32.2.6.2.2A)**

A few times during the ski season, following a snowstorm on a Saturday or Sunday, Wasatch can become a parking lot for a several hours in the morning as avalanches or other issues are dealt with in Little Cottonwood Canyon, but this slowdown usually clears up later in the morning. Widening the road won't take that problem away, it will just make for a larger parking lot. Not even buses can go up the canyon when there is an avalanche. **(32.1.4D, 32.2.6.2.2A, 32.7B, and 32.7C)**

The area on either side of Wasatch for the most part is built up so there won't be much increase in commuter traffic in the future. Widening the road and leaving the speed limit at 50 mph will only attract more people and cars from out of the area who think they can save a few minutes of their commute and speed through our community. **(32.2.6.2.2A and 32.7D)** If anything, for environmental and safety reasons, the road should not be widened, and the speed limit should be reduced. It would be nice to see it look more like Wasatch Blvd south of 9400 South. Minimally, there shouldn't be any thoughts of widening Wasatch Blvd until at the least Highland Drive is completed to 11700 South and traffic patterns are studied then. **(32.2.6.2.2A and 32.2.2CC)**

You don't need to widen Wasatch Blvd to put a gondola in Little Cottonwood Canyon. **(32.2.6.2.2A)** Nor do you need to widen it to increase bus traffic. Something needs to be done so those who otherwise would drive their car into the canyon during ski season would want to use buses from designated parking areas. That could be in the form of a toll or incentive of some kind to encourage people to take buses into the canyon or gondola station. **(32.2.4A)**

Please go back to the drawing board and work with the community you will be affecting. Whatever you think the benefits are for widening Wasatch Blvd they don't even come close to the adverse effects it will have on the community of Cottonwood Heights. **(32.4F)**

**COMMENT #:** 12207  
**DATE:** 9/2/21 10:45 PM  
**SOURCE:** Website  
**NAME:** Hailey K

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**COMMENT:**

I don't think udot should put in a tram or widen the road because the ski resorts are already at capacity. Resorts shouldn't be pushing for maximizing growth in a limited space. The ski lines are already WAY too long!!! Improving buses could help but Ikon/ Mountain collective/ Epix passes largely increased traffic to the canyon. I propose that a more frequent bus system should be free, it will be convenient if it runs often, and if there is a toll to drive a private vehicle up the canyon- people will be incentivized to use the bus, and people will want to carpool! Nobody wants to see an unattractive tram up the canyon and pleeeeeease don't expand wasatch!!!! (31.1.2B, 32.2.4A, 32.2.9E, 32.2.9C, 32.2.9A, 32.2.2K, 32.17A, 32.20C, and 32.2.9L)

**COMMENT #:** 12208  
**DATE:** 9/2/21 10:45 PM  
**SOURCE:** Website  
**NAME:** Daren Cottle

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**COMMENT:**

Hi,

I have been following the LLC traffic reduction process with great interest and increasing dismay. The premise of the enter project is fundamentally flawed - design a transportation system that maintains the current level of cars while transporting 30% more people up the canyon for 30 days or so of peak ski demand in the winter. The financial cost of this objective to the public is staggering and the damage to the canyon permanent. All this to support two private businesses and one, and only one, user group. In addition, the question that really matter, namely the carrying capacity of LCC, is completely ignored.

**(32.1.2B and 32.20B)**

Therefore, I join SL Country, SL City and other user focused groups to urge UDOT and the State of Utah to pause the process and reconsideration what we're really trying to do and why. Please adequately fund programs that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems before tearing up LCC to construct new and unproven solutions. **(32.2.9A, 32.6.3D, and 32.29R)** Some of these proven systems and programs could include:

- Tolling **(32.2.4A)**
- Increased funding for more buses and bus service
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front. Instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd. **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.2S)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.2QQ)**
- Traffic controls **(32.29D)**
- Double stacking **(32.2.2EE)**
- Managed and reversible-lane alternatives **(32.2.2D)**

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

**(32.20B and 32.20C)**

Finally, if one of the preferred UDOT alternatives is inevitable, an outcome I sincerely hope is not inevitable, I strongly oppose the Gondola A alternative. A gondola in LCC with massive towers will permanently and significantly degrade the very thing that draws the majority of people to the canyon year round - stunning views that inspire. Once constructed, a gondola will not come down, even if its usage is far below UDOT's assumptions. It appears to me that a LCC gondola has a better chance to become another west desert pumping station in the next 50 years as it does to be an effective public asset. The risk/reward calculus seems completely out of whack and our children and grandchildren will be left to wonder what we were thinking. **(32.2.9E, 32.17A, and 32.2.2E)**

Thank you for seriously considering my and other comments in this process. I commend UDOT for accommodating public comment and engaging the public in many ways.

**COMMENT #:** 12209  
**DATE:** 9/2/21 10:46 PM  
**SOURCE:** Website  
**NAME:** William Watkins

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**COMMENT:**

Hello, my name is Will, and I am a resident of Salt Lake City Utah. I am also an Electrical Engineering student at the University of Utah, and in my spare time I study transit and other aspects of urban planning.

I believe that you are faced with a very big decision to make. A decision that will shape not only the future of Little Cottonwood Canyon, but the future mindset going forward in all similar projects in the State of Utah and possibly the rest of the United States. A decision that has the potential to move us forward into a new era of mobility should a progressive decision be chosen.

I would like to make a case for either the option of a gondola or cog railway to be placed in Little Cottonwood Canyon, as either would have their benefits and drawbacks but pose as viable options, especially from an environmental standpoint. A gondola is able to provide a direct route up the canyon with minimal environmental impact, as most of the infrastructure required for a gondola is elevated above the ground. Additionally, it is resistant to a number of natural occurrences like avalanches and heavy snowfall, things that would have a significant effect on canyon traffic. Additionally, because it operates in a continuous circuit, it is able to provide a high throughput which a bus would not be able to come close to matching. Finally, there's the added bonus that road traffic will not be required inside the canyon itself, and transit options can be further expanded to better service further places in the valley. **(32.2.9D, 32.2.6.5D, 32.2.6.5H, 32.2.6.5K, and 32.2.2I)**

A cog railway would service similar benefits, although because it is a railroad and not a gondola, it would not require a straight-shot up the canyon and would be able to wind around the contours of the existing canyon road, also mitigating the environmental impact of the system. While it would be on the ground and therefore susceptible to the elements, it would overcome this with the fact that it is incredibly hard to lose control of a train due to weather, especially one with an added cog rail. Trains are also very strong in terms of throughput, making them much more efficient than the standard bus or car since all that is required for higher throughput is adding more cars to the line. As stated previously with the gondola, a cog railway would also serve the benefit of providing opportunities for further transit connections. However, unlike the gondola, a railway can be further expanded to service other destinations. Should the situation arise where more connections would be desired, it is far easier to expand a railway further out, making the cog railway the clear winner for future proofing. **(32.2.9F, 32.2.7C, and 32.2.2I)**

A bus or added roadways is probably the least desirable out of all of the options provided for this project no matter what angle of approach is taken. For environmental concerns, adding roadway to existing land requires a significant amount of resources to create what is essentially space for cars to stack up, cars that burn unsustainable fuel and are created from unsustainable materials. Adding a peak period lane would only make driving more desirable, and more drivers would bring the added requirement of parking issues, further traffic, and zero alternative should the road become blocked due to the loss of control while driving or other events that have occurred in the past. The environmental impact of parking structures that would be required in the future to support additional lanes, or other car-related infrastructure will far outweigh those of the gondola or rail option. While it may seem like a short term desirable option, the situation will only get worse in the long run should this option be pursued. **(32.2.6.3B, 32.2.4A, 32.7C, 32.2.6.3P, and 32.2.9C)**

There are many other reasons why rail or gondola would be the way to go, however since this is primarily an environmental focus, I will leave those out of my comments. Please know that this decision will have profound consequences. While it's a heavy situation, there is potential to shape the future of mobility and transit in the Little Cottonwood area, which could inspire further positive change throughout our great state of Utah. Environmental impact has clearly ruled in favor of alternative transit, and we need to allow this to guide us forward in the project. We need to start asking how many people we can

move up the canyon, not how many cars we can move up the canyon. Thank you for taking the time to read my comments, I am grateful for your consideration. **(32.20B)**  
-Will Watkins

**COMMENT #:** 12210  
**DATE:** 9/2/21 10:47 PM  
**SOURCE:** Website  
**NAME:** Susannah Anders

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**COMMENT:**

I strongly oppose the gondola. (32.2.9E)

**COMMENT #:** 12211  
**DATE:** 9/2/21 10:48 PM  
**SOURCE:** Website  
**NAME:** David Robinson

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**COMMENT:**

It is really about the "carrying capacity" of the three main stakeholders in the canyon: Snowbird, Alta, and the Forest Service. It is simply a supply and demand issue, and on peak periods demand heavily overwhelms supply. A capitalist's dream! The ski areas know their maximum capacity based on their infrastructure and desired visitor experience. They need to be willing to manage their operations to stay within their capacity. **(32.1.2B, 32.20B, and 32.20C)**

Snowbird took a large step in the right direction last winter with the implementation of a parking reservation system. Alta plans to implement a parking reservation system for this season as well. That is the way it should work, private for profit enterprises taking responsibility for those areas that they have control and influence over to help remedy the problem. **(32.2.2K and 32.2.4A)**

It appears that the Forest Service is unable to participate in the capacity study at this time. That is too bad as the demand for dispersed recreation opportunities is growing. Perhaps there may be the requirement for regulating dispersed recreation activities during peak demand as well. **(32.20B and 32.1.2D)**

UDOT's roll in this as indicated in the Purpose and Need document is to focus on Safety, Reliability, and Mobility on Highway 210. Do what it takes to keep the road open and traffic flowing. Let the stakeholders deal with managing the demand for their services. **(32.1.4A)**

**COMMENT #:** 12212  
**DATE:** 9/2/21 10:48 PM  
**SOURCE:** Website  
**NAME:** Karina Hottinger

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**COMMENT:**

Please please please do not take such a historical and significant landscape away from the Utah national and international climbing community. Your proposals will have a detrimental effect on present and future generations of local outdoor enthusiasts and community members. Please reconsider your proposals. Please take some time to try and understand the what you will be taking away from the community forever. **(32.4A, 32.4B, 32.17A, 32.17B, and 32.2.2PP)**



**COMMENT #:** 12213  
**DATE:** 9/2/21 10:49 PM  
**SOURCE:** Website  
**NAME:** Lindsay Miller

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**COMMENT:**

My name is Lindsay Miller and I recently moved to Murray, Utah. While I think expanding the ability of citizens to drive to Little Cottonwood Canyon is valuable, the environmental damage caused by a gondola or expansion of lanes does not seem worth it. Instead, expanding public transportation and parking lots below the Canyon seems like a better options without damaging the diverse and beautiful ecosystems with the Canyon. Adding a toll to encourage using public transportation also seems like a beneficial option. **(32.2.9A and 32.2.4A)**

**COMMENT #:** 12214  
**DATE:** 9/2/21 10:50 PM  
**SOURCE:** Website  
**NAME:** Mia Kenny

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**COMMENT:**

I think the gondola would be an eyesore to all of us and a giant gift to 3 or 4 private businesses paid for by taxpayers. **(32.2.7A, 32.2.9E, and 32.17A)** Instead, implement an occupancy based toll to increase vehicular occupancy from current 1.7 people per vehicle to 4 and more. **(32.2.4A and 32.2.2Y)** Require chains on cars so they can't skid and stop traffic. **(32.2.2M)** Close the canyon on high snow and avalanche danger days. **(32.2.2L and 32.2.2K)** Alternatively, if you subsidize Alta and Snowbird, be sure to give an equal subsidy to all other ski areas and then to all other private businesses in the State of Utah. **(32.1.2B, 32.2.7A and 32.1.1C)** Thank you.

**COMMENT #:** 12215  
**DATE:** 9/2/21 10:53 PM  
**SOURCE:** Website  
**NAME:** Kirsten Kolter

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**COMMENT:**

I strongly disagree with the gondola option, this is a horrific plan that will cause irreparable damage to our canyons. **(32.2.9E and 32.4I)** I also do not believe widening the road is needed either, we need to invest in electric buses and make this standard transportation up the canyon. **(32.2.9C and 32.2.6.3F)** We skiers and boarders claim to be earth friendly but we are not. We need to make sacrifices to ensure the canyons are skiable for the next generations. Please do not put this economic and financial burden on us. **(32.2.7A)** The Gondola does not solve the problem it's an amusement ride.

**COMMENT #:** 12216  
**DATE:** 9/2/21 10:53 PM  
**SOURCE:** Website  
**NAME:** Lily Robledo

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**COMMENT:**

The gondola alternative is best I believe. **(32.2.9D)** This would destroy beautiful bouldering opportunities to climbers and tourists. **(32.4B)**

**COMMENT #:** 12217  
**DATE:** 9/2/21 10:55 PM  
**SOURCE:** Website  
**NAME:** Justin Fisher

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**COMMENT:**

The gondola is absolutely not the way to go. Not only does it ruin the vistas that are so gorgeous up Little Cottonwood, but it will be billions of dollars only serving a few private businesses and their patrons. Why are we investing public money in infrastructure that only benefits those who are already wealthy? **(32.2.9E, 32.17A, ,32.1.2D, 32.7C, 32.2.7C, and 32.2.7A)**

Let's try a toll first and see what traffic is actually like. And if that doesn't work, a bus system like we have in Zion National Park could be a fantastic way to reduce traffic in the canyon, increase road capacity, and would be cheaper as we wouldn't have to evidence the road, which would permanently destroy world-class climbing that we are known for. One of the large draws for people to live here is that they can go climb, or ski, or mountain bike, or run, or paraglide, or hike right next to the city, 15 minutes from work. That is a unique opportunity in the US; let's not ruin that **(32.2.2Y, 32.29R, 32.2.4A, 32.2.2B, 32.4A, 32.4B, and 32.4I)**

**COMMENT #:** 12218  
**DATE:** 9/2/21 10:56 PM  
**SOURCE:** Website  
**NAME:** Joye Schack

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**COMMENT:**

Brett. T. Rutledge of Wasatch Backcountry Alliance gave very straight forward arguments for enhanced bus service. 1. Less cost 2. More flexibility 3. Year round access. I agree. **(32.2.9A)**

**COMMENT #:** 12219  
**DATE:** 9/2/21 10:59 PM  
**SOURCE:** Website  
**NAME:** Conrad Beck

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**COMMENT:**

While it might have novelty appeal, the gondola is essentially a \$500,000,000 bus. Utah drivers/skiers are attached to the convenient and privacy of their cars and enjoy hanging out acres-ski in the parking lot. The gondola is a tax-payer subsidy for the 2,000 + employees at Alta and Snowbird. Why can these corporations pay to transport their staff so that UDOT can use some of its budget to expand school buses for low-income/at-risk youth. **(32.2.7A and 32.1.2B)** Mandatory carpooling or tolling will drastically improve canyon traffic. WAIT and SEE before massive taxpayer funds are allocated to serve tourists and the 1% who visit Alta and Snowbird. **(32.2.4A and 32.2.9R)**

**COMMENT #:** 12220  
**DATE:** 9/2/21 10:59 PM  
**SOURCE:** Website  
**NAME:** Nathan Ezro

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**COMMENT:**

Proposal:

A 28 ft wide WVU-style 2-Way PRT (Personal Rapid Transit) track from 6200 park and ride to Alta with multiple stops/Mobility Hubs. **(32.2.2PPP)**

Main Concerns per UDOT:

Improve Mobility:

PRT "carts" can easily be made to accommodate up to 16 passengers per cart.

Passengers can choose to ride to/from specific Hubs. Carts can leave as often as needed.

Easily taking over 150 people an hour--Per Hub. (16 people per car X 12 cars an hour--one every 5 minutes) Number of carts used depends on number of passengers...no wasted buses/gas.

Peak times run with a near maximum number of carts available. As demand subsides during non peak hours, minimum carts are used. System controlled with electronic switching/grid.

Reduces need for personal vehicles on Wasatch. May even prove to reduce/eliminate need for buses on Wasatch and up the canyon.

Improve Reliability:

WVU PRT has been in service for since 1975. It still functions just fine today. **(32.2.2I and 32.2.2PPP)**

There are times when issues occur, but these are relatively rare. LCC is a totally different animal...

LCC track would likely need "bermed" into the North side of 201 in several areas.

This creates a snow shed/tunnel cover for the PRT track. This cover would protect the track from Avalanche flows and typical weather wear. **(32.2.2PPP)** Also provides a safe alternative during Avalanches and in normal bad weather scenarios. To create a safe road for personal cars and bikes, the shoulders need extended. Back fill from the north side excavation could be used on south side of 201. The southern shoulder could be extended out to provide a dedicated bus lane in the winter. The bus lane would serve as a dedicated bike lane in the summer.

Impacts to the Environment:

Visual:

Just consider a PRT track VS the Gondola proposal.. **(32.17A and 32.17D)**.

With a PRT track, most of the visual impact would be outside of the canyon on Wasatch Blvd.

In this area, I would imagine the track being very similar to the one in Morgantown, WV.

If it is strategically placed, minimal homes would be impacted by the project.

The track would basically need to hug Wasatch Blvd in whatever manner makes the most sense.

In some areas, if placed on the West side of Wasatch, there would be awesome views of the valley from the track.

Once inside the canyon, the track would need to be bermed for the majority of the route.

Upon completion, I envision a track that basically blends into the north side of LCC.

In areas that are not prone to avalanche danger, the track could be visible along side the road.

When needed, tracks would have to cross 201 to allow for stops at the trailheads.

I imagine the bermed track just being overgrown and almost unnoticeable after the first year of completion.

I imagine the southern shoulder being wider with a guard rail down the entire route.

Any shoulder widening projects on the table would be similar in visual impact.

Once the track reaches Snowbird, it can get onto private property and is amongst all the lifts anyway. (Trailheads)

The trailheads would see significant changes with this system.

Mobility Hubs with more parking would be needed at each dedicated trailhead.

The PRT track would run off the main line and connect to each Hub.

These structures would need to house maintenance facilities and storage for the PRT carts.



The Hubs could have restrooms, Interlodge capabilities, and would have more parking for personal vehicles who choose to drive.

Extra parking at trailheads created with Mobility Hubs should reduce roadside parking. **(32.1.2C)**

Air:

PRT track is electric and does not need to rely on petroleum fuels.

This is an opportunity to join with the electric car revolution that is coming.

Track could be modified to actually produce energy with the carts coming down the track.

A friction based conveyor-belt style track could potentially turn some gears to get some power.

I am sure there are incredible things engineers could come up with if given the opportunity. **(32.2.2PPP)**

Water:

ONE Avalanche season puts more debris into LCC Creek than the construction of a project like this.

Upon completion, there would be more road surface, but no more than any other proposed widening alternative. Currently, runoff and pollution from all the cars is getting into the creek.

This project incentivizes people to NOT take their personal cars up the canyon. Ultimately, (hopefully) runoff and shoulder parking would be less of an issue when a track is an option.

Relocations:

Unable to comment without seeing ownership/title reports or condemnation plans.

Cost:

This is the biggest challenge with this project.

Initial cost would likely be way more than any other project.

I imagine it would be comparable to approximately 1/2 to 3/4 of a subway tunnel of the same length.

**(32.2.2C)**

However, over the long term--to 2050--the project would pay for itself.

Consider the track in Morgantown continues to run nonstop for 45 years...

Further, I am not aware of the involvement of the Federal Transit Authority.

They are helping fund multiple large transit projects.

It seems this could be a good candidate for their consideration.

Also, Is there any hope of getting Federal funding if approved for a future Olympics?

There were deals struck between the Olympic folks and the University in the past.

Those projects continue to benefit the University, City, County and State. **(32.1.5F)**

Consistency and Compatibility:

Seems that a PRT style system would fit perfectly into the existing UTA structure.

Eventually, UTA Trax lines could extend to meet the PRT track...or vice versa. **(32.2.2I)**

A PRT system is way more compatible with the actual usage of the canyon.

If multiple Hubs are created at trailheads, the functionality becomes "

"apparent.

The track can be used in both the Summer and Winter to reduce air pollution and runoff in the canyon.

The year-round benefits also add up and would lower the cost when considered over time.

Permitting:

Not something I can comment on without some guidance or more info.

Scalability:

Track could be built in phases...

The design of the PRT system is perfect for extending lines out from existing Hubs.

Hubs and tracks could be added in the valley as more support grows.

Phase1:

A 28 ft wide WVU-style 2-Way PRT track from 6200 park and ride to Alta with multiple stops/Mobility Hubs.

Dream Phase 2:

Extend from Alta through Grizzly to Twin Lakes between Solitude and Brighton...allowing access to all 4 resorts. **(32.2.2Q)**

Dream Phase 3:

Over Guardsman to Park City and Deer Valley...connecting all 6 resorts. **(32.2.2N)**

Dream Phase 4:

Down BCC...stops/Hubs at popular trailheads. **(32.2.6.6A)**

#### Mechanical Complexity:

This project would appear to have more mechanical complexities than some other alternatives.

However, again, WVU must be referenced. **(32.2.3B)**

Their track has run extremely reliably for 45 years with relatively "old" construction.

New technologies or engineering practices may make this type of track even less mechanically-intensive. This should be a state-of-the-art project.

**Snow Removal:**

The WVU PRT track is heated and snow melts on contact. Rarely has it shut down due to snow or ice.

However, Morgantown is not Alta. No way the WVU track holds up in LCC.

The LCC Track would need to be bermed into the north side of 201.

If that is done, snow removal from the track is a non-issue.

Removal of snow on 201 would have to continue to happen as normal if personal vehicles are allowed in the canyon. The track itself could be used to remove snow/debris on specialized carts if needed.

#### Avalanche Mitigation:

To prevent damage from avalanches, the track would need to be bermed into the north side of 201 in LCC canyon. Properly constructed, the track could provide safe passage for those stuck during Interlodge. Mobility Hubs would also need to be prepared to house folks in case weather is just too bad. In worst case scenario (cart or track system failure), the track could at least be used as a safe causeway back to the valley.

**Active Transportation:**

A PRT system with multiple Hubs is nearly the definition of Active Transportation. It allows 1 person/multiple people the ability to ride from any Hub to any other Hub without stopping at Hubs in-between. Skis, snowboards, bikes, climbing and camping gear would all fit in the carts and at the Mobility Hubs. This system gives people the freedom to get to their favorite part of the canyon without driving. Other interesting points/thoughts:

WVU PRT claims it accommodates approximately 15,000 people per day during the school year.

Use track for commercial trucking going up the canyon.

Box trucks could be unloaded onto special PRT "sleds" that would get the cargo up the canyon.

Reduce number of trucks in canyon. Possible to convert 2 tracks into 1 and use specialized sleds to transport large items (snow cats, bulldozers). **(32.2.2PPP)**

Possible use for clearing avalanche debris through track.

#### Background:

Born in SLC. Family moved when I was a kid. Lived in Wyoming as teenager. Started Skiing at 13...41 now. Got to ski a few times every winter in SLC (visiting family). Moved back to SLC after college at WVU. Had Solitude pass for 2 seasons prior to ICON. I got 64 days on the ICON prior to Covid (2020) and 95% I used the Ski Bus as my transport. Did not take public transport last season (2021) and only made it to Brighton a handful of times. I have seen the red snake in both canyons. I prefer not to drive in crappy conditions. Work for the County in the Recorder's Office. Experience with multi-faceted projects. Thanks for your time and consideration.

**COMMENT #:** 12221  
**DATE:** 9/2/21 11:01 PM  
**SOURCE:** Website  
**NAME:** Lily Robledo

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**COMMENT:**

Correction I meant that I do not support the gondola or the widening of the highway. LCC is important to so many especially the climbing community. It seems very fiscally irresponsible to spend billions of dollars on something that isn't guaranteed to work. There are things that can be done that are much cheaper and would be less invasive and preserve the environment. **(32.2.9C, 32.2.9E, 32.7B, 32.7C, 32.4A, 32.4B, and 32.2.2PP)**

**COMMENT #:** 12222  
**DATE:** 9/2/21 11:02 PM  
**SOURCE:** Website  
**NAME:** Michael Swistak

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**COMMENT:**

I am strongly against the proposal to either widen SR10 or install a gondola up LCC. **(32.2.9C and 32.2.9E)** I moved to Salt Lake City three years ago to enjoy the climbing and snowboarding of Little Cottonwood Canyon. Since moving here I have spent every winter season in the canyon. I know firsthand the traffic problems that occur on a regular basis during peak winter times. I agree that there is a problem that must be addressed, however I do not think that either of these options will address the problem effectively.

My main concern is that both of these options will permanently change LCC in a negative way. I would like to see the current infrastructure utilized in a more efficient way to accommodate travelers of Little Cottonwood Canyon before making permanent changes to the canyon. An expanded bus service that utilizes the existing infrastructure before the road widening or gondola installed. The right changes and updated to the current bussing system could alleviate the traffic problem while also serving more user groups, it would have less of an impact on the environment, and would be more cost effective than either of the two options proposed in the EIS. **(32.4I, 32.2.2I, 32.2.9A, and 32.29R)**

Thank you for taking the time to read my public opinion. Little Cottonwood Canyon is a gem to our entire state and it would be a stain on our states reputation to permanently alter it for financial gains.

**COMMENT #:** 12223  
**DATE:** 9/2/21 11:03 PM  
**SOURCE:** Website  
**NAME:** Emanuel Robledo

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**COMMENT:**

Neither, both of these suck for the environment. It would destroy so much of the wonderful things that Utah's climbing community loves about little cottonwood canyon. Why spend countless dollars on something that's not even guaranteed to work? It seems like you're playing a losing gamble. Don't do it. Ain't worth it whatsoever (32.4A, 32.4B, 32.2.9C, 32.2.9E, 32.7B, and 32.7C)

**COMMENT #:** 12224  
**DATE:** 9/2/21 11:06 PM  
**SOURCE:** Website  
**NAME:** Cassie Maguire

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**COMMENT:**

I am FOR the gondola. I think it is a very cool and innovative way to provide public transit up the mountain. Gondolas are unique and offer great views and I believe this addition will enhance the experience of a mountain trip. I am also interested in increasing UTA routes and frequency. Generally opposed to widening the roads. **(32.2.9D, 32.2.2W, and 32.2.9C)**

**COMMENT #:** 12225  
**DATE:** 9/2/21 11:10 PM  
**SOURCE:** Website  
**NAME:** Tyson Holman

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**COMMENT:**

A gondola would be an ugly edition to the canyon. We don't need to do anything that drastic. An enhanced bus system would work just fine **(32.2.9E, 32.17A, and 32.2.9A)**

**COMMENT #:** 12226  
**DATE:** 9/2/21 11:13 PM  
**SOURCE:** Website  
**NAME:** John Shelburg

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**COMMENT:**

Great Idea, will make it easier to go up and down on deep days. **(32.29D)**



**COMMENT #:** 12227  
**DATE:** 9/2/21 11:15 PM  
**SOURCE:** Website  
**NAME:** Brian Muller

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**COMMENT:**

Bus, please. The gondola will permanently destroy and visually impact the beautiful area. Please please no gondola (**32.2.9A, 32.2.9E, and 32.17A**)

**COMMENT #:** 12228  
**DATE:** 9/2/21 11:17 PM  
**SOURCE:** Website  
**NAME:** Melissa Niederhauser

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**COMMENT:**

I believe that basically the Gondola is the only true solution. The problem is the road and parking. The road is steep, hazardous in weather and subject to avalanche. Buses just add to the problem. Get people off the road and vehicles out of the canyon. Approve Gondola. **(32.2.9D)**

**COMMENT #:** 12229  
**DATE:** 9/2/21 11:18 PM  
**SOURCE:** Website  
**NAME:** Lee Besner

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**COMMENT:**

UDOT should focus on enhanced bus service to reduce congestion in Little Cottonwood Canyon and tolls to encourage carpooling. **(32.2.9A and 32.2.4A)**

Tax payers should not be subsidizing door to door gondola service for ski resorts while ruining the views that make the canyons such a great destination in the first place. **(32.2.7A and 32.17A)**

Buses can be scaled up and down as needed and would be a much more flexible plan, in addition to being great for the environment. Gondolas won't decrease car use, they will just shift it slightly to the canyon entrance. I support express bus service, but am firmly against gondolas. **(32.2.9E, 32.7C, 32.2.4A, 32.2.6.5E, and 32.7B)**

**COMMENT #:** 12230  
**DATE:** 9/2/21 11:21 PM  
**SOURCE:** Website  
**NAME:** Sey Lau

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**COMMENT:**

A Gondola would definitely ruin the grandeur and beauty of LCC. A gondola should not even be considered an option. **(32.2.9E and 32.17A)**

**COMMENT #:** 12231  
**DATE:** 9/2/21 11:26 PM  
**SOURCE:** Website  
**NAME:** Hilary Silberman

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**COMMENT:**

As a frequent visitor to a little cottonwood canyon to climb, ski and hike and I oppose both of the options currently being presented to deal with traffic congestion in Little Cottonwood Canyon. As a climber I am extremely concerned and upset that both the road widening and the gondola option would destroy so many boulders and permanently change and degrade our local Climbing resource. **(32.2.9C, 32.2.9E, 32.4A, and 32.4B)** Both of these options do not provide adequate access to recreation for other user groups besides skiers. **(32.1.2D, 32.7B, and 32.7C)** These options will permanently damage natural habitat, the environment of the canyon and the beauty of the canyon **(32.13A, 32.13B, 32.17A, and 32.17B)**. I urge you to consider other alternatives before going in this direction. A well thought out and organize and efficient bus system has never been tried. Nor has tolling. **(32.2.9A and 32.2.4A)** Please go back to the drawing board and do not destroy her Canyon or our climbing resources **(32.2.2PP)**

**COMMENT #:** 12232  
**DATE:** 9/2/21 11:28 PM  
**SOURCE:** Website  
**NAME:** Camilia Skowron

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**COMMENT:**

A gondola will ruin this canyon. It will only access the ski resorts, and none of the other uses of the canyon. **(32.1.2C and 32.1.2B)** Expanding a bus system and adding tolls is a smaller way to try and fix the traffic solution. **(32.2.9A)** A gondola will ruin the bouldering and be a horrible addition to this canyon. Please don't ruin the Wasatch in this way. **(32.2.9E and 32.4A)**

**COMMENT #:** 12233  
**DATE:** 9/2/21 11:31 PM  
**SOURCE:** Website  
**NAME:** Rian Jensen

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**COMMENT:**

I feel both current proposals miss the mark. I've spent my life living at the base of Little Cottonwood Canyon. I access the Canyon typically 70-80 days a year. I feel like you are making expensive long-term decision, without looking at less expensive least invasive options. I would propose trying the following before building a permanent structure or a busing system.

1. Toll the canyon. Offer an annual pass (likely pricey) or daily. Incentivize carpooling by not tolling cars carrying four or more. **(32.2.4A and 32.2.2Y)**
2. From November 15 to April 15 eliminate any vehicle in the canyon that does not have four-wheel-drive and snow tires/chains. This would be daily, regardless of weather. People would chose or rent vehicles with that capability. If not, UTA buses will still be available. It will encourage carpooling for those who don't have an equipped vehicle. **(32.2.2M)**

Please, please take time to consider these less invasive options for a season or 2. I expressed them several years ago to this group and to my preferred LCC resort. **(32.29R)**

Thank you-

**COMMENT #:** 12234  
**DATE:** 9/2/21 11:40 PM  
**SOURCE:** Website  
**NAME:** Rosie Staes

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**COMMENT:**

To UDOT -

As a lifelong resident of Salt Lake City, who grew up at the base of Little Cottonwood Canyon, I have seen the tremendous growth in use of Little Cottonwood Canyon and recognize that the status quo is unsustainable. However, before spending more than half a billion dollars on unproven solutions like a gondola or roadway widening, which will cause irreversible damage to the environment, watershed and raw beauty that make LCC so unique, I am strongly advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. **(32.2.9E, 32.2.9C, 32.12A, 32.12B, 32.17A, and 32.17B)** Some of these proven systems and programs could include:

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

The gondola particularly does a very poor job of addressing the overall needs of users of LCC. If you drive up LCC on any given day in the winter AND summer, you will see packed trail heads down the whole canyon, not just at Snowbird and Alta. The idea that the canyon only needs a transportation option to address those two resorts is a gross miscalculation and will not serve the increasingly growing number of users of the canyon at 1) other trail heads and 2) odd hours of the day. **(32.1.2B, 32.1.2C, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The other thing that is important to address is Big Cottonwood Canyon, BCC is facing the same increased user base as LCC and experiencing very heavy traffic days throughout winter and summer as well. **(32.1.1A and 32.2.0D)** Increasing busses and bus routes is a solution that can address both canyons at the same time. **(32.2.9A)**. Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the the watershed, wildlife, raw beauty and the recreational user experience. **(32.2.0A, 32.2.0B, and 32.2.0C)**

Thank you for your time,  
Rosie



**COMMENT #:** 12235  
**DATE:** 9/2/21 11:40 PM  
**SOURCE:** Website  
**NAME:** Erik Hughes

---

**COMMENT:**

The Salt Lake Valley will consistently grow in population as climate, employment, recreation and access to nature drive individuals to our home. It is our responsibility, as residents, tax payers, and users, to plan appropriately for this enviable future while maintaining the land for future residents to enjoy. I don't agree with the option to build a gondola which services only the Snowbird and Alta ski resorts. **(32.2.9E)** While these are the primary Little Cottonwood resources that provide substantial economic benefit to the state of Utah, they are far from the main "resources" of the Cottonwood canyons. I support the option of increasing electric buses, bus express lanes, out of canyon parking, and canyon tolling to promote user adoption. **(32.2.9B, 32.2.6.3F, 32.2.2F, and 32.2.4A)** I feel this option will best serve not only Little Cottonwood Canyon but also be easily adaptable to support Big Cottonwood Canyon which heavy usage already poses an immediate issue. **(32.1.1A and 32.1.1C)** The gondola solely up Little Cottonwood Canyon will not address this issue. While increasing access to the Cottonwood Canyons is important, the growth of the Salt Lake Valley with individuals who seek to use this land is likely to even make the proposed options insufficient in the coming years. **(32.1.2B, 32.2.6.3N, and 32.2.6.3I)** To preserve the integrity of Utah's ecology, water supply and natural beauty it should be considered that limiting daily canyon and resort users may be our only future option. **(32.20B and 32.2.2K)**

**COMMENT #:** 12236  
**DATE:** 9/2/21 11:41 PM  
**SOURCE:** Website  
**NAME:** Tofer Moran

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**COMMENT:**

I think either idea wont work, buses or gondola if i had to choose id say gondola but but are gunna have some bad side effects for sure **(32.7B and 32.7C)**. If you increase bus service by 10 fold and put a parking station somewhere it actually holds cars and is helpful to the people then people would take it. I work up at snowbird and frankly there is just to many people up there on power days. Wait lines are upwards of 2 hours sometimes in ski lift lines so theres just no way to fit that many people in LCC also still questions on who will run the gondola and will it run at 4am for avy days? **(32.2.9A, 32.2.6.3N, 32.2.6.2.1C, 32.2.6.5C, 32.1.2B, 32.2.6.5F, and 32.2.6.5Q)**

**COMMENT #:** 12237  
**DATE:** 9/2/21 11:45 PM  
**SOURCE:** Website  
**NAME:** Cliff Reader

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**COMMENT:**

Gondola Alternative B is the strongly preferred choice for the following reasons:

- 1). Minimal environmental impact during contraction, and minimal footprint on the ground permanently.
- 2) Minimal environmental impact during use considering a) emissions, b) noise
- 3) Nearly fully automated operation with minimal human operators - especially compared to a fleet of buses with drivers. Much better ability to operate with seasonal staff, not staff employed year-round regardless of peak seasonal use.
- 3) Ability to operate consistently in winter weather conditions, especially compared to buses which will encounter conditions of heavy snowfall and icy conditions that will close the road or reduce speed on the road.
- 4) Significantly safer than buses subject to road traffic and accidents caused by other traffic, even if in dedicated shoulder lanes.

Please review similar successful resort access gondolas, such as Sugar Bowl, California and Verbier, Switzerland. **(32.2.9D, 32.13A, 32.10A, 32.11D, 32.2.6.3P, and 32.2.6.5K)**

**COMMENT #:** 12238  
**DATE:** 9/2/21 11:49 PM  
**SOURCE:** Website  
**NAME:** Carl Bufge

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**COMMENT:**

LCC is a very small canyon. We need to limit people up the canyon. We don't need to put more people up the canyon! **(32.20B, 32.1.2, and 32.2.2K)** Just like iKon, Gondola works is on the biz of opportunistic exploitation. Gondola works- we need less people in the canyon not more. The canyon needs less footprint of your towering monstrosities not more. LCC is a finite and limited resource. Gondola works is on the biz of opportunistic exploitation. Gondola works- we need less people in the canyon not more. The canyon needs less footprint of your towering monstrosities not more. Go away nobody wants the Tram! Busses and flex tolls will work 360 days a year! Don't waste our money and ruin the canyon! **(32.2.9E, 32.17A, 32.2.9A, 32.2.4A, and 32.1.2C)**

**COMMENT #:** 12239  
**DATE:** 9/2/21 11:51 PM  
**SOURCE:** Website  
**NAME:** Harry Hahn

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**COMMENT:**

I am a resident of sandy and live [REDACTED]. Im strongly opposed to a gondola. I spend multiple days a week in LCC, it's my favorite canyon in the world. The natural beauty of the canyon will never be the same. It will be destroyed. It's not the same as a gondola on a ski hill. **(32.2.9E and 32.17A)** This is a tough decision for me as someone who lives an environmentally conscious lifestyle, and is scared for the future health of our planet and all that live here, but mass transit actually being used would be a big win. Maybe there's other possibilities to consider too, like the future of electric buses. **(32.2.6.3F)** How many people can the canyon support. **(32.20B)** Should we really be enabling that many more people to impact the area at the same time? Whose going to benefit largely from this besides the ski resorts? Are the people asking for this? **(32.1.2B and 32.1.2D)**

**COMMENT #:** 12240  
**DATE:** 9/2/21 11:52 PM  
**SOURCE:** Website  
**NAME:** Connor Herson

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**COMMENT:**

Destroying the integrity and beauty of Little Cottonwood Canyon for a gondola that only serves a few rich people for three months a year is elitist, environmentally destructive, and impractical. Not only would it be an eyesore all summer, but it would destroy multitudes of boulders and boulder problems, crippling Little Cottonwood's climbing. Please, for the sake of the outdoor community as a whole, leave Little Cottonwood Canyon as it is - without gondola and without a wider road. I don't understand why you would compromise the experience 9 months out of the year for three months of slightly more convenience. (32.2.9E, 32.17A, 32.1.2D, 32.2.9C, 32.4B, 32.4I, and 32.1.2B)

**COMMENT #:** 12241  
**DATE:** 9/3/21 12:02 AM  
**SOURCE:** Website  
**NAME:** Joshua Bartkoske

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**COMMENT:**

I am not in favor of either of these options for Little Cottonwood Canyon. But if an option must be had, I will oppose the gondola at all costs. Although at the start it appeared to be a better option, I have realized the impact such a project would have on the atmosphere and feel of Little Cottonwood Canyon. Although in winter it would be nice to take a gondola up, the many climbers and hikers in Little Cottonwood Canyon's other seasons would see an eyesore while trying to enjoy the beauty of the canyon. The gondola also ruins many classic bouldering areas that are valuable to the climbing community in Salt Lake City. As such, I will be expecting a full reconsideration of UDOT's proposed solutions and more time taken to study the issues in the canyon and how to address those issues for ALL users of Little Cottonwood Canyon. **(32.2.9E, 32.2.9C, 32.4B,32.17A, 32.1.2D, and 32.2.2PP)**

**COMMENT #:** 12242  
**DATE:** 9/3/21 12:03 AM  
**SOURCE:** Website  
**NAME:** Cameron Skidmore

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**COMMENT:**

Please don't expand the road! A more developed bus system would be so much less destructive to the beautiful canyon. I'm a rock climber, and I have enjoyed the beauty of the area the area that would be damaged by road expansion or gondola construction for years. I know people that have come from all over the country and even outside the country to enjoy this beautiful landscape. Please don't bulldoze it! Once it is done, it can't be undone, and the area can never return to the way it was (famous boulders will be moved/damaged that can't be put back). **(32.2.9A, 32.2.9C, 32.4A and 32.4B)**



**COMMENT #:** 12243  
**DATE:** 9/3/21 12:07 AM  
**SOURCE:** Website  
**NAME:** Elle Rose Knudson

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**COMMENT:**

Our community needs infrastructure improvements that support diverse uses of the lands we all love. While winter sports are an invaluable source of income, the gondola and roadway expansion projects that would benefit primarily winter users of the canyon will be detrimental to other users of the canyon. **(32.2.9C, 32.2.9E, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** As a year-round visitor to Little Cottonwood Canyon, I experience increased winter traffic. I would love for my canyon trips to be shortened by enhanced bus service WITHOUT roadway widening. There are diminishing returns when changes extend beyond this plan. The extra ~10 minutes of saved travel time for expanded bus service plus roadway widening is relatively insignificant compared to the ~40 minutes saved by bus service alone, not to mention the extra \$155M cost. **(32.2.9A)** All canyon users could benefit from this service, and I figure other outdoorspeople like me will be eager to partake in the expanded bus service! **(32.2.6.3C)** The minimal physical changes to the geographical features of the canyon and the appearance of the canyon, as well as the relatively low cost of enhanced bussing identify this plan as the superior one in my opinion and that of my many friends I've met during countless days up the canyons. Every time I've recreated in the canyon for the past few months, somebody new mentions the LCC EIS with sadness in their tone. It's grim. My skiing, biking, hiking, and climbing friends look forward to many seasons ahead of enjoying our canyon in all of its glory, without displacing favorite boulders or disturbing the majestic views. **(32.4A and 32.4I)** I'm so grateful that Utahns are working to improve outdoor experiences in Little Cottonwood Canyon, and I appreciate the effort being made to find a decision that will benefit the most users of LCC in the most valuable and unobtrusive ways.

**COMMENT #:** 12244  
**DATE:** 9/3/21 12:11 AM  
**SOURCE:** Website  
**NAME:** Michelle Ludema

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**COMMENT:**

Dear UDOT EIS team,

I am not in favor of the gondola proposition for Little Cottonwood Canyon and am leaning toward supporting the enhanced bus service but am frustrated that neither will offer trailhead access for non-ski resort users like myself that hike, snowshoe, and camp in the canyons. I escape to this canyon for solitude from the city and man made structures like the gondola system would greatly diminish the experience of solitude in nature for those of us that never utilize the resorts.

However, I do support the other projects including: mobility hubs, tolling AND single occupancy restrictions, snow sheds in key locations (if they could be built to still allow wildlife navigate over them), addressing trailhead parking and eliminating winter roadside parking above Snowbird. **(32.2.9E, 32.2.9A, 32.2.6.3C, 32.2.6.5G, 32.4I, 32.2.9K, 32.2.9P, 32.2.9O, and 32.2.4A)**

Thank you for your time and efforts to put forth this proposal and review my input.

-Michelle

**COMMENT #:** 12245  
**DATE:** 9/3/21 12:12 AM  
**SOURCE:** Website  
**NAME:** Jackie Hueftle

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**COMMENT:**

The granite boulders in Little Cottonwood Canyon provide a unique opportunity for quality recreation for climbers and other user groups year-round. They help make SLC an International destination for climbing and a center for the outdoor industry. Access to these boulders **MUST** be preserved and the boulders themselves - a unique natural resource - must be protected. **(32.4A and 32.4B)**

**COMMENT #:** 12246  
**DATE:** 9/3/21 12:12 AM  
**SOURCE:** Website  
**NAME:** Kate Hanniball

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**COMMENT:**

As someone who was born and raised in Utah and spent many a fall season in the Boulder fields in little cottonwood canyon, the lack of alternatives that protect these areas in the proposal is deeply disheartening. Please do the right thing and find a different solution. **(32.4A, 32.4B, 32.2.9A, and 32.2.2PP)**

**COMMENT #:** 12247  
**DATE:** 9/3/21 12:12 AM  
**SOURCE:** Website  
**NAME:** Annette Hughes

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**COMMENT:**

I do not agree with these permanent changes to the canyons. (32.29D) We need to think of other options with lower impact. (32.2.2PP)

**COMMENT #:** 12248  
**DATE:** 9/3/21 12:13 AM  
**SOURCE:** Website  
**NAME:** Tony Allred

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**COMMENT:**

I live near the mouth of LCC. Both options only serve to deliver more customers to private ski resort corporations at taxpayer and the canyon's expense. **(32.1.2B, 32.20A, and 32.20C)** An annual permit system (ala Millcreek Canyon) combined with day use fee, expanded bus service (financed by Snowbird and Alta) and day use per vehicle fee would be a much better solution that actually addressed the stated goal. No Go Gondola, No Canyon Freeway. **(32.2.4A, 32.2.9A, 32.2.9C, and 32.2.9E)**

**COMMENT #:** 12249  
**DATE:** 9/3/21 12:19 AM  
**SOURCE:** Website  
**NAME:** Martha Scott

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**COMMENT:**

What are the ski areas going to contribute? How much will the gondola cost to ride? Hopefully no charge with the purchase of a ski pass. Please put in snow sheds in the major slide areas. **(32.2.7A, 32.2.4A, 32.2.7D, and 32.2.9K)**

**COMMENT #:** 12250  
**DATE:** 9/3/21 12:29 AM  
**SOURCE:** Website  
**NAME:** Bonnie Stout

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**COMMENT:**

I would propose that UDOT go back to the drawing board on this one. I suggest that we start with a plan that doesn't cost half a billion dollars. There are other options out there to decrease canyon traffic and improve reliability - tolling cars that drive the canyon, limiting the amount of parking at the ski resorts, charging for parking at the ski resorts, rewarding carpooling, installing snow sheds. There are so many other options available that don't cost so much money. Let's start there and see what effect they have in curbing the canyon problems. They might be enough of a correction that we don't need to proceed with the extravagant gondola or even the more reasonable option, the extensive bus service. **(32.2.9PP, 32.2.4A, 32.2.2K, 32.2.9K, and 32.2.9R)**



**COMMENT #:** 12251  
**DATE:** 9/3/21 12:35 AM  
**SOURCE:** Website  
**NAME:** Keith McNabb

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**COMMENT:**

It is safer. More sustainable. And much cooler. People will be more willing to ride a gondola than a bus.  
(32.2.9D)

**COMMENT #:** 12252  
**DATE:** 9/3/21 12:35 AM  
**SOURCE:** Website  
**NAME:** Stephen Schulte

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**COMMENT:**

Making it easier for people to get up a canyon isn't worth jeopardizing access to some of the most legendary rock climbing in the state and country. **(32.1.2B, 32.4A, 32.4B, and 32.2.9G)**

**COMMENT #:** 12253  
**DATE:** 9/3/21 12:36 AM  
**SOURCE:** Website  
**NAME:** Jed Whittaker

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**COMMENT:**

Hi - as someone who has been skiing in Little Cottonwood Canyon for over 40 years and climbing in it for over 20 years I am disappointed in both proposals offered by UDOT for relieving traffic problems in the canyon. Both are hideously expensive and should be rejected by the taxpayers on that alone. I'll comment on them separately:

The gondola is a boondoggle. It will be grossly inefficient and do nothing to reduce the load on the canyon. I don't know how UDOT got to a gondola, but it should be embarrassed by the idea. Anyone with a car is not going to choose to take the gondola. Only people staying at luxury hotels that will no doubt pop up around La Caille will use the gondola. It sounds more like a real estate developer's idea than a serious traffic control option. Probably a developer that owns land near La Caille. Hard no on that one for me. **(32.2.9E, 32.7B, 32.7C, and 32.2.4A)**

While enhanced bus service would help alleviate traffic, I am doubtful that just putting in more lanes will provide much traffic relief. I've watched the Wasatch Front widen roads for decades, and each time it only takes a few years before they're packed with cars again. Yes to more buses, yes to tolling, no to a widened road. **(32.2.6.3B, 32.7B, 32.7C, 32.20E, 32.2.9A, and 32.2.9C)**

This is a very difficult problem, and I applaud UDOT for finally taking it on. But instead of going all-in right away, why not start with cost-effective solutions first: install a toll booth at the bottom of the canyon along side more frequent buses that are better supported by other buses around the valley; expanded park-and-ride services would go a long way and be far cheaper than roadwork in a treacherous canyon or a wasteful gondola. Requiring a minimum number of passengers per car would probably be the fastest way to reduce the load on the canyon on peak days. I think UDOT has some good solutions, they're just being obscured by a big, ugly, gondola-shaped shadow. **(32.2.2I, 32.2.4A, and 32.2.9R)**

COMMENT #: 12254  
DATE: 9/3/21 12:41 AM  
SOURCE: Website  
NAME: Stephen Huve

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COMMENT:

The Gondola is more environmentally friendly with respect to our air quality, so that is the better option.  
**(32.2.9D and 32.10A)**

**COMMENT #:** 12255  
**DATE:** 9/3/21 12:49 AM  
**SOURCE:** Website  
**NAME:** Raul Escutia

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**COMMENT:**

Little Cottonwood Canyon is a beautiful space. I've travelled to Utah to climb there and then spent many days visiting other areas and cities. Please protect the natural environment. That area doesn't need a gondola nor significantly destructive new or expanded roadways. Please engage with Access Fund, American Alpine Club and other climbing and outdoor recreation organizations to create a plan that works for more people. **(32.1.2H, 32.4A, 32.4B, 32.2.9C, 32.2.9E, and 32.2.9G)**  
Thanks.

**COMMENT #:** 12256  
**DATE:** 9/3/21 12:54 AM  
**SOURCE:** Website  
**NAME:** Don Wilkerson

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**COMMENT:**

My preference of the 2 "preferred alternatives" identified by UDOT is "The Enhanced Bus Service in Peak Period Shoulder Lane." I believe this would better serve the interests of the wide variety of Little Cottonwood Canyon users, such as snowshoers, cross country skiers, hikers, climbers, sightseers, downhill skiers, residents and workers at and around Alta and Snowbird and probably more. **(32.2.9B and 32.2.6.3C)** If the only need of people using the canyon were to reach Alta and Snowbird in a relatively rapid, comfortable and low polluting manner, then I might prefer the Gondola alternative--but that isn't the only need. **(32.1.2B and 32.1.2D)**

Also, it seems to me, that with The Enhanced Bus Service alternative there would be some flexibility for making changes/ improvements as climate/weather and users' needs change over the years. I don't see that the Gondola alternative would have this flexibility. **(32.2.2E, 32.2.6.3D, and 32.2.9E)**

**COMMENT #:** 12257  
**DATE:** 9/3/21 12:55 AM  
**SOURCE:** Website  
**NAME:** Arianne Pusey

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**COMMENT:**

Permitting for parking within the canyon, expanded public transportation systems, and more support for road mitigation teams is the most flexible long term solution for the problem. Rather than spend the fortune on something entirely new which undoubtedly will have adverse affects on the access of recreational activities and environmental resources of the canyon, let's improve on what we already have. Build more parking lots, implement a permitting system and forcefully limit the number of cars that can go up with a checkpoint station, and increase number of running buses in the canyon.  
**(32.2.2K, 32.2.6.2.1C, 32.2.2L, 32.2.4A and 32.2.9A)**

**COMMENT #:** 12258  
**DATE:** 9/3/21 1:33 AM  
**SOURCE:** Website  
**NAME:** Tanner Nielsen

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**COMMENT:**

We must save important climbing areas. It is paramount that we maintain important experiences for future youth climbers. Given the exposure that competitive climbing has been given in this year's Olympics it is of the utmost importance to save and preserve sites that will provide new climbers a place to excel and push their limits. The international battle that has been waged between climbing disciplines in the last two decades has caused many different historical and significant land sites to become unusable and ultimately inaccessible due to over-bolting and indiscriminate use. Proper education and a consistent alliance of state resources coupled with local climbing groups will push our sport to new heights and provide generational wealth we could've never dreamt of. You may see a gondola and increased access of a site by those who do not climb. But, for every boulder that disappears, a history may be lost. **(32.4B and 32.2.6.5G)**



**COMMENT #:** 12259  
**DATE:** 9/3/21 1:38 AM  
**SOURCE:** Website  
**NAME:** Matt Keane

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**COMMENT:**

Will snowbird be bringing all the Pepsi and Sysco products up on the gondola ? I wish I could add pictures but I have nice images showing both the Pepsi and Sysco trucks stuck on/across the highway on days that they did not belong in the canyon. **(32.2.6.5D and 32.2.2M)** And if this is all about no carbon in the canyon how does snowbird figure bringing their own food and beverage trucks up the canyon with semi trucks that don't belong there on snowy days won't add carbon, but end the end for Snowbird/Dave Fields this gondola would be a massive money maker. people are no longer able to leave food or extra clothing in cars , so more sales of single use plastics and bottled water, and paying to rent lockers, this is all about snowbird making money. And if snowbird wants it so bad Snowbirds owners have billions let them pay for it. **(32.2.3A and 32.2.7A)**

**COMMENT #:** 12260  
**DATE:** 9/3/21 2:07 AM  
**SOURCE:** Website  
**NAME:** Matt Keane

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**COMMENT:**

Anyone that has ever stayed at Iron Blosam knows the garbage gets picked up early in the morning and they make a lot of noise, but it brings up two points. garbage trucks and deeded real estate Timeshare ownership necessitates the road being maintained in addition to the gondola. snowbird wants to double dip into the UDOT pocket book. NO GONDOLA !! **(32.2.9E and 32.2.6.5D)**

**COMMENT #:** 12261  
**DATE:** 9/3/21 2:11 AM  
**SOURCE:** Website  
**NAME:** Ellen Young

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**COMMENT:**

WHO will your proposed gondola ACTUALLY serve? **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The divide of "east side" vs. "west side" SLC will be greater with a gondola we all pay for and only a few will/can use. Not only an eyesore, a taxpayer-funded mistake, and a huge impact on our watershed, this gondola is a MISTAKE. PLEASE DON'T BUILD on OUR public land! **(32.2.9E, 32.17A, 32.12A, and 32.5A)**

**COMMENT #:** 12262  
**DATE:** 9/3/21 2:28 AM  
**SOURCE:** Website  
**NAME:** Matthew Irwin

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**COMMENT:**

Don't build a gondola. Don't widen the roads. **(32.2.9C and 32.2.9E)** Fix public transportation throughout all of Salt Lake County and the surrounding areas, not just little cottonwood. Too many young adults biggest barrier to access is transportation to the base of the canyon. If you want to increase access, that might be a better place to start. And don't forget about the other sports besides skiing/snowboarding. Don't harm the rocks. They have feelings too **(32.1.5C, 32.2.2I, 32.4A, and 32.4B)**

**COMMENT #:** 12263  
**DATE:** 9/3/21 2:39 AM  
**SOURCE:** Website  
**NAME:** Paige Newman

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**COMMENT:**

Please do not destroy beautiful boulders that people from all around the world come to climb. This is incredibly sad and irresponsibly destructive to the climbing community and surrounding nature. Please do not go ahead! **(32.2.9G, 32.4A, and 32.4B)**

**COMMENT #:** 12264  
**DATE:** 9/3/21 2:42 AM  
**SOURCE:** Website  
**NAME:** Cheyla Buck

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**COMMENT:**

I live in Holladay, UT and do not support the addition of the gondola. It will permanently change the image of the canyon along with the natural environmental processes. There need to be different options to address traffic issues, rather than destroying more natural habitats by clearing trees, and introducing more electrical equipment and noise pollution from construction and ongoing electrical buzz. **(32.2.9E, 32.17A, 32.13A, 32.2.6.5B, and 32.11D)**

**COMMENT #:** 12265  
**DATE:** 9/3/21 4:19 AM  
**SOURCE:** Website  
**NAME:** Christopher Lincoln

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**COMMENT:**

As a user of the little cottonwood canyon - ski 50+ days each year and summer activities, our family would like to see the aerial gondola become a reality. Currently, I use the bus system as a pass-holder more days than personal driving. **(32.2.9D)**

**COMMENT #:** 12266  
**DATE:** 9/3/21 4:39 AM  
**SOURCE:** Website  
**NAME:** William King

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**COMMENT:**

The two alternatives presented by UDOT do not solve future problems in Little Cottonwood Canyon. Vehicle traffic in the canyon should be capped at the 2019 level and the number restricted by such tools as a reservation system or collection of tolls. Only minor improvements to the road should be made each year. **(32.2.4A, 32.2.2K, 32.2.9C, and 32.2.9E)**



**COMMENT #:** 12267  
**DATE:** 9/3/21 4:46 AM  
**SOURCE:** Website  
**NAME:** Wilma Johnson

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**COMMENT:**

my deep thanks to you **(32.29D)**

**COMMENT #:** 12268  
**DATE:** 9/3/21 5:05 AM  
**SOURCE:** Website  
**NAME:** Jon Shakespear

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**COMMENT:**

We should try canyon fee's, parking reservations, and carpool incentives before enhanced bus service or a gondola. Maybe eliminate the ICON pass too. **(32.2.4A, 32.2.2K, and 32.29R)**

**COMMENT #:** 12269  
**DATE:** 9/3/21 5:15 AM  
**SOURCE:** Website  
**NAME:** Levi Dudley

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**COMMENT:**

I am a rock climber from the southeast United States and have been dreaming of climbing in Salt Lake especially Little Cottonwood Canyon for a few years now. It would be a damn shame if these amazing world class climbs get blow up so someone can live in a house that can easily be built somewhere else. I foresee a demolition being a very big negative impact on the environment out in Salt Lake. PLEASE PROTECT NATURE!! (32.29G, 32.4A, and 32.4B)

**COMMENT #:** 12270  
**DATE:** 9/3/21 5:23 AM  
**SOURCE:** Website  
**NAME:** Aaron Rose

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**COMMENT:**

Looking at the different options, it's clear to me that the gondola will not be as practical for people like me who want to access LCC as a recreationalist. I'd rather pay a toll or ride the bus to get to the trailhead of my choice. **(32.2.4A, 32.2.6.3C)** The gondola is more or less a marketing boondoggle for the ski resorts that doesn't benefit anyone else but those heading to the ski resorts. **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** We need to change people's behavior by pushing for more practical solutions that are easily maintained and do not disrupt the overall carrying capacity if breakdowns occur. buses = jobs! **(32.6E)** Enforce traction laws! **(32.2.2M)** widen the lanes if necessary to accommodate the bus fleet. **(32.2.9B)** But don't ever go down the road of building a gondola just for the sake of the ski resorts. The ski resorts should pay for the costs of the gondola development, not the taxpayers!!!! **(32.2.7A)**

**COMMENT #:** 12271  
**DATE:** 9/3/21 5:25 AM  
**SOURCE:** Website  
**NAME:** Ben Siefert

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**COMMENT:**

Crazy expensive and in needed. **(32.29D)**

I also don't like that a private company will profit massively from the base terminal. Vote NO **(32.6C and 32.2.9E or 32.2.9M)**

**COMMENT #:** 12272  
**DATE:** 9/3/21 5:51 AM  
**SOURCE:** Website  
**NAME:** Alvin Garcia

---

**COMMENT:**

As a Salt Lake City resident, I don't believe either plans to expand the road or build a gondola are appropriate. Both plans have major flaws that will deface and forever affect the health of our canyon. **(32.4I, 32.2.9C, and 32.2.9E)**

**COMMENT #:** 12273  
**DATE:** 9/3/21 5:53 AM  
**SOURCE:** Website  
**NAME:** Richard Wolferz

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**COMMENT:**

I would like to express my opposition to a gondola or other large infrastructure in LCC. **(32.2.9E and 32.2.9C)** We have unique wonders of the natural world in our backyard and I believe we should protect them like the treasures they are, even if that means limiting use capacity. **(32.4I, 32.29G, 32.2.2K, 32.2.4A, and 32.20B)** Infrastructure of that scale will leave irreversible scars in the canyon and obscure the grandness that currently exists. **(32.17A and 32.17B)** There are solutions that use the current road system (access passes, increased reliance on buses, times access) and we should challenge ourselves to find them. **(32.2.2PP)**

**COMMENT #:** 12274  
**DATE:** 9/3/21 5:57 AM  
**SOURCE:** Website  
**NAME:** Kirk Nichols

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**COMMENT:**

Kirk Nichols continued:

12. Perhaps I missed it among these engineering studies. I did not find the in-depth studies, required by NEPA, of threatened, endangered, and sensitive species of both plants and animals that will be affected by the construction of a gondola, or expanded roads and snow sheds, and the increase in visitor use throughout the Cottonwood Canyons. Lynx, wolverines, flammulated owls, shooting stars (*Dodecatheon pulchellum*), and a variety of vetches, *Machaeranthera*, and drabas are among the many species of critical concern. These species may not be in the roadway, however, the effects of increased construction and increased visitor use must be studied according to the CEQ and NEPA. **(32.13A, 32.13B, and 32.13E)**

13. The effects of increased visitor use on wetlands is required in NEPA, whether the increase is in the roadway or where ever the increase in visitors spreads out to throughout the Cottonwood Canyons. **(32.20A and 32.20C)**



**COMMENT #:** 12275  
**DATE:** 9/3/21 6:01 AM  
**SOURCE:** Website  
**NAME:** Derek Weyhrauch

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**COMMENT:**

There are many gray zones in life with difficult decisions. this is not one of them. Improve bus service (with electric buses) on existing roads, toll for cars who insist on driving (just like Millcreek Canyon), provide a needs-based toll exemption for low-income families and non-profits, scrub the ridiculous gondola project. **(32.2.9A, 32.2.4A, 32.2.6.3F, 32.5A, and 32.2.9E)**

**COMMENT #:** 12276  
**DATE:** 9/3/21 6:03 AM  
**SOURCE:** Website  
**NAME:** Robert Hitchcock

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**COMMENT:**

I do not support building a gondola and I feel that a bus alternative is the best current option. **(32.2.9A)** The gondola would FOREVER change the dramatic views up and down the canyon while not serving the best interest of our local users. **(32.2.9E and 32.17A)** Build first class parking and facilities for the bus users and more people would use the bus **(32.2.6.2.1C)**. The canyon is often plugged because of a few drivers with bad skills or equipment. Deal with this as well. Don't let the soccer moms make multiple trips to take their kids to Alta Youth Club or Snowbird Race Team. Don't let tourists in rental cars cause delays for all canyon users. Enforce 4x4 WITH snow tires. **(32.2.2M)**

**COMMENT #:** 12277  
**DATE:** 9/3/21 6:06 AM  
**SOURCE:** Website  
**NAME:** Wilma Johnson

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**COMMENT:**

are charges involved in setting up this plan ? (32.2.4A or 32.29D)

**COMMENT #:** 12278  
**DATE:** 9/3/21 6:09 AM  
**SOURCE:** Website  
**NAME:** Kevin Rhodes

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**COMMENT:**

I would recommend the gondola option due to the increased reliability and reduced environmental impact. It is also not as susceptible to abuse by people who may decide to take their personal vehicle up the bus lanes rather than be stuck in slower personal vehicle traffic. **(32.2.9D and 32.2.6.3B)**

**COMMENT #:** 12279  
**DATE:** 9/3/21 6:11 AM  
**SOURCE:** Website  
**NAME:** Steve Gomez

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**COMMENT:**

The bus expansion options continues to be the best measured, feasible, Cottonwood Heights/other residencee first approach, and most cost effective solution to address a problem that " is not" a year round problem for us. Please focus on bus transit, moving traffic park & ride locations away from the canyons...not closer. **(32.2.9A, 32.1.2C, and 32.2.6.2.1B)**

**COMMENT #:** 12280  
**DATE:** 9/3/21 6:30 AM  
**SOURCE:** Website  
**NAME:** Leah Gussoff

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**COMMENT:**

UDOT's proposals both threaten iconic roadside bouldering resources and will impact the overall climbing experience in Little Cottonwood Canyon.

THIS CONSTITUTES THE GREATEST THREAT TO CLIMBING IN THE WASATCH REGION IN DECADES.

Please keep climbing in LCC protected! **(32.4A and 32.4B)**

**COMMENT #:** 12281  
**DATE:** 9/3/21 6:34 AM  
**SOURCE:** Website  
**NAME:** Chelsea Phillippe

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**COMMENT:**

Though I imagine the 1200 pages of the EIS statement fairly considers resource protection, there is no fair social considerations for the proposal. **(32.5A)** Spending hundreds of millions of dollars to alter traffic patterns so a small percentage of people may ski does not feel like a good use of tax payer dollars. It is a privilege to ski and focusing so much time and attention on such a small user group does not seem right. Taking incremental steps to alter the congestion up LCC throughout the entire year, serving a much larger percentage of people, seems like a better use of our taxes. Adding additional buses to the canyons, for winter and summer use, is a much better and fairer use of our money. The gondola or enhanced bus service to provide access to 2 successful businesses feels like a subsidy to corporations, not a fair service to tax payers. **(32.1.2B, 32.1.2D, 32.29R, 32.1.2C, 32.2.9A, 32.2.6.3C, 32.2.9C, and 32.2.9E)**

**COMMENT #:** 12282  
**DATE:** 9/3/21 6:37 AM  
**SOURCE:** Website  
**NAME:** Dave Johnson

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**COMMENT:**

Little Cottonwood Canyon is little. Of the 17,000 acres only 200 may be flat. Putting 3,000 to 5,000 people on 200 acres is stupid. **(32.20A and 32.20C)** This tiny canyon is over used and abused at its recreation capacity now. **(32.20B)**. Adding 3,000 people per day by bus or gondola will destroy the canyon. **(32.4I)**. Where will the 1,000 cars of gondola users park? Eat? Toilet? **(32.2.6.5J, 32.2.6.2.1C and 32.2.6.4A)** This little canyon can't give any more. Go find another can you to help. Putting an I-15 gondola/bus system up the canyon will require massive new development overrunning this tiny canyon. Alta ski resort is tiny. Why spend billions to ski on 1,200 acres of ski area? Not reasonable. Bigger us not better. UDOT should spend its dollars outside of Salt Lake County. All rooms have capacity limits. So does this tiny canyon. We can't squeeze another dollar out of it without ruining it. **(32.1.2B, 32.20B, and 32.20C)**



**COMMENT #:** 12283  
**DATE:** 9/3/21 6:46 AM  
**SOURCE:** Website  
**NAME:** Cody Wratten

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**COMMENT:**

No gondola, no widening of lanes. Increased bus service. (32.2.9E, 32.2.9C, 32.2.9A)

**COMMENT #:** 12284  
**DATE:** 9/3/21 6:48 AM  
**SOURCE:** Website  
**NAME:** David Warnock

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**COMMENT:**

As painful as it may be I tend to agree with Mayor Wilson that the evaluation process seems to be flawed - most likely in the rush to justify one "preferred solution". There should be a more logical and comprehensive evaluation of the appropriate solution which is not primarily one element such as gondola, bus, train, but a combination of significant measures including major parking, significant tolling and vehicle restrictions, along with a true high capacity transit system. **(32.29R, 32.2.4A, 32.2.6.2.1C, 32.2.2K, 32.2.9A, and 32.2.2PP)**

**COMMENT #:** 12285  
**DATE:** 9/3/21 6:50 AM  
**SOURCE:** Website  
**NAME:** Jesus Robledo

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**COMMENT:**

It seems fiscally irresponsible to throw 1 bn dollars into a project that isn't guaranteed to work. **(32.7B and 32.7C)** Additionally these two proposals will forever alter the LCC landscape. **(32.4I)** These do more harm than good and even if UT had the money it could be used in a much more effective way. I urge UDOT to seek a better way to fix the traffic problem, one that doesn't destroy what people love so much about the canyon. **(32.1.2B and 32.2.2PP)**

**COMMENT #:** 12286  
**DATE:** 9/3/21 6:52 AM  
**SOURCE:** Website  
**NAME:** John Drew

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**COMMENT:**

I do not believe a gondola, with all of the associated parking garage construction and multiple transfer sites, is a viable alternative. Unfortunately the expanded bus service and road improvements is the best of the alternatives presented. I believe the best long term solution would be the electrified underground train, tied into an expanded UTA system. (32.2.9E, 32.2.9B, 32.2.2C, and 32.2.2I)

**COMMENT #:** 12287  
**DATE:** 9/3/21 6:56 AM  
**SOURCE:** Website  
**NAME:** Deborah Collinson

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**COMMENT:**

No one will utilize any form of mass transit if there is no place to park their vehicle.  
It would seem prudent to invest taxpayer dollars in a well thought out plan for the future of little cottonwood canyon...a rare gem that should be protected not ravaged. **(32.2.6.2.1C and 32.2.2PP)**

**COMMENT #:** 12288  
**DATE:** 9/3/21 6:56 AM  
**SOURCE:** Website  
**NAME:** Robert Booth

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**COMMENT:**

Love the idea. Just curious how long the ride would be. Totally supportive. Go build it! **(32.29D)**

**COMMENT #:** 12289  
**DATE:** 9/3/21 6:58 AM  
**SOURCE:** Website  
**NAME:** Eric Eiting

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**COMMENT:**

Life long Utah resident. The congestion in the canyons needs to be addressed. I prefer widening the road over a gondola. Upgrading the road would benefit all users of the canyon not just two private ski resorts. **(32.2.9B and 32.1.2D)**

Thank you  
Eric Eiting

**COMMENT #:** 12290  
**DATE:** 9/3/21 7:02 AM  
**SOURCE:** Website  
**NAME:** Cassandra Hansen

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**COMMENT:**

I have lived at [REDACTED] for the past 34 years. I have experienced first hand the congestion on the roads the ski season brings to this area. To fix this congestion, neither of the two proposed options are optimal. The 1,500 parking spots at La Caille for the gondola and the parking lots at 9400 So. and Highland Drive and the gravel pit for the enhanced bus service still do not address the multitudes of private cars heading up Little Cottonwood Canyon. Even with the current bus system, it is not unheard of being stuck in traffic for hours. The logical resolution to this issue is to eliminate private cars during peak hours during the winter. Providing dispersed parking throughout the valley and shuttle bus service to the canyon would eliminate the mouth of the canyon congestion. Additionally, it would eliminate the need to widen the road for the construction of an additional bus lane. **(32.2.4A, 32.7C, 32.2.2L, 32.2.2I, 32.2.2B, and 32.2.6.3B)**

Another concern with the gondola and enhanced bus service proposals is the impact they both would have on the watershed during construction and maintenance. Again, restricting the road to emission-free busses during peak winter season and hours addresses this concern. **(32.12A, 32.12B, 32.19C, and 32.2.6.3F)**

This is the people's canyon---not just the skier's canyon. The price tag on both of the proposed options is huge. The environmental impact on both of the proposed options is significant and permanent. By prohibiting private cars and offering a shuttle bus system during peak hours, a third option is available that has worked successfully in other highly congested areas. **(32.2.4A and 32.2.2L)**

When all is said and done, it is not industrial tourism or industrial development, but our natural environment that will sustain future generations. **(32.29G)**



**COMMENT #:** 12291  
**DATE:** 9/3/21 7:04 AM  
**SOURCE:** Website  
**NAME:** Gregory Miller

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**COMMENT:**

Hello UDOT,

First off thanks for all the timeless effort put into LCC, it is never easy and someone out there thinks they always know better.

As a LCC employee I spend everyday from mid November to May driving up and down the canyon plus multiple days a week in the summer traveling the canyon. While I'm no expert on it, I do believe that there are multiple ways to help decrease traffic but more importantly increase safety.

With that in mind, I am a proponent of the Gondola. While I don't believe this is the end all of LCC traffic easing it will be the safest option in events of emergency. The canyon only has one entrance and giving another way to safely move individuals in time of High to Extreme hazard is extremely important. While a train that has increased ability over 1000pph maximum would be a better option or the ability to completely eliminate car traffic from the canyon should be the ultimate goal. If the past 2 multi day Interlodges have shown anything it's that the ability to move injured or ill patients is critical. **(32.2.9D, 32.2.2L, 32.2.6.5H, 32.2.6.6D, and 32.1.2B)**

Buses or anything with 4wheels is not the answer for snow. While increased busing is amazing for busy city congestion, once it's snowing more than an inch an hour they're almost totally useless. A dedicated bus lane means more plowing, or keeping up with 2 lanes. IF this plan is blocked off similar to the turn below ENTRY 1, and a bus is stuck... so is everyone else. In the summer a bus lane is nice for bikers, until some person thinks there small car is a bus. **(32.2.6.3P and 32.2.6.3B)** Also, Americans hate public transportation. People will always come up with excuses that it's not easy, or poor times, too much stuff, they're from out of state. While these can be overcome I think ridership will be greatly affected and I don't want to see an increase in spending for buses to roll around empty. **(32.2.4A)**

Lastly, this needs to be one step in the transport issue of SLC. You should be able to roll off your plan and take a train to the base of LCC or BCC and hop off a gondola or train and arrive at your resort of choice. You need to be able to train from PC To LCC. All of the above transport issues work in Europe but there are tons and it's ingrained in the culture. We need to make it so that it's easy, convenient, and simple. Transport hubs need to be larger, with all the amenities needed (coffee, bathrooms, food, tickets). **(32.2.2I, 32.1.1C, 32.2.2Q and 32.2.2N)**

In conclusion, I am for the Gondola, I however, think a lot more needs to be added to create the best and safest way to move about LCC. The Gondola creates a second egress of the Canyon, while buses only allow for slightly decreased road traffic.

Thanks for your time,

Greg Miller

**COMMENT #:** 12292  
**DATE:** 9/3/21 7:05 AM  
**SOURCE:** Website  
**NAME:** Miranda Maisto

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**COMMENT:**

Hi, I live [REDACTED]. Last summer I was hit by a car walking my dog. The gondola will not reduce traffic being it only services one of the canyons and people still have to get to the transit centers. **(32.7B, 32.7C, and 32.2.6.2.1D)** This is not something that will benefit the community as a whole and will most likely make more congestion. I no longer can walk my dogs without fear on wastach so I oppose adding anything to the canyons that bring more people and construction to the area especially when it only proposes to address a small fraction of the problem during only a few months (ski season) of the year. **(32.7B and 32.2.9G)**

**COMMENT #:** 12293  
**DATE:** 9/3/21 7:06 AM  
**SOURCE:** Website  
**NAME:** Savannah Webb

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

Both UDOT proposals threaten iconic climbing throughout Little Cottonwood and at least 64 boulders and 273 boulder problems.

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

**COMMENT #:** 12294  
**DATE:** 9/3/21 7:07 AM  
**SOURCE:** Website  
**NAME:** Samantha Gonzalez

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**COMMENT:**

Dont ruin such a beautiful place! Climber come from all over to climb here. And you'll be ripping out toms of amazing boulders that people love. It's not worth the couple of times you use the gondala a year vs how often people climb up there year round. **(32.4B and 32.2.9E)**

**COMMENT #:** 12295  
**DATE:** 9/3/21 7:08 AM  
**SOURCE:** Website  
**NAME:** Levi Brown

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**COMMENT:**

Little Cottonwood Canyon gondolas would have a negative impact overall on the canyon for a vast majority of locals and visiting individuals. There are only a handful of days per year that they would make things more efficient, however, it would have a permanent negative impact on the rest of the canyon. There are numerous hikers, climbers, and mountain bikers that would be unable to enjoy the beauty of the canyon on a large number of days per year. **(32.4I, 32.1.4D, 32.17A, 32.2.6.5D, 32.2.6.5G, 32.1.2B, and 32.2.9E)**

**COMMENT #:** 12296  
**DATE:** 9/3/21 7:12 AM  
**SOURCE:** Website  
**NAME:** Allison Beck

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**COMMENT:**

Hi. I am a LCC resident and avid user of the canyon year round. I am in favor of the gondola, primarily because I do NOT think widening the road is a wise activity in this small, narrow canyon nor will adding enhanced bus service solve the current problems plaguing the canyon. That being said, I also feel that additional work, evaluation, and research needs to be done on the gondola option too. How will folks at base of canyon be routed to park? How will that solve the current awful traffic issue down canyon?

**(32.2.9D, 32.1.2B, 32.2.9C, 32.2.6.5E, 32.7C, and 32.7B)**

How can folks who need to move between base areas at each Snowbird and Alta move easily and safely, without clogging the road? Will lockers at base areas be provided for gear storage? **(32.2.6.4G, 32.2.6.5F, and 32.2.6.2.1C)**

As a resident of [REDACTED], I'm OK with the towers going in (they've done it in Europe, there is a safe and smart (and sightly) way of doing this). Don't loose site of the issues at hand: Too many cars and users in the canyon, and on those 14 select days a year when we are in a mad storm cycle, horrific traffic and/or closures of the road. Good luck!! **(32.1.4A)**

**COMMENT #:** 12297  
**DATE:** 9/3/21 7:12 AM  
**SOURCE:** Website  
**NAME:** Linda Brill

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**COMMENT:**

I strongly support the gondola option! **(32.2.9D)**

**COMMENT #:** 12298  
**DATE:** 9/3/21 7:16 AM  
**SOURCE:** Website  
**NAME:** Nathan Underwood

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**COMMENT:**

I see the Enhanced Bus Service in Peak-Period Shoulder Lane as the best alternative. This is the least intrusive option to the canyon. Please do not pollute our beautiful canyon with massive steel towers. Keep the Little Cottonwood Canyon little! **(32.2.9B, 32.2.9E, and 32.17A)**



**COMMENT #:** 12299  
**DATE:** 9/3/21 7:20 AM  
**SOURCE:** Website  
**NAME:** Dan Smith

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**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 #:** 12300  
**DATE:** 9/3/21 7:21 AM  
**SOURCE:** Website  
**NAME:** Richard Knox

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**COMMENT:**

I like so many others love Alta and Little Cottonwood Canyon. Could you make the road a toll road and charge folks? **(32.2.4A and 32.2.2Y)**

**COMMENT #:** 12301  
**DATE:** 9/3/21 7:23 AM  
**SOURCE:** Website  
**NAME:** Mark Coulam

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**COMMENT:**

I prefer keeping our canyons pristine and wild as possible. Having said that, Gondola systems regularly get shut down due to windy conditions. How would this compare to the number of days or hours lost to avalanche control on the roadway? It seems to me that the gondola would actually be more impacted by weather than the cars/buses that drive on the roadway. What numbers or statistics do you have to support or refute this? **(32.2.6.5K)**

**COMMENT #:** 12302  
**DATE:** 9/3/21 7:32 AM  
**SOURCE:** Website  
**NAME:** Ike Payne

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**COMMENT:**

Please dont add a gondola or widen the road. You dont understand how much climbing history is steeped in this canyon. So many people come to LCC to recreate and climb the boulders that are littered all the way up the canyon. So many would be lost with the proposed additions, it would be a huge gouge to the wasatch climbing community. I encourage you to reach out to the Salt Lake Climbing Association, I'm sure they would love to have a conversation about LCC's further development. It would be a such a shame to see my favorite boulders forever gone so that wealthy white guys can get a few more runs in at the resort. **(32.2.9C, 32.2.9E, 32.6D, 32.4A, and 32.4B)**

**COMMENT #:** 12303  
**DATE:** 9/3/21 7:32 AM  
**SOURCE:** Website  
**NAME:** Michael Weller

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**COMMENT:**

I'm vehemently against Udot's "solutions" for LCC. We have already been saddled with the Trax system which doesn't even pay for its operating expenses much less its capital expenses. **(32.2.7D)** The gondola/bus proposals won't either. The main beneficiary of this proposal would be the two politicians on their adjoining housing development. How is that not conflict of interest? And how does Udot have the final say on a project Utah tax payers don't want? No, No NO! **(32.2.9C, 32.2.9E, 32.1.2D, 32.2.7A, 32.2.9N, 32.6A, 32.6C, and 32.1.1B)**

**COMMENT #:** 12304  
**DATE:** 9/3/21 7:35 AM  
**SOURCE:** Website  
**NAME:** Tess Dahlgren

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**COMMENT:**

I'm not against this. I do know I've never seen a gondola that can run in all weather conditions.

**(32.2.6.5K)**

The environmental impact comes from increasing people up that canyon. **(32.20A and 32.20C)** I understand this impact statement has nothing to do with the physical gondola. But this is the core of any LCC development. The fact of the matter is if we give a [REDACTED] about the land and not our own personal gratification, there's no way around the relationship of people up that canyon and environmental impact. I like the idea that a gondola makes it easier to control the amount of people up there but it also leaves the door wide open. Somehow I don't see the first statement being important.

**(32.1.4B, 32.1.5C, and 32.29G)**

As this moves forward I hope we can make the land our priority over profit. It's time we started treating the land as if our lives depend on it. **(32.29G)**

**COMMENT #:** 12305  
**DATE:** 9/3/21 7:36 AM  
**SOURCE:** Website  
**NAME:** Chris Brown

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**COMMENT:**

This seems like a great alternative to alleviate traffic and reduce pollution! (32.29D)

**COMMENT #:** 12306  
**DATE:** 9/3/21 7:37 AM  
**SOURCE:** Website  
**NAME:** David Gulini

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**COMMENT:**

I support the gondola. (32.2.9D)



**COMMENT #:** 12307  
**DATE:** 9/3/21 7:38 AM  
**SOURCE:** Website  
**NAME:** Lisa Caddy

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**COMMENT:**

Seems like a lot of sacrifice for everyone that it will not benefit. (32.29D)

**COMMENT #:** 12308  
**DATE:** 9/3/21 7:39 AM  
**SOURCE:** Website  
**NAME:** Garrett Harmsen

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**COMMENT:**

Little cottonwood canyon is an amazing place, one that I have cherished and spent much time recreating in during the last 6 years that I have lived in Utah, during all 4 seasons of the year. As a working professional with a typical weekend schedule, I often drive up the canyons during the busiest weekend hours, and have spent much time stuck in the traffic during winter storms. Despite these inconveniences, I see the bigger picture - most of my time spent in the Cottonwoods is traffic free and not too crowded. However, during those days when the traffic is really bad and I'm skiing at Alta or Snowbird the canyon feels crowded, even after I've arrived at my destination. I see the traffic and crowding problem as one isolated to Alta and Snowbird, only on the handful of busy weekend days in the winter. **(32.1.4D)**

I know that the goals of the project are to address traffic in 2050, assuming that with population and outdoor recreation use increases, the traffic will also increase. Without any alternative measures, this is probably true. I believe that we should be asking ourselves if this is the correct goal. Do we really want to create a transport solution that allows us to shove more people up a small canyon on those most popular and busy days? How many people can the canyons really support at a time? Both environmentally and without destroying the magic that causes people to gravitate to the cottonwoods in the first place? **(32.1.2B, 32.20A, 32.20C, and 32.20B)**

I am not trying to make a NIMBY argument, or advocate that we shouldn't plan for growth and accessibility. I would love to see more people out enjoying the canyons. However, I think the correct goal of any transport project should be to incentivize a more spread out usage of the canyons, both away from the major centers (Alta/Snowbird) and from peak times. There are so many places and times both in little cottonwood and around the greater Wasatch Range that could handle many more users. **(32.1.1C)**

In my opinion, the current alternatives only serve to shuttle more people to the very places that are already popular at the peak times, only exacerbating the overuse issues. We should consider solutions that incentivize people to go to different access points and at different times. Things like variable rate tolling, alternate trailhead development, and bussing/access to locations other than Alta/Snowbird. **(32.2.4A and 32.20C)**

At the very least, before spending half a billion dollars of taxpayer money that really only benefits those affluent enough to be skiing at Alta/Snowbird, destroying some of the canyon's character and world class bouldering, we should attempt lower impact solutions. Why not try a Zion like canyon shuttle system for the busy days first? AND/OR a variable rate tolling system to incentivize use at less crowded times? Maybe even the Avalanche path sheds to help during storms? All of these would have much lower capital costs, and could be trialed for a few years. If they don't work, we could always build one of the more expensive solutions later, and the work put into these would be able to be built upon. I believe that the proposed alternatives are a shortsighted "fix" to a problem that has better, more sustainable long term solutions. Before fundamentally altering the nature of the canyons, delivering even more people to the busiest and most fragile locations at the busiest times, and spending a ridiculous amount of money, lets try the simple and cheaper solutions. **(32.1.2D, 32.4I, 32.4A, 32.4B, 32.2.2B, 32.2.9K, 32.2.9C, 32.2.9E, 32.2.4A, 32.2.9S, and 32.29R)**

Thanks,  
Garrett Harmsen

**COMMENT #:** 12309  
**DATE:** 9/3/21 7:42 AM  
**SOURCE:** Website  
**NAME:** Jason Erickson

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**COMMENT:**

It is very dissapointing that UDOT has determined only two viable options that both create permanent damage to the LCC wilderness area.

The issue with both proposals is that they do not change the mindset of the users who currently drive up the canyon.

The gondola only solves a sliver of the problem and is a gross misappropriation of the tax payers dollars. The system only works in the winter and you are still required to take a bus to the gondola. It is a flawed system from the start. **(32.2.9E, 32.7B, 32.7C, 32.2.4A, 32.2.6.4B, and 32.2.6.2.1C)**

The enhanced bus system is not needed with the road expansion. We DO need the enhanced bus system as it is scalable for both canyon and can help solve problems to PC as well as BCC when needed. **(32.2.9C, 32.2.9A, 32.1.1A, and 32.1.1C)**

The tolls are a great idea and we want to see more ideas that are encouraging persons to take public transit and do not permantlny change the landscape. As a climber, mount biker, and skier I spend most of the year in LCC and spend 10k+ on various sports supporting the local economy. This would fundamentally change the views in the canyon as well as the pristine wilderness feeling we all love **(32.17A and 32.17B)**

I hope you make the decision the vast majority of people want and do not cave to corporate interests as it does not represent the people nor is in their best interest. This is a cheap shot against everyone who loves LCC **(32.1.1B and 32.2.9N)**

**COMMENT #:** 12310  
**DATE:** 9/3/21 7:42 AM  
**SOURCE:** Website  
**NAME:** Christina Vawdrey

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**COMMENT:**

I'm against the Gondola as it will impact the whole reason a lot of us go up there. To find Serenity and peace in nature. Reservations at the resorts is an option as well as a toll and more bus services.  
**(32.2.9E, 32.2.4A 32.2.9A, 32.2.2K, and 32.4I)**

**COMMENT #:** 12311  
**DATE:** 9/3/21 7:44 AM  
**SOURCE:** Website  
**NAME:** Jason Erickson

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**COMMENT:**

I It is very dissapointing that UDOT has determined only two viable options that both create permanent damage to the LCC wilderness area.

The issue with both proposals is that they do not change the mindset of the users who currently drive up the canyon.

The gondola only solves a sliver of the problem and is a gross misappropriation of the tax payers dollars. The system only works in the winter and you are still required to take a bus to the gondola. It is a flawed system from the start. **(32.2.9E, 32.7B, 32.7C, 32.2.4A, 32.2.6.4B, and 32.2.6.2.1C)**

The enhanced bus system is not needed with the road expansion. We DO need the enhanced bus system as it is scalable for both canyon and can help solve problems to PC as well as BCC when needed. **(32.2.9C, 32.2.9A, 32.1.1A, and 32.1.1C)**

The tolls are a great idea and we want to see more ideas that are encouraging persons to take public transit and do not permantlny change the landscape. As a climber, mount biker, and skier I spend most of the year in LCC and spend 10k+ on various sports supporting the local economy. This would fundamentally change the views in the canyon as well as the pristine wilderness feeling we all love **(32.17A and 32.17B)**

I hope you make the decision the vast majority of people want and do not cave to corporate interests as it does not represent the people nor is in their best interest. This is a cheap shot against everyone who loves LCC **(32.1.1B and 32.2.9N)**

**COMMENT #:** 12312  
**DATE:** 9/3/21 7:45 AM  
**SOURCE:** Website  
**NAME:** Dave Jordan

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**COMMENT:**

I am in support of the propped gondola. One trip to Europe and it is easy to see that investing in projects like this works. We can cut the number of cars headed up canyon and continue to attract users with this familiar form of snow transportation **(32.2.9D)**

**COMMENT #:** 12313  
**DATE:** 9/3/21 7:45 AM  
**SOURCE:** Website  
**NAME:** Lucy Smith

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**COMMENT:**

Hi,  
Thanks for proposing solutions to the traffic issues in LCC. I support the enhanced bus with roadway widening option. Thanks for taking my opinion into consideration. **(32.2.9B)**  
Regards,  
Lucy Smith

**COMMENT #:** 12314  
**DATE:** 9/3/21 7:45 AM  
**SOURCE:** Website  
**NAME:** Carly Ziegler

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**COMMENT:**

The proposed gondola would significantly impact the wilderness areas in the mouth of the canyon, as a rock climber I would be deeply saddened to see that ground destroyed. Please consider the alternate bus system that would be effective for traffic control but would not have such grave impacts on our canyon. **(32.4I, 32.4B, and 32.2.9A)**



**COMMENT #:** 12315  
**DATE:** 9/3/21 7:45 AM  
**SOURCE:** Website  
**NAME:** Robert Deburlo

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**COMMENT:**

The bouldering opportunities in the Little Cottonwood Canyon are a valuable resource worth protecting. I think the bussing system in crated butte could be a good example for a park and ride system- the road closed to privet drivers and busses only allowed. **(32.4A, 32.4B, and 32.2.2B)**

**COMMENT #:** 12316  
**DATE:** 9/3/21 7:46 AM  
**SOURCE:** Website  
**NAME:** Shon Taylor

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**COMMENT:**

I think we're solving for the wrong problem. I understand that our canyons are getting used by more people year after year. But I don't think we should be looking for ways to add even more folks. **(32.1.2B)**  
I lean toward trying to conserve LCC, its nature and our watershed. I oppose the proposed gondola plan or any plan to expand roads up LCC. **(32.2.9E, 32.2.9C, 32.12A and 32.12B)**  
We shouldn't cater decisions in LCC for two ski areas. **(32.2.9N)**

**COMMENT #:** 12317  
**DATE:** 9/3/21 7:46 AM  
**SOURCE:** Website  
**NAME:** Louree Houston

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**COMMENT:**

I agree something needs to be done to alleviate traffic congestion and parking in the cottonwoods, both canyons and all year long. **(32.1.2B and 32.1.2C)** This feels like a drastic response to spend a lot of tax payer dollars to the ski resorts and vacationers/those with privilege, not the everyday person whose hard earned money is funding this project. The stats for those who grow up in Utah and know how or are skier is very low. So this is not really a solution for the people paying for this projects. Also it seems we could doing something now, with what we have and try smaller less impactful solutions first. Such as fund more buses and more parking with the current infrastructure. **(32.1.2D, 32.7B, 32.7C, 32.2.7A,32.2.9A, and 32.29R)**

**COMMENT #:** 12318  
**DATE:** 9/3/21 7:46 AM  
**SOURCE:** Website  
**NAME:** Nikki Cavin-Grace

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**COMMENT:**

Widening Wasatch. “The EIS quotes county-wide population growth projections as justification for expanding Wasatch as a commuter road. This is speculative at best, as these projections completely lack the granularity to justify the proposal, with the East Bench of SL County largely built-out, with limited opportunity for either greenfield development or densification. The population growth is occurring to the west and would not be comparable or to scale to say Herriman growth.” **(32.2.6.2.2A)** Additionally the carrying capacity on the Wasatch Range for a ski mecca has already been exceeded. **(32.20B)** The widening of Wasatch in Cottonwood Heights will cause blight, destroy the wild foothills and cause destruction of more animals. **(32.4F and 32.13D)** No one knows what the transportation needs will be in 2050. Modest and moderate improvements should be the only things considered. Make the corridor integrate with the roadway south of 9800 South, improve aesthetics and lower speed limit, add more traffic slowing. That way, commuters will not be tempted to drive east and make the corridor a speedway. **(32.2.6.2.2A)**

**COMMENT #:** 12319  
**DATE:** 9/3/21 7:48 AM  
**SOURCE:** Website  
**NAME:** Chris Lacombe

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**COMMENT:**

I hike in Little Cottonwood Canyon frequently. I live in Sandy. Traffic congestion seems to be a problem in the winter on weekends when skiers are going to or leaving the ski areas. **(32.1.4D)** I don't support the gondola alternative. **(32.2.9E)** Enhanced bus service makes more sense from an environmental, view shed and cost standpoint.) Other than winter weekends, will there be enough demand for using the gondola? I think most locals will drive their car into the canyon to trailheads. In my opinion, an enhanced bus service and limiting the number of cars in the canyon on winter weekends is the solution. **(32.2.4A and 32.2.9A)** Finally, as for avalanche danger and its disruption of traffic, while that is a natural risk that may possibly be avoided by the gondola, what happens if there is a large fire in Little Cottonwood Canyon? There will be great damage to the gondola. Unfortunately, a large fire is inevitable and part of the natural process. I am a strong "no" to the gondola option. **(32.2.6.5K)**

**COMMENT #:** 12320  
**DATE:** 9/3/21 7:48 AM  
**SOURCE:** Website  
**NAME:** Andrey Rogachev

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**COMMENT:**

I am strongly against of the Gandola or the additional bus lane. UDOT solution will create more environmental issues like air pollution, water contamination, a big scar in our beautiful LCC. **(32.2.9C, 32.2.9E, 32.12A, 32.12B, 32.10A, 32.17A, and 32.17B)** I not see the need for gandola. We have just a few powder days in the season when traffic to the resorts is blocked. **(32.1.4D)** Very often during these days the slopes are closed anywhere waiting for safety clearance. **(32.1.2B)** In my observation, the current bus system is efficient and does not work to the full of its capacity. **(32.2.9A or 32.2.9G)**

**COMMENT #:** 12321  
**DATE:** 9/3/21 7:49 AM  
**SOURCE:** Website  
**NAME:** Margarita Rogatcheva

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**COMMENT:**

I am strongly against of the Gandola or the additional bus lane. (32.2.9E and 32.2.9C)

**COMMENT #:** 12322  
**DATE:** 9/3/21 7:49 AM  
**SOURCE:** Website  
**NAME:** Alexander Sutton

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**COMMENT:**

Because of the impact both options would have on climbing routes that have been enjoyed for ages, I am against both options. Traffic may be a bit of a battle in the winter, but destroying one sport to help out a little with another just shows favoritism. Climbers probably don't raise as much money as skiers but if anything that means we need even more representation to defend our sport and the limited space we have close to salt lake to do it. **(32.2.9C, 32.2.9E, 32.4A, and 32.4B)**



**COMMENT #:** 12323  
**DATE:** 9/3/21 7:50 AM  
**SOURCE:** Website  
**NAME:** Lane Clegg

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**COMMENT:**

As a long term employee up Little Cottonwood canyon I have seen the traffic get steadily worse over the years. I would like to see the gondola option as it seems to be the most far seeing approach that will work into the future. **(32.2.9D)**

**COMMENT #:** 12324  
**DATE:** 9/3/21 7:51 AM  
**SOURCE:** Website  
**NAME:** Dave Fleming

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**COMMENT:**

Gondola is the solution we need, not more bus lanes! **(32.2.9D)**

**COMMENT #:** 12325  
**DATE:** 9/3/21 7:53 AM  
**SOURCE:** Website  
**NAME:** Samuel Askins

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**COMMENT:**

I am a resident and employee in the town of Alta. I hope the following response to the changes in Little Cottonwood Canyon give a helpful perspective.

I feel lucky to have not (exactly) been a part of the long line of red taillights leaving the canyon after a snowy day of skiing or pulling into the Wildcat parking lot at 6:30 am to ensure I have a parking spot for the ski day to come.

Although I haven't been in the "Red Snake" for years, I have seen and talked to many frustrated, tired, and hungry day-skiers just looking for some solace in their regrettable decision to drive up Little Cottonwood that day. I work for a private lodge in Alta and we barely have the capacity to take care of our in-house guests, let alone any number of day-skiers looking for a place to wait out the line. Forget about skiable acreage in LCC. We don't have the facility capacity up in Alta for the current number of skiers. There isn't much in the way of space to gear up, bathrooms, or places to eat after ski hours. Until the infrastructure of what's up in our favorite dead end canyon changes, we can't continue to take more and more visitors with a new public transit system. But maybe the actual canyon capacity isn't what we're here to talk about. **(32.1.2B, 32.2.3A, 32.20A, 32.20B and 32.20C)**

We realize that personal vehicle traffic is an issue in LCC. The talk of the town has been a gondola to solve this issue. The other idea is to widen the road to allow more frequent bus travel in their very own lane. The latter is less fun to gossip about, but at least sounds like a more incremental step in the right direction. The gondola sounds like the biggest Hail Mary you could throw into this little 8-mile canyon. Both ideas are worthless if we don't also do something to limit personal vehicle traffic in LCC. Who would want to load onto a busy bus or gondola when people could just drive up in their sprinter van with all their creature comforts? Let's just quietly ignore the environmental and aesthetic concerns for a moment and just ask if these ideas would even achieve what they were built to achieve. Would either of these plans, as they stand now, really keep people from driving their own vehicles up and down the canyon? **(32.2.4A)**

Whatever you choose to build in the years to come, please consider finding a way to limit the number of vehicles in LCC this coming winter season. Find a real way to incentivize carpooling and the public transit that already exists. It doesn't really matter what the future alternative form of transportation is if it isn't more convenient than a personal vehicle. It will just be another structure to drive past like the current park and ride. What will we do in the meantime while we wait for the gondola or road-widening construction to start? The traffic won't wait for it to be finished. **(32.2.4A, 32.2.2Y, and 32.29R)**

**COMMENT #:** 12326  
**DATE:** 9/3/21 7:58 AM  
**SOURCE:** Website  
**NAME:** Christian Mills

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**COMMENT:**

The state of Utah has abysmal public transportation at higher rates than nearly any major city in the country. Marring a beautiful mountain range with a gondola is not the solution. **(32.2.9E, 32.4I, and 32.17A)** Solve the problem by bringing our transit network up to scratch, lowering prices to improve accessibility for all Utahns, and stop giving the private CEO huge bonuses and salaries using public funds. Other states have had effective public transport for decades, bring someone in who can actually do the job. **(32.2.2I, 32.2.4A, 32.2.9A, and 32.2.7A)**

**COMMENT #:** 12327  
**DATE:** 9/3/21 7:59 AM  
**SOURCE:** Website  
**NAME:** Hannah Menzel

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**COMMENT:**

The two proposed options by the UDOT will forever alter the landscape of one of the best climbing areas in the world. 100s of boulders will be affected by either one, and it will no longer be a tranquil area to recreate. It will disproportionately affect lower income individuals who wish to also use the canyon for activities such as snow shoeing and hiking and will only benefit skiers. I believe there are less destructive options available and more time is needed to consider all available options. **(32.4A, 32.4B, 32.5A, 32.2.1D, 32.7C, 32.2.4A, and 32.2.2PP)**

**COMMENT #:** 12328  
**DATE:** 9/3/21 8:00 AM  
**SOURCE:** Website  
**NAME:** Garrett Bullett

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**COMMENT:**

We ain't want that [REDACTED] or need that [REDACTED]. Keep it natural. (32.29D)

**COMMENT #:** 12329  
**DATE:** 9/3/21 8:03 AM  
**SOURCE:** Website  
**NAME:** Trent Duncan

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**COMMENT:**

I previously submitted comments but wanted to re-state the following:

1. The gondola does not provide access to public lands in the canyon. These areas are accessed at trailheads located at locations other than "snowbird" and "alta". It is not a good use of taxpayer money to only support two big corporations at the top of the canyon and not provide the public access to public lands. **(32.2.6.5G and 32.1.2B)**
2. The visual impacts of the gondola are significant and not acceptable. The EIS does not clearly address and highlight the negative impacts of towers and cables to the users of the canyon. Right now there is the single linear feature, with a Gondola there will be tall towers, cables, and cars moving up and down the canyon detracting from the views of people hiking, or driving the roadway. The gondola system will result in diverging lines and elements not natural to the canyon environment. In addition, there will be access roads and pads required for the towers. The views from the existing infrastructure at Snowbird and alta will be degraded. Views from the white pine/red pine trail system will be degraded. This is not an acceptable solution to solve the transportation problem in the canyon. **(32.17A and 32.2.6.5L)**
3. The process is flawed from the beginning. The teams was given the task to look at 2050 when we really need solutions that can be implemented in 2021 and 2022. Objectives that meet the needs of the public today, this winter, 5 years, and 10 years from now really show the benefits of improved bus transit. **(32.2.9A and 32.29R)**

**COMMENT #:** 12330  
**DATE:** 9/3/21 8:04 AM  
**SOURCE:** Website  
**NAME:** Daniel Purtschert

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**COMMENT:**

As a Swiss native, I am a huge proponent of Gondola's and have obviously seen its use with great results BUT, it is the WORST IDEA for mass transportation to a resort. Gondolas are subject to weather conditions and maintenance is a bugger. It is not the way to go. An improved bus system (run every 12 min during peak) with a parking garage (not a parking lot) at the base will be much better long term.  
**(32.2.9E, 32.2.9A, and 32.2.6.5K)**



**COMMENT #:** 12331  
**DATE:** 9/3/21 8:08 AM  
**SOURCE:** Website  
**NAME:** Bill Schulze

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**COMMENT:**

I am strongly opposed to the gondola, as I view it expensive, unsightly, and inconvenient. Personally, I cannot see that I would ever voluntarily choose to use it, due to the time and expense involved. The fact we are subsidizing access to these resorts without their financial commitment to the solution is also frustrating and inappropriate. **(32.2.9E, 32.17A, 32.1.2B, 32.2.4A, and 32.2.7A)**

**COMMENT #:** 12332  
**DATE:** 9/3/21 8:08 AM  
**SOURCE:** Website  
**NAME:** Chand Sishta

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**COMMENT:**

I prefer the Gondola B option from LaCaille; it's additive to existing road access. Yes, more buses can be added but I'm not for widening the roadway as it will impact the environment. Yes it may cost about \$100M more, but it's worth having another option to get up the hill. **(32.2.9D)**

**COMMENT #:** 12333  
**DATE:** 9/3/21 8:12 AM  
**SOURCE:** Website  
**NAME:** Shaun Jacobsen

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**COMMENT:**

The two proposed solutions to traffic congestion in LCC seem overly expensive and disruptive to our vital watershed and natural resources. **(32.12A, 32.12B, 32.13A, and 32.13B)** Expanded bus service in conjunction with personal vehicle tolling is the common sense approach. **(32.2.9A)** If any expansion is needed, it should be a short detour for automobiles at the bottom to pay the toll and check for proper tires while the buses go straight up the canyon. This approach actually addresses the traffic without having to ruin the current canyon experience. **(32.2.2M)**

An extra lane all the way up for buses only would promote over crowding in a canyon already at capacity where user numbers should be capped. **(32.20C and 32.20B)**

The gondola approach benefits only the two resorts at exorbitant tax payer expense while in itself doing nothing to address surface traffic. This is a ski resort gimmick that the ski resorts should pay for. **(32.1.2D, 32.7B, 32.7C, 32.2.9E, and 32.2.7A)** This also suggests that people that are not willing to get on a bus would voluntarily get on a gondola and pay much more money and spend much more time to get the the ski resorts. Not likely. Buses only or paired with high vehicle tolls will make the difference and save our canyon!! **(32.2.4A and 32.2.2B)**

**COMMENT #:** 12334  
**DATE:** 9/3/21 8:15 AM  
**SOURCE:** Website  
**NAME:** Andrew Verge

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**COMMENT:**

To start with the least economic and environmental impact seems prudent. Increase buses and parking **(32.2.9A)**. No road expansion and certainly no gondola. **(32.2.9C and 32.2.9E)** The gondola option still require buses and does nothing to address Big Cottonwood or total cars accessing Wasatch Blvd. **(32.2.6.4B, 32.2.6.2.1C, 32.1.1A, 32.1.1C, and 32.2.6.2.1D)**  
Buses only **(32.2.2B)**

**COMMENT #:** 12335  
**DATE:** 9/3/21 8:17 AM  
**SOURCE:** Website  
**NAME:** Will Frazier

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**COMMENT:**

i support the short term solution for the buses to operate. **(32.29R)** We need a solution that works for residents & visitors both. As well as something that looks good and doesn't industrialize the canyon. **(32.2.9A)** What about extending the commuter train thru the canyon? **(32.2.2I)**

**COMMENT #:** 12336  
**DATE:** 9/3/21 8:18 AM  
**SOURCE:** Website  
**NAME:** Anna Donis

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**COMMENT:**

In my mind the extended bus service is the only responsible alternative. **(32.2.9A)** The gondola would cost an outrageous amount and ruin the sanctity of the area. **(32.2.9E and 32.4I)** We should be limiting and controlling the amount of people in the canyon at this point, not destroying the area by inviting more. **(32.1.2B and 32.20B)** My family has lived here since the 50s and we strongly oppose the widening of Wasatch and the gondola. **(32.2.9L)**

**COMMENT #:** 12337  
**DATE:** 9/3/21 8:20 AM  
**SOURCE:** Website  
**NAME:** Caroline Page

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**COMMENT:**

Please please DO NOT build a gondola. It is ugly and will forever ruin the canyon. Also I am against using tax dollars to subsidize private businesses. A road option is absolutely the lesser of two evils **(32.2.9E, 32.17A, and 32.2.9B)**

**COMMENT #:** 12338  
**DATE:** 9/3/21 8:20 AM  
**SOURCE:** Website  
**NAME:** Steven Jorgensen

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**COMMENT:**

I prefer the gondola over expanding the road up Little Cottonwood Canyon. I am Oporto the road.  
Thank you. **(32.2.9D)**



**COMMENT #:** 12339  
**DATE:** 9/3/21 8:20 AM  
**SOURCE:** Website  
**NAME:** John Davis

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**COMMENT:**

I favor the gondola I live in Salt Lake City. It Keeps the road more narrow and quaint it adds to the beauty of the canyon it has no more environmental impact than the other Solutions proposed probably even less **(32.2.9D)**

**COMMENT #:** 12340  
**DATE:** 9/3/21 8:21 AM  
**SOURCE:** Website  
**NAME:** Todd Thurgood

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**COMMENT:**

Wondering where all the people are going to park at the bottom , to ride the gondola ? Seems like you'll need lots of parking . That definitely will be an eyesore , and snowbird and Alta should pay for that , not tax dollars . **(32.2.6.2.1C, 32.2.6.4A, 32.2.6.5J, 32.17A, and 32.2.7A)**

**COMMENT #:** 12341  
**DATE:** 9/3/21 8:23 AM  
**SOURCE:** Website  
**NAME:** Jeff Kenney

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**COMMENT:**

I say NO to the current two proposals of a gondola or enhanced bus service that would require road widening. These proposals are too narrow in scope, not taking in to account the impact on the other canyons, the fact that it will destroy world class bouldering areas, and only benefits two ski resorts for the few weeks (if we add up total days of heavy traffic) or month plus that there is a significant issue and you are going to force the tax payers to foot the \$500+ million dollar bill?!? **(32.2.9C, 32.2.9E, 32.2.7A, 32.1.2B, 32.1.2D, 32.7C, 32.1.4D, 32.20D, 32.20I, 32.4A, and 32.4B)**

Then there is the issue of use. Both the gondola and extended bus service require 1 or 2 transfers. The amount of people required to make it worth it don't want to deal with all those transfers and lugging their gear. If you are a family, you want access to your car to be able to change kids, get them food etc. We are Americans. We want to do what is easiest and don't like to give up our vehicles (myself included). Both these options still allow vehicles and people will drive up and let the "other people" take one of the alternatives. We will end up in the same situation, but have wasted \$500+ million dollars, ruined the beauty of LCC and destroyed an irreplaceable climbing area. **(32.2.6.5B, 32.2.6.2.1C, 32.2.4A)**

I think we need to look at a multi-canyon proposal and figure out how to prioritize people from their houses or other locations farther away to where they want to go. That can be small shuttles from hubs, hotels, certain neighborhoods etc. Subsidize an Uber like service up. We can try some options that may have a direct impact now, instead of 2050, cost less money and allow us to assess what people respond to instead of going in on one giant unknown of a project. **(32.1.1A, 32.1.1C, 32.2.2B, 32.2.2I, and 32.29R)**

I know UDOT has put a tremendous amount of work in to both these proposals thus far and thank you! However I don't think they are proven to resolve the issue, are far too narrow in scope, will cost millions of tax payers dollars, but only benefit two ski resorts, when there are so many other user types in the Wasatch throughout the year. It is time to cut losses before this becomes a larger scale version of that little rusted gondola just north of Moab.

-Jeff Kenney

**COMMENT #:** 12342  
**DATE:** 9/3/21 8:25 AM  
**SOURCE:** Website  
**NAME:** Court Pitts

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**COMMENT:**

I'm opposed to whatever option will most impact wildlife and climbing boulders. Lcc is a classic bouldering location with people coming from far and wide to climb and Boulder there. If the gondola is truly the less impactful for wildlife and these recreational activities that bring people to the canyon, then I'm for that. If either of the options are going to remove even one climbing Boulder, then I'm opposed to both and propose an alternate option of doing nothing in LCC and saving the taxpayer money for something else. **(32.13A, 32.13B, 32.4A, and 32.4B)**

**COMMENT #:** 12343  
**DATE:** 9/3/21 8:25 AM  
**SOURCE:** Website  
**NAME:** Carly Schaub

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**COMMENT:**

I am opposed to a gondola service. By UDOT's own evaluation it won't even be able to move enough people to make it worth the money or destroying the canyon. And gondolas are slow and inefficient. **(32.2.9E, 32.2.6.5N, and 32.4I)** A more conservative approach to reducing drivers to the ski resorts is needed where we tax payers aren't just paying for this to benefit the ski resorts. **(32.2.4A, 32.2.2K, and 32.1.2D)** I'm wondering what are the ski resorts giving up for this which directly benefits them? They need to foot this bill too. **(32.2.7A)** I know that the resorts are in favor of a gondola, but I am much more in favor of our County and Mayor Wilson's more conservative approach. Perhaps enhanced but services with no car access to the ski resorts is needed to curb traffic. **(32.2.2B)**

**COMMENT #:** 12344  
**DATE:** 9/3/21 8:26 AM  
**SOURCE:** Website  
**NAME:** LaNiece Davenport

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**COMMENT:**

After careful review and consideration, I strongly urge the selection of the Gondola B from La Caille from the list of preferred options. This alternative is the **ONLY** alternative that can get everyone (workers and public) to the resorts/trails no matter what. Anything that relies on the road is not good enough. The gondola would still get people up the mountains regardless of traffic accidents, avalanche control, etc. And, it would be such an amazing sight and very 'European' if our valley had a gondola to the resorts! **(32.2.9D, 32.2.6.3P, and 32.2.6.5H)**

**COMMENT #:** 12345  
**DATE:** 9/3/21 8:28 AM  
**SOURCE:** Website  
**NAME:** Bryce Manubay

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**COMMENT:**

LCC is a resource for all outdoorsists and shouldn't just be an express lane for two private businesses who don't need more revenue. The hikers , runners, bikers and climbers from around the world who go there to recreate are losing a lot by the proposed destructive plans to the canyon. Please find different alternatives. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, 32.7C, 32.2.2PP, and 32.4I)**

**COMMENT #:** 12346  
**DATE:** 9/3/21 8:28 AM  
**SOURCE:** Website  
**NAME:** Jenna Monson

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**COMMENT:**

I do not support the gondola alternative. **(32.2.9E)**  
I believe adding a toll booth at the mouth of the canyon, and limiting the capacity (cars and people) in the canyon would be the most efficient, and financially and environmentally friendly option. It would limit car traffic, bus options could still be increased, without having to expand the road. I think the question should not be about how to get more people in the canyon. The canyon is already past capacity.  
**(32.1.2B, 32.2.9A, 32.2.4A, 32.20A, 32.20C, and 32.20B)**



**COMMENT #:** 12347  
**DATE:** 9/3/21 8:28 AM  
**SOURCE:** Website  
**NAME:** Cindy Dolan

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**COMMENT:**

Gondola is a horrible idea. I vote a big huge no! (32.2.9E)

**COMMENT #:** 12348  
**DATE:** 9/3/21 8:29 AM  
**SOURCE:** Website  
**NAME:** Kari Lewis

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**COMMENT:**

I do not support this proposal. **(32.29D)** Please know this would ruin a lot of beloved climbing areas and permanently change this world class climbing destination. **(32.4A and 32.4B)**

**COMMENT #:** 12349  
**DATE:** 9/3/21 8:31 AM  
**SOURCE:** Website  
**NAME:** Dana Leal

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**COMMENT:**

I moved to Utah 1.5 years ago and little cottonwood canyon has become my favorite place, because of its obvious beauty and bouldering. If you take away over 100 boulders JUST TO PROFIT ski resorts, well, what an absolute waste and shame that will be. DO NOT DO THIS TO OUR LAND FOR MONEY. Enough profit is already being made and adding in an extra lane or a gondola won't cut out the traffic, but add more, and take away the things that we love. (32.2.9C, 32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.4A, and 32.4B)

**COMMENT #:** 12350  
**DATE:** 9/3/21 8:32 AM  
**SOURCE:** Website  
**NAME:** Brandon Baltzell

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**COMMENT:**

Please do not build a gondola in Little Cottonwood Canyon. The only responsible solution at this time is enhanced bussing with more busses on the road and toll pressure on cars. **(32.2.9E, 32.2.9A, and 32.2.4A)**

**COMMENT #:** 12351  
**DATE:** 9/3/21 8:33 AM  
**SOURCE:** Website  
**NAME:** A. L. Thorpe

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**COMMENT:**

Utah Department of Transportation  
Re: Little Cottonwood Canyon EIS

A few weeks ago I attended the open house and UDOT presentation where basically two options were discussed for handling the traffic problems in Little Cottonwood Canyon. From UDOT's presentation it was rather obvious the Gondola option is favored.

When the first person who spoke during the public comments was a local developer who indicated at the beginning of his comments he had written the information on the Gondola option it was apparent UDOT had been listening to those who stand to benefit financially from the gondola development and development opportunities it would provide.

As UDOT considers input from all affected and interested parties it should give substantial weight to residents of the Little Cottonwood and Big Cottonwood area. **(32.2.9N)**

A few important considerations:

- The Gondola is not a solution to the problem, but a very expensive ski lift and novelty which will benefit the ski resorts and developers who will profit from development at and near the base station. **(32.2.9E)**

- Because of the inefficiency of the Gondola system most of the skiers will continue to travel to the resorts in private vehicles or by buses, thus the existing problems will be largely unsolved. **(32.2.4A)**

- We cannot afford to spend hundreds of millions to build, operate and maintain a system which does not solve the problems. **(32.7B and 32.7C)**

- It is suggested that other less expensive and more effective solutions should be pursued including:

- o Enhanced and upgraded bus service **(32.2.9A)**

- o Bus terminals strategically located away from the mouth of the canyon which provide ample parking and expedited service **(32.2.2I)**

- o Express bus service to and from the ski areas **(32.2.6.3N)**

- o Avalanche sheds along the road in the most affected areas **(32.2.9K)**

- o Toll charges for private vehicles **(32.2.4A)**

- o Continued use of parking reservations at the resorts which seemed to have worked well last winter **(32.2.2K)**

UDOT is respectfully requested to select the option which is best for the taxpayers and the majority of the users/skiers. There are options which are much less costly and more effective. Ski resorts and developer interests should not be allowed to push the decision to a very costly and marginally beneficial Gondola option.

One final comment, as our state grows and visitor days in Utah continue to increase, we need to evaluate the capacity of Little Cottonwood Canyon. At some point capacity will be reached and those who want to ski at Alta or Snowbird will be required to have a reservation and/or annual pass. Other ski areas will need to be expanded or new areas developed and money spent on improving access to those areas instead of a costly Gondola option. **(32.20A, 32.20B, 32.20C, 32.2.2K, 32.2.4A, and 32.2.2V)**

**COMMENT #:** 12352  
**DATE:** 9/3/21 8:33 AM  
**SOURCE:** Website  
**NAME:** David Tillotson

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**COMMENT:**

Nobody is talking about this, but HOW MUCH WILL PARKING COST AT THE PRIVATELY OWNED GARAGE AT THE GONDOLA BASE?!?!?!  
They all ask what will the gondola cost? But you are giving a private developer control and a monopoly on how this gondola will function. **(32.2.6B)**  
Think about it!

**COMMENT #:** 12353  
**DATE:** 9/3/21 8:37 AM  
**SOURCE:** Website  
**NAME:** Jim Weigel

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**COMMENT:**

1. A tram is in my opinion not a viable option for really moving people up and down the canyon due to issues with high winds. **(32.2.9E)** In the winter we have high wind events that last several days. And when we are in good storm cycles we get repeated wind events sever times a month that would result in discontinuing tram services. Currently within our ski resorts when the winds kick up the trams and specific chair lifts stop functioning. As back up there will need to be additional bus service ready to implement during these events. So in my mind the Tram system also requires a the bus system. The tram system also limits backcountry opportunities as it will have limited number of station stops, while bus or rail could still maintain the access to the back country. **(32.2.6.5K, 32.2.2W, 32.2.6.5G, 32.2.6.6A, and 32.2.6.3C)**

2. I think expanding bus service and having a dedicated lane for bus transportation is the best easiest option to implement today. Why the dedicated lane. It makes the busses faster has they don't have to wait in line going up the canyon. These dedicated lanes would result in busses being the faster method up the canyon. The reason for lower ridership now is that most people would rather spend the hour at peak time sitting in their car vs in a bus, but if the bus has a dedicated lane, the bus will take less time to get to the resort than the individuals in a car, tipping the scale. **(32.2.9B)**

3. Cog line -- well Europe does it. I think the cog line would need to be part of a bigger picture linking up Park City, Big Cottonwood and Little Cottonwood with rails through tunnels. Also electric rail systems are all over the place why would we use anything but electrical or battery. With this option and a greater rail system you could do away with winter driving up the canyon relying on the rail system and avalanche sheds in runout zones. This options would be able to run regardless of weather conditions and reduce the need for avalanche control work. To save space the cog line could be built 1/2 to 3/4 below current road way with the summer traffic road elevated above the rail system, reducing the over all foot print/ impact zone. **(32.2.2QQQ, 32.2.9F, 32.1.2B, 32.2.3B, and 32.2.2N)**

**COMMENT #:** 12354  
**DATE:** 9/3/21 8:38 AM  
**SOURCE:** Website  
**NAME:** Kory Kapitaloski

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**COMMENT:**

I am a born and raised native Utahn. I have recreated in Little Cottonwood Canyon all of my life. My dad was on the town of Alta planning commission for decades and he got married at Alta Lodge. I grew up skiing at Alta and Snowbird. In recent years I have been teaching my daughter to ski at Snowbird and am a season pass holder. I want to continue to ski at Snowbird and Alta as long as I physically can. The traffic and congestion problem has definitely gotten exponentially worse as the state has grown and as outdoor recreation has exploded. Something definitely needs to be done to reduce congestion, pollution and impact.

Prior to implementing either of the proposed options, I think it would be worthwhile in the short term to implement other measures and then re-evaluate the options. Primarily, I am in favor of tolls during busy times, weekends, holidays and tolls for single occupancy vehicles at all times. **(32.2.2Y)** In addition, 4 wheel drive required every day October through March and enforced daily. **(32.2.2M)** Finally, parking reservations should be required at both resorts at all times. Last season when Snowbird implemented this, it did wonders for the situation there. **(32.2.2K and 32.2.4A)** A lot of people were opposed and complained, but I was definitely in favor and noticed a huge difference compared to the prior year. I was always able to get parking even on busy weekend days. I feel there are low cost alternatives like this that can be explored with minimal cost outlays before a large scale permanent construction project is implemented. I am confused as to why nothing like that has been tried in advance, but instead we are jumping right into a massive extremely expensive construction project. **(32.29R)** The toll method could continue in conjunction with the Gondola if that is ultimately what is built.



**COMMENT #:** 12355  
**DATE:** 9/3/21 8:38 AM  
**SOURCE:** Website  
**NAME:** Rusty Gaidzik

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**COMMENT:**

Nooooo gondola! **(32.2.9E)** Train, bus, parking restrictions and tolls please. I'd like to see only people with paid parking allowed up the canyon on peak days. **(32.2.2K)** There should be parking passes for backcountry etc but you shouldn't be allowed up the canyon unless you have a place to park **(32.2.9F, 32.2.9A, and 32.2.4A)**

**COMMENT #:** 12356  
**DATE:** 9/3/21 8:39 AM  
**SOURCE:** Website  
**NAME:** Daniel Scott

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**COMMENT:**

As a resident of Alta Utah for 15 years I am in full support to any alternative to a Gondola. My main concerns are: **(32.2.9E)**

1. Impact of construction on Summer business for the Alta Lodge, Snowpine, and Peruvian Lodges that rely on Summer. These businesses are independent from the Lift company and will not benefit from the Gondola so far that I can see. **(32.2.6.5F and 32.4C)**

2. If the Gondola was the main access to Alta and Snowbird during this past season i.e. Covid How would we have maintained safe social distancing? **(32.2.6C)**

I don't think it is wise to lock in a decision during a time of uncertainty.

3. There are less days where the traffic is an issue than there are days where it is. **(32.1.4D)**

I have lived and worked in Little Cottonwood Canyon for the better part of my adult life. Between the pandemic and climate change these past two years have made me fearful for the future of our industry. I don't understand why we would put this much time and money into something that at this point in time feels like a gamble. I think we should try to preserve what we have while it is still here. **(32.2.2E)**

Thank you for the opportunity to express my thoughts on this matter.

Daniel Scott

Alta, UT

**COMMENT #:** 12357  
**DATE:** 9/3/21 8:43 AM  
**SOURCE:** Website  
**NAME:** Patrick Hunt

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**COMMENT:**

due to the popularity of the canyons I think they should go to a Zion national park type system.

- a system of busses for visitors up the canyon. **(32.2.2B)**

- guests of the hotels and house owners can drive up (for a toll) or take the buss themselves. **(32.2.4A)**

-more parking at the bottom of little cottonwood and at other park and ride areas. **(32.2.6.2.1C)**

-no more building in the canyons and no more roads. **(32.20C and 32.2.9C)**

Thanks

**COMMENT #:** 12358  
**DATE:** 9/3/21 8:43 AM  
**SOURCE:** Website  
**NAME:** Nick Christiano

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**COMMENT:**

I know this isn't a vote, however as a massive user of LCC I worry the extended Bus system will only cause more potential for issues on the road as most people prefer to drive as it is. **(32.2.4A)** In addition, I worry about increased emissions. **(32.10A)**

**COMMENT #:** 12359  
**DATE:** 9/3/21 8:44 AM  
**SOURCE:** Website  
**NAME:** Wallace Wright

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**COMMENT:**

If you care about the future of Little Cottonwood Canyon, tomorrow is the last day to comment on the draft EIS with two options: Enhanced Bus Service with an additional bus-dedicated lane, or a gondola system. (Cog railway was considered and dropped in the last iteration of the EIS.)

My comment was I'm against both, as is the County Mayor who appointed me to the Mountainous Planning Commission, where I've been involved in the EIS process for the last several years. **(32.2.9C and 32.2.9E)**

Also, as suggested by my friend James Palmer, I recommended smaller, less impactful improvements:

- Snowsheds to decrease avalanche downtime **(32.2.9K)**
- e-tolling at the base (ala I-15 diamond lane) **(32.2.4A)**
- More lockers at the ski resorts to encourage bus use **(32.2.3A)**
- More frequent ski bus scheduling **(32.2.6.3N)**
- Roadway improvements to increase vehicle throughput and traffic flow. **(32.2.2P)**

**COMMENT #:** 12360  
**DATE:** 9/3/21 8:45 AM  
**SOURCE:** Website  
**NAME:** Conrad Harrell

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**COMMENT:**

I support the Gondola option. As a relatively new home owner in cottonwood heights, I believe we should invest in a long term solution that is minimally invasive to lcc. The Gondola will out LCC "on the map" for the USA on how to properly invest in infrastructure to support the growth of outdoor sports. People are coming, let's get ahead of the game instead of constantly being behind. The Gondola also has a better long term ROI compared to the bus option. **(32.2.9D)**

**COMMENT #:** 12361  
**DATE:** 9/3/21 8:45 AM  
**SOURCE:** Website  
**NAME:** Nicho Rivera

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**COMMENT:**

In order to save the natural beauty in our canyons we can not develop this gondola project. There are so many other sports that happen in the canyons besides what is available at the resorts. We must preserve this landscape for future generations to enjoy. **(32.2.9E and 32.17A)**

**COMMENT #:** 12362  
**DATE:** 9/3/21 8:48 AM  
**SOURCE:** Website  
**NAME:** Rachel Skeen

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**COMMENT:**

Proposing a bus for increased mobility during a winter season isn't a safe option when it comes to traction and sharp drop offs on a road that could be very slick. And the gondola would destroy even more of the mountain, including a lot of boulders the rock climbing community maintains. Why destroy the mountain we're trying to go enjoy just for more profit? Instead, maybe utilize a check-in booth (un-tolled) at the mouth of the canyon to ensure the ski areas and roads don't get congested. **(32.2.6.3P, 32.2.9C, 32.2.9E, 32.4A, 32.4B, 32.4I, 32.1.2B, and 32.2.2L)**



**COMMENT #:** 12363  
**DATE:** 9/3/21 8:49 AM  
**SOURCE:** Website  
**NAME:** James Litz

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**COMMENT:**

please NO gondola. We don't have to do be like Europe in every way. Europe has ruined the landscape of their entire continent in may ways. Don't follow in their footsteps. A Gondola will destroy LCC. **(32.2.9E, 32.4I, and 32.17A)**

**COMMENT #:** 12364  
**DATE:** 9/3/21 8:50 AM  
**SOURCE:** Website  
**NAME:** Adam Erickson

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**COMMENT:**

No gondola (32.2.9E)

**COMMENT #:** 12365  
**DATE:** 9/3/21 8:50 AM  
**SOURCE:** Website  
**NAME:** Robert Andrews

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**COMMENT:**

charge money to park. increase bus service. No stupid trams or other wasteful boondoggles (**32.2.9E, 32.2.4A, 32.2.2K, and 32.2.9A**)

**COMMENT #:** 12366  
**DATE:** 9/3/21 8:51 AM  
**SOURCE:** Website  
**NAME:** Adam Schmidt

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**COMMENT:**

After thoroughly reviewing the provided materials and listening to several of the sessions provided during these past months, it is clear that the path forward should be a cautious and conservative one. Of the current proposals; the gondola represents the worst possible option. It needlessly degrades our canyon to serve the business interests of the few, rather than environmental or public interests shared by many. I am alarmed that given its obvious drawbacks (e.g. inability to address the capacity issue, inability to service any other facets of the community, and deference to large, greedy corporations) that it has not only been left in contention, but continuously promoted by selfish and dishonest snake-oil salesmen. **(32.2.9E, 32.4I, 32.1.2D, 32.2.7A, 32.7B, 32.7C, 32.20B, 32.20C, 32.2.6.5G, and 32.1.2B)** Utah's natural resources are a blessing, and the reason that many people (myself included) chose to either stay in the valley or move to the valley. To squander these resources, diminishing its value for every future generation, we will forever brand ourselves as willing to sell our souls to the highest bidder. Utah has within it 5 amazing National Parks. No doubt that they too were met with some consternation, but can anyone currently disagree that their preservation was a worthwhile endeavor? I would argue no. I stand behind the Salt Lake County Mayor Jenny Wilson in her assessment of the problem. Expand bus services and for once, have faith in our public transit. Its not flashy and it won't put money into the pockets of the owners of La Caille, but that's not really the point is it? **(32.2.9A)**

**COMMENT #:** 12367  
**DATE:** 9/3/21 8:52 AM  
**SOURCE:** Website  
**NAME:** Jeanie Petersen

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**COMMENT:**

We do not need more busses to clog up Wasatch and Little Cottonwood Canyon. Let the funds we receive from revenue from skiing help pay for the gondula, that the state receives. Adding a ton of buses just makes the canyon less safe to drive up. **(32.2.6.4P, 32.2.7A, 32.2.9D)**

**COMMENT #:** 12368  
**DATE:** 9/3/21 8:53 AM  
**SOURCE:** Website  
**NAME:** Patrick Marrinan

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**COMMENT:**

Please work to find a better solution than the gondola or wider lanes! (32.2.2PP)

**COMMENT #:** 12369  
**DATE:** 9/3/21 8:56 AM  
**SOURCE:** Website  
**NAME:** Zach Cimino

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**COMMENT:**

Sadly, I do not have any proposition for an alternative, but the destruction of hundreds of classic boulders in one of the best climbing areas in the country is unacceptable. I beg that you listen to the community and I hope you find an alternative that has the conservation of little cottonwood canyon in mind. **(32.2.2PP, 32.4A, and 32.4B)**

**COMMENT #:** 12370  
**DATE:** 9/3/21 8:57 AM  
**SOURCE:** Website  
**NAME:** Chelsea Ciena

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**COMMENT:**

I believe that the gondola is the most beneficial options. As this not only has a smaller physical footprints as opposed to road expansion. It will also be a better environmental impact in the long run, as well as cheaper to operate over a long period of time with fewer delays due to maintenance. **(32.2.9D)**



**COMMENT #:** 12371  
**DATE:** 9/3/21 8:58 AM  
**SOURCE:** Website  
**NAME:** Jason Theisen

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**COMMENT:**

make the gondola, it will bring in more tourism... people who dont use the canyon will use the gondola but would never ride the bus up there **(32.2.9D)**

**COMMENT #:** 12372  
**DATE:** 9/3/21 8:58 AM  
**SOURCE:** Website  
**NAME:** John Ward

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**COMMENT:**

Gondola for cottonwood canyon traffic reduction makes sense to me! **(32.2.9D)**

**COMMENT #:** 12373  
**DATE:** 9/3/21 8:58 AM  
**SOURCE:** Website  
**NAME:** Matt Velinder

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**COMMENT:**

The volume is the problem. This will not be solved by finding alternatives to allow more volume in different ways. We need to reduce the volume! Toll the hell out of cars (especially single occupant cars!) and force people to use a bus system. **(32.2.4A)** Or close the road to private vehicles entirely. You can't drive a car into Zion anymore because of this exact reason. **(32.2.2B)** The volume is simply too high. Use the existing roadway and don't further destroy the environment to accommodate more volume. **(32.2.9A)**

**COMMENT #:** 12374  
**DATE:** 9/3/21 8:58 AM  
**SOURCE:** Website  
**NAME:** Tom Diegel

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**COMMENT:**

As Vice President of the Wasatch Backcountry Alliance I have contributed a lot to the WBA/WWA comment, but these comments are my own.

While I know there is acute pressure to alleviate the problems with traffic in LCC and appreciate the need for dramatic improvement and am impressed by the scope of the process, I feel the draft EIS is deficient in several areas.

While I am more of a fan of gondolas than many of my WBA cohorts from trips to Europe, I am concerned about the gondola option A

Without a capacity study -which UDOT and the USFS are apparently unwilling to do or contract for - adding a gondola is simply adding more people into the canyon **(32.20B, 32.20C, and 32.1.2B)**

Along with that is the overt suggestion that the two resorts expand their capacity to accommodate the increase in volume, something that the Forest Plan does not allow and runs counter to the resort boundary limitations that were identified in the Mountain Accord. **(32.20C)**

There seems to be a reluctance to run the gondola in the summer, despite the equally high traffic levels, especially to trailheads, which the gondola doesn't serve. Yet there is no acknowledgement of this in the DEIS. **(32.2.6.5F)**

By only essentially creating another chairlift for both ski resorts at a cost of upwards of \$300 of every single Utah taxpayer, it is essentially socializing the risk and privatizing the profits, while not creating an action transportation solution that will decrease car and truck traffic. **(32.1.2D and 32.2.4A)**

There has not been convincing evidence that as proposed the gondola will actually be used. **(32.2.4A)**

The overall transit time, hassle factor, and fares may well be enough detrimental as to discourage many targeted consumers from actually using the resource, especially given the well-known "Powder Fever" that grips skiers when pursuing a scarce resource. **(32.2.4A)**

There is a fair bit of discussion of the gondola option A as a "tourist attraction", though that has never been identified as an actual purpose or need. **(32.1.2B)**

I am concerned about the possibility of the construction of the base facility digging into/stirring up the toxic remnants of the old smelter on that site. **(32.16A)**

The efficiency and reliability of the gondola is overstated; during avalanche control work the gondola will be stopped along with traffic, and environmental conditions such as fire, wind, ice, can and will limit its use. **(32.2.6.5H and 32.2.6.5K)**

Gondola option A puts all the valley's eggs in the one basket that will take too long to implement, is not scalable, nor is it mutable to accommodate future changes by the user groups. **(32.2.6.5A and 32.2.6.5G)**. Gondola option A ignores virtually all dispersed users, who would like to use improved transit options in the canyon and are by far the fastest growing segment of the ski industry, and hiking/summertime forest use is also wildly popular and growing fast. **(32.1.2B, 32.1.2C, 32.1.2D, 32.2.7A, 32.7B, 32.7C, and 32.2.6.5G)**. By creating a virtual additional, taxpayer-supplied lift, UDOT is enabling Alta Ski Lifts to continue to lack creativity in solving their own parking issues. Their recently-proposed system is punitive towards the public who are accessing public lands, does not encourage carpooling by customers/employees, and does not address the many cars that are parked under snow all winter. **(32.2.4A and 32.2.7A)**

Expanding the bus operation is a preferred alternative:

Despite even some UTA people being pessimistic about expanding bus service, it has never had the opportunity to maximize the resource. Recent small changes (improved capacity, eliminating inefficient stops, adding buse) have had positive results. Adding to this with more resources and adding steep auto tolls that can help fund the improvements creates a system that can be implemented more quickly, is scalable, mutable, can run year-round, and with help from UDOT would be able to provide desired service to dispersed users in having bus stops at popular trailheads. **(32.2.4A, 32.2.9A, 32.2.6.5D, and**

**32.2.6.3C).** Expanding UTA's "ski bus" service to the East Bench/downtown would help alleviate the canyon mouth/Cottonwood Heights parking/traffic issues. **(32.2.2I).** Road expansion is something i could cautiously support IF over time it becomes clear that enhanced bus service and steep auto tolling does not improve the situation. **(32.29R).** Avalanche sheds is something I could also cautiously support. **(32.2.9K).** However, while many times I feel like environmentalists use the watershed argument as a red herring, and I am not a scientist, in my discussions with the SLC PU it is clear that they are deeply concerned about either option having a profound effect on the water quality (as well as an utter lack of ability to provide more water to the ski resorts to account for the expansion suggested in the EIS with the gondola option). **(32.12A, 32.12B, and 32.20C).** I am disappointed that UDOT has chosen to completely ignore BCC in this process. BCC's traffic woes are almost as bad as LCC's and are worsening faster with changing skier habits/prefences. In 50 years BCC travel may be untenable Rather than spending half a billion exclusively on LCC UDOT should have - and should still! - spend less there and take BCC into account. **(32.1.1A and 32.1.1C).** The concept of global warming and the resultant climate change that is so clearly creating unusual and devastating weather events is not taken into enough consideration in this document. The prospects that skiers may lose enthusiasm, that the Cottonwood Canyons resorts may get even more popular due to their high elevations, that coming winters may be very lean, that the Great Salt Lake will continue to shrink, lessening lake-effect and enhanced/early spring melts, that bigger storms and more high avalanche danger periods are all vital aspects of a transportation system. Which in turn lends more credence to a less-committing, more scalable, and more easily mutable system ala expanded bus service. **(32.2.2E)**  
I appreciate that the magnitude of both the EIS process and the actual implementation of the system is far beyond what I can probably even imagine, and I appreciate UDOT's efforts. Thanks for the opportunity.

**COMMENT #:** 12375  
**DATE:** 9/3/21 8:59 AM  
**SOURCE:** Website  
**NAME:** Amy Oxman

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**COMMENT:**

I am a retired Utah resident who uses the using the cottonwood canyons for winter and summer recreation including alpine skiing. (1) I think a tole for driving up the canyon is wise (reduced fee for car pooling) as well as parking fees for those in individual vehicles. Millcreek has had a fee for many years with positive outcomes. **(32.2.4A)** (2) I am very opposed to the gondola option as it benefits the ski areas directly and does nothing to address other canyon recreation users. The environmental impacts alone would charge the canyon experience forever. **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, 32.7C, and 32.4I)** (3) I would like to see improved bus service with multiple smaller more frequent buses and dedicated lanes for buses and carpooling with fees for individual vehicles. Traffic in the canyon has been a problem that has been building for years and needs a well thought out public input solution that benefits all users. **(32.2.9B)**  
thanks

**COMMENT #:** 12376  
**DATE:** 9/3/21 9:00 AM  
**SOURCE:** Website  
**NAME:** Jennifer Berjikian

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**COMMENT:**

Hello, a better solution to decrease traffic would be to implement a payment system (similar to MCC). Increasing the fee to park at resorts would also decrease traffic by increasing carpooling. Expanding bus services also helps. **(32.2.4A, 32.2.2K, and 32.2.9A)**

**COMMENT #:** 12377  
**DATE:** 9/3/21 9:00 AM  
**SOURCE:** Website  
**NAME:** Adam Duncan

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**COMMENT:**

I favor Option B -- the gondola. While I appreciate that there will be visual impacts, I feel that because there are lower impacts in other areas it's the best. I also think it will add a novelty to the experience. It will also allow people to experience the amazing beauty of Little Cottonwood from an aerial perspective which will bring people great joy and a unique connection with nature. **(32.2.9D and 32.17A)**



**COMMENT #:** 12378  
**DATE:** 9/3/21 9:00 AM  
**SOURCE:** Website  
**NAME:** Layne Moffitt

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**COMMENT:**

Enhanced bus service would not only alleviate immediate canyon traffic congestion and environmental impact concerns but would also minimize the need to widen current canyon roadways. Bus service would also serve as an immediate need while eliminating the need to permanently change the visual esthetics of the canyon mountain side with cables and towers. **(32.2.9A, 32.17A, and 32.17B)** My opinion is to re-visit a railway line to the resorts. They would serve residents along the routes as well as the resorts. The service lines can be adjusted as needed. It would ultimately connect with the Front Runner and TRAX systems. The long term cost effectiveness would far exceed the other alternatives. **(32.2.9F and 32.2.2I)**

**COMMENT #:** 12379  
**DATE:** 9/3/21 9:00 AM  
**SOURCE:** Website  
**NAME:** Marcia Maurycy

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**COMMENT:**

Both of these choices do not look at the logistics of access of mobility of seniors and handicapped people and those with young children trying to negotiate not only themselves but the equipment used in skiing. Both involve standing for long periods with all your stuff..not always easily done..question of comfort and safety?? **(32.2.6M)**

**COMMENT #:** 12380  
**DATE:** 9/3/21 9:01 AM  
**SOURCE:** Website  
**NAME:** Blake Duffin

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**COMMENT:**

No gondola, we should close the road, and make it a Traxx rail (32.2.3B, 32.2.9E, 32.2.9F, and 32.2.2L)

**COMMENT #:** 12381  
**DATE:** 9/3/21 9:01 AM  
**SOURCE:** Website  
**NAME:** Cheryl Bikman

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**COMMENT:**

The gondola is not a solution to alleviating congestion and is a very expensive experiment. Because the “terminal and parking structure” would be at La Caille. The investors and proponents of it (including both ski resort holding companies) think it would be so great that people could grab a nice breakfast before heading up...at the price of about \$50 per person. This gondola is ALL about those who are already rich making more money, NOT about alleviating congestion in an environmentally friendly way. It’s not a quick or efficient solution to move more people up the mountain. Reserved parking at the resort helped last year as does having the resorts limit the amount of skiers so you can actually ski and aren’t crowded on the mountain. **(32.2.4A, 32.2.9E, 32.2.2F, and 32.2.2K)**

Why not start with partnering with a private bus company? I think that if you make riding the bus more convenient and frequent (hubs and parking structures with nice bathrooms and amenities) more people would be willing to ride a bus. There is just not enough parking available to make riding the bus feasible. You can get a parking spot and a space on the bus if you get there are 7:00 a.m. or earlier. More busses and more parking with facilities are a much better answer then you don’t even have to widen the road. **(32.2.6I, 32.2.6.3N, and 32.2.6.2.1C)**

Putting hubs around the valley is not a great solution. They need hubs at the mouths of Both canyons with busses running frequently vs. busses coming from all over the place running occasionally. Waiting for a bus in the cold is a terrible experience. Then fighting for a spot on the bus and potentially waiting for the next one is worse. But if you know another bus is coming in 5 minutes, it makes it less of a hassle. **(32.2.6.3N and 32.2.9A)**

**COMMENT #:** 12382  
**DATE:** 9/3/21 9:02 AM  
**SOURCE:** Website  
**NAME:** Cheri Hansen

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**COMMENT:**

Please do not add a gondola or widen the canyon road. **(32.2.9E and 32.2.9C)** We are so blessed to live in Utah with access to these beautiful areas. The impact of these transportation proposals will permanently change, damage, alter, and obstruct the beautiful canyon. Please do not go through with this. Promote carpooling. Increase buses to help with congestion in the canyon. **(32.4I, 32.17A, 32.17B, 32.2.9A, 32.2.2KK, and 32.2.4A)**

**COMMENT #:** 12383  
**DATE:** 9/3/21 9:02 AM  
**SOURCE:** Website  
**NAME:** Emily Golitzin

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**COMMENT:**

Among my reservations with the proposed transportation alternatives are:

- Carrying capacity of LCC. Limited parking has always served as a natural way to maintain a reasonable number of people on the mountains. Busy days with full parking this past ski season have shown that the resorts are stretched to their limits. Even with semi-restricted parking and bus access during COVID, wait times for chairlifts at Alta and Snowbird frequently exceeded 40 minutes on powder days. It concerns me that the proposed alternatives focus on high-volume transportation without a real plan from the resorts for what they plan to do with all those people. **(32.1.2B, 32.20B, and 32.20C)**
  - Funding. UDOT needs to identify sources of funding before an alternative is chosen, not the other way around. It is frankly absurd to ask Salt Lake County taxpayers to fund a project that will serve only the minority of locals who regularly ski at Alta and Snowbird. This is especially true of the gondola option - the bus options could at least be flexible in serving other locations, trailheads, etc for the greater public to use, including during the off season. Moreover, it is highly irresponsible to choose a more expensive alternative (gondola) when no real work has been done to try to leverage or expand LCC's existing bus infrastructure. **(32.1.2D, 32.2.6.5G, 32.2.9A, 32.2.7A, 32.2.6.3K, and 32.2.6.3C)**
  - Private vehicle restrictions. If people have the choice to travel in the comfort of their own vehicle, they will. No transportation solution will work unless private vehicle traffic is limited. Tolling is certainly part of this equation, but a better solution might including banning private vehicles entirely (a la the Zion Canyon shuttle system). More work would need to be done to ensure reliability of the transit system. **(32.2.2B)**
  - Traction law enforcement. A significant amount of traffic congestion is caused by vehicles that are inadequately equipped for winter driving conditions. Winter driving requirements (snow tires or carrying chains) need to be enforced on a daily basis. Problems often arise when an ill-equipped vehicle drives up canyon on a clear morning and cannot make it down after conditions change midday. Consider enforcing the traction law at the top of the road in the afternoon - have someone checking for chains on 2wd vehicles, etc. **(32.2.2M)**
  - Consideration of resort employees. The current bus schedules do not allow many resort employees to get to work on time in the morning or get home in the evening. Proposed schedules would need to include early morning and late evening service. **(32.2.6.3K and 32.2.6.5N)**
- The only real solution that can be implemented right now is enhanced bussing. Let's focus on funding the bus options and making them more attractive: more routes, including express routes; more (and more convenient) stops, including at trailheads in the canyon for backcountry skiing and summer hiking; low fares, which the resorts can subsidize; and tolling for private vehicles. The canyon is a finite resource, and the resorts cannot grow forever; I would love to see what can be done to preserve the LCC experience without irreparably altering the landscape. **(32.2.9A, 32.2.2I, 32.2.6.3C, and 32.2.4A)**

**COMMENT #:** 12384  
**DATE:** 9/3/21 9:04 AM  
**SOURCE:** Website  
**NAME:** Candi Nash

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**COMMENT:**

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

**COMMENT #:** 12385  
**DATE:** 9/3/21 9:04 AM  
**SOURCE:** Website  
**NAME:** Beth Yetter

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**COMMENT:**

While I recognize the need to address the transportation issues in Little Cottonwood Canyon, the options presented do not seem to address the overall issue - the capacity of LCC. Before attempting to pump more people up the canyon, a true capacity study needs to be conducted to determine what the canyon can really handle without increased environmental degradation, and the studies for transportation in the canyon needs to consider this capacity before investing millions in permanent infrastructure. **(32.1.2B and 32.20B)**

LCC is an essential part of Salt Lake Valley's drinking water resources and this needs to be taken seriously, especially given the more and more extreme droughts that the western U.S. is experiencing. Not enough weight has been given to the essential water resources and other natural resources within the canyon in UDOT's analysis. We can't keep impacting the environment to install infrastructure indefinitely. Even though the population continues to grow in the surrounding areas that doesn't mean that the canyon can handle an increasing number of people indefinitely. It is time to face the reality of population increase and the increasing impacts it is having on natural resources. **(32.12A, 32.12B, and 32.20F)**

The gondola seems to be geared to helping transport people solely to two entities in the winter, Alta and Snowbird, and does not seem to fully serve the general public, only those trying to reach ski resorts. Many individuals backcountry ski from the White Pine Trailhead, for example; however there is no easy way to get to the White Pine Trailhead from the proposed gondola alignment/stops. A gondola would drastically change the viewshed in LCC and change the character of the canyon forever. These impacts need to be taken very seriously before installing permanent infrastructure that will remain indefinitely. **(32.1.2D, 32.2.7A, 32.7B, 32.7C, 32.4G, 32.2.6.5G, and 32.17A)**

With both alternatives, I feel UDOT is going from 0 to 100 without attempting to try out incremental options. Before causing permanent impacts such as installing huge gondola towers and widening the road, which is very near an essential water resource, and before spending millions of dollars, it seems like a smart option would be to try and increase and incentivize additional bus service. Why aren't near-term issues being assessed (i.e., what can be done in the interim before 2030 and 2050 to see if these alternatives are really needed?). **(32.2.9A, 32.2.4A, and 32.29R)**

Also, why isn't the traction law truly enforced on snowy days? More effort needs to be put into the traction program to truly check vehicles going up the canyon. **(32.2.2M)**

Both of the alternatives rely on behavior change - how can UDOT incentivize the public to use public transit more? Was the likelihood of behavior change by the public assessed in the EIS? **(32.2.4A)**

I do think that snow sheds are a smart idea and a practice commonly used in Europe. Installation of snow sheds would address a lot of the transportation issues due to winter weather and avalanches, and would also not impact the viewshed as greatly as the gondola. **(32.2.9K)**

Environmental justice needs to be highly considered in this analysis. With a potential toll being implemented and/or a cost to ride the gondola, low income communities will be further priced out from visiting LCC. These communities are already at a disadvantage and further removing the option for them to visit LCC is just wrong. How does UDOT plan to truly address this issue? Pricing out the poor to limit numbers in the canyon is not the right approach. **(32.5A)**

Lastly, why is UDOT so focused on LCC and not a valley-wide transportation system? The same issues are experienced in BCC and it seems short sighted to only focus on one canyon. **(32.2.2I, 32.1.1A and 32.1.1C)**



**COMMENT #:** 12386  
**DATE:** 9/3/21 9:04 AM  
**SOURCE:** Website  
**NAME:** Elliot Gorr

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**COMMENT:**

The gondola and road widening solutions are bad for LCC. The gondola is not a flexible enough solution for all canyon users. A solution that only stops at only Alta and Snowbird is insulting to the backcountry skiing community. The gondola is also nothing but a massive eyesore for everyone who recreates in the areas below the ski resorts in the summer time. This plan also takes too long to implement. We need solutions now, not in 5-10 years. A gondola of this length will also be a tourist attraction on its own, which may further contribute to over crowding. **(32.2.9C, 32.2.4A, 32.2.9E, 32.2.6.5G, 32.2.7C, 32.20A, 32.20C, and 32.17A)**

The road widening alternative is much more flexible and therefore attractive solution, except for the major environmental destruction that comes with it. Undertaking a project this large in a canyon where dogs aren't allowed for fear of contaminating the fragile watershed, seems out of touch. Hundreds of boulder problems would also be destroyed/displaced during construction which would be devastating for the climbing community. **(32.12B and 32.4A)**

We owe it to this canyon and to the folks funding these projects to try a solution that fully utilizes the current infrastructure. There has to be a toll gate at the bottom of LCC ASAP. Not only for tolling, but for strict enforcement of snow tires and awd/4wd for the entirety of the season. The toll booth should also limit or prohibit single passenger cars during peak times. **(32.2.2Y, 32.2.2M, 32.2.4A)**

There needs to be an audit of available parking spaces in LCC, and a limit set on the number of cars allowed in the canyon at one time. **(32.2.2K)** This would allow people to be turned around at the mouth of the canyon when parking is full, not when they get to the bypass road. It would also hopefully naturally limit the number of skiers in the canyon and preserve the riding experience. **(32.2.4A)**

Enhanced bus service needs to be the answer. Busses should be so frequent that people don't need to think about the schedule. There also needs to be early AM buses for employees and backcountry skiers. A trailhead shuttle service, separate from the large buses going to Alta/Snowbird should make stops at Tanners, White Pine, and Grizzly Gulch. Alta is upset that backcountry skiers take their parking, yet there is no public transport offered to those who wish to recreate before the resorts open. Employees also take up a lot of ski area parking, and yet there is no reliable solution for folks to get to work on time. Wasatch Backcountry Alliance has a well-thought out plan that UDOT should consider as an alternative to the current proposals. **(32.2.9A, 32.2.4A, 32.2.6.3N, and 32.2.6.3C)**

**COMMENT #:** 12387  
**DATE:** 9/3/21 9:04 AM  
**SOURCE:** Website  
**NAME:** Jon Bischoff

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**COMMENT:**

I don't understand how the gondola solves the traffic problem. There will still be just as many cars and just as bad of traffic jams, but the gondola will only add people. This makes no sense. With only stops at Snowbird and Alta, we are spending a half a billion bucks to help 2 businesses?! I don't want my tax money spent to help just 2 business. Shut the canyon highway down to essential traffic only and institute a seasonal "zion" type shuttle system that stops at other destinations besides just two businesses. (32.2.4A, 32.7B, 32.7C, 32.2.6.5E, 32.1.2B, 32.1.2D, 32.2.9E, 32.2.2B, and 32.2.6.3C)

**COMMENT #:** 12388  
**DATE:** 9/3/21 9:05 AM  
**SOURCE:** Website  
**NAME:** Adam Hansen

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**COMMENT:**

Do not do this to our canyons. The damage these proposals will permanently cause is abhorrent. These canyons are a treasure. We need to protect them and manage them with care. Please do not do this.  
**(32.2.9G)** There are other solutions, carpooling, shuttles etc that can help with canyon congestion.  
**(32.2.2PP)**

**COMMENT #:** 12389  
**DATE:** 9/3/21 9:05 AM  
**SOURCE:** Website  
**NAME:** Benjamin Bikman

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**COMMENT:**

A gondola is a terrible idea. (32.2.9E) Please consider simply improving the bus options and parking at the mouth of the canyon. (32.2.9A)

**COMMENT #:** 12390  
**DATE:** 9/3/21 9:08 AM  
**SOURCE:** Website  
**NAME:** Kirsten Dockstader

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**COMMENT:**

Before impacting LCC with a widened road or a gondola, I believe low cost alternatives such as expanding the existing bus services should be explored. **(32.2.9A and 32.29R)**

**COMMENT #:** 12391  
**DATE:** 9/3/21 9:09 AM  
**SOURCE:** Website  
**NAME:** Zacharias Miller

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**COMMENT:**

I am against the building of the gondola. This canyon is very special for hikers and climbers and has been for many decades. The Gondola would certainly ruin its aesthetics, climbs, and access to hikes. The brief seasonal use of the gondola would not offset its negative impact. Please reconsider. **(32.2.9E, 32.2.6.5F, 32.4B, 32.4I, 32.4G, and 32.17A)**

**COMMENT #:** 12392  
**DATE:** 9/3/21 9:09 AM  
**SOURCE:** Website  
**NAME:** Andrew Montgomery

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**COMMENT:**

More busses with a big parking lot at the bottom of canyon. **(32.2.9A)** The road is very narrow in places so widening the whole thing might not be possible without creating tall walls which might create land slides. **(32.2.9C)** Making some more sections passing lanes or bus lanes might help. **(32.2.2NN)** More busses no tram. Taxpayers are paying for it **(32.2.9E)**

**COMMENT #:** 12393  
**DATE:** 9/3/21 9:10 AM  
**SOURCE:** Website  
**NAME:** Stephanie Stumpos

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**COMMENT:**

I prefer you do not build a gondola. **(32.2.9E)**



**COMMENT #:** 12394  
**DATE:** 9/3/21 9:10 AM  
**SOURCE:** Website  
**NAME:** Jason Smith

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**COMMENT:**

I am in favor of the Gondola solution. **(32.2.9D)**

**COMMENT #:** 12395  
**DATE:** 9/3/21 9:11 AM  
**SOURCE:** Website  
**NAME:** Beth Yetter

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**COMMENT:**

While I recognize the need to address the transportation issues in Little Cottonwood Canyon, the options presented do not seem to address the overall issue - the capacity of LCC. Before attempting to pump more people up the canyon, a true capacity study needs to be conducted to determine what the canyon can really handle without increased environmental degradation, and the studies for transportation in the canyon needs to consider this capacity before investing millions in permanent infrastructure. **(32.1.2B and 32.20B)**

LCC is an essential part of Salt Lake Valley's drinking water resources and this needs to be taken seriously, especially given the more and more extreme droughts that the western U.S. is experiencing. Not enough weight has been given to the essential water resources and other natural resources within the canyon in UDOT's analysis. We can't keep impacting the environment to install infrastructure indefinitely. Even though the population continues to grow in the surrounding areas that doesn't mean that the canyon can handle an increasing number of people indefinitely. It is time to face the reality of population increase and the increasing impacts it is having on natural resources. **(32.12A, 32.12B, and 32.20F)**

The gondola seems to be geared to helping transport people solely to two entities in the winter, Alta and Snowbird, and does not seem to fully serve the general public, only those trying to reach ski resorts. Many individuals backcountry ski from the White Pine Trailhead, for example; however there is no easy way to get to the White Pine Trailhead from the proposed gondola alignment/stops. A gondola would drastically change the viewshed in LCC and change the character of the canyon forever. These impacts need to be taken very seriously before installing permanent infrastructure that will remain indefinitely. **(32.2.6.5G, 32.2.6.5AA, and 32.17A)**

With both alternatives, I feel UDOT is going from 0 to 100 without attempting to try out incremental options. Before causing permanent impacts such as installing huge gondola towers and widening the road, which is very near an essential water resource, and before spending millions of dollars, it seems like a smart option would be to try and increase and incentivize additional bus service. Why aren't near-term issues being assessed (i.e., what can be done in the interim before 2030 and 2050 to see if these alternatives are really needed?). **(32.2.9A, 32.2.4A, and 32.29R)**

Also, why isn't the traction law truly enforced on snowy days? More effort needs to be put into the traction program to truly check vehicles going up the canyon. **(32.2.2M)**

Both of the alternatives rely on behavior change - how can UDOT incentivize the public to use public transit more? Was the likelihood of behavior change by the public assessed in the EIS? **(32.2.4A)**

I do think that snow sheds are a smart idea and a practice commonly used in Europe. Installation of snow sheds would address a lot of the transportation issues due to winter weather and avalanches, and would also not impact the viewshed as greatly as the gondola. **(32.2.9K)**

Environmental justice needs to be highly considered in this analysis. With a potential toll being implemented and/or a cost to ride the gondola, low income communities will be further priced out from visiting LCC. These communities are already at a disadvantage and further removing the option for them to visit LCC is just wrong. How does UDOT plan to truly address this issue? Pricing out the poor to limit numbers in the canyon is not the right approach. **(32.5A)**

Lastly, why is UDOT so focused on LCC and not a valley-wide transportation system? The same issues are experienced in BCC and it seems short sighted to only focus on one canyon. **(32.1.1A and 32.1.1C)**

**COMMENT #:** 12396  
**DATE:** 9/3/21 9:12 AM  
**SOURCE:** Website  
**NAME:** Matthew Stephens

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**COMMENT:**

Please do not waste millions of taxpayer dollars to build a gondola or widen the road when neither solution will do anything to mitigate the traffic problems in Little Cottonwood canyon. **(32.7B, 32.7C, 32.2.9E and 32.2.9C)** Additionally, both proposed alternatives will have lasting impacts on climbing and other recreational activities and significantly jeopardize the future and untrammled nature of the canyon. **(32.4A and 32.4B)** Please consider increasing bus services BEFORE spending millions on unproven solutions that strictly benefit private ski resorts and do not adequately meet the needs of Utahns. **(32.1.2D, 32.2.7A, 32.7B, 32.7C, and 32.29R)**

Sincerely,  
Matt Stephens  
Sandy, Utah

**COMMENT #:** 12397  
**DATE:** 9/3/21 9:12 AM  
**SOURCE:** Website  
**NAME:** Kelsey Zalac

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**COMMENT:**

This project is destructive to the climbing experience that many thousands of people experience every year. It has absolutely irreversible consequences for the natural landscape that people flock to. I am absolutely opposed to the plans of widening the road and the gondola. **(32.2.9C,32.2.9E, 32.4A, 32.4B, 32.4I, 32.17A, and 32.17B)** PLEASE find less destructive solutions. There are other options. **(32.2.2PP)**

**COMMENT #:** 12398  
**DATE:** 9/3/21 9:12 AM  
**SOURCE:** Website  
**NAME:** Wyatt Sea

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**COMMENT:**

I attended Lone Peak high school and played football on the team. After high school I couldn't play football anymore and I needed another outlet for exercise and fun. Climbing has been that outlet. Those boulders in that canyon not only helped me find a new hobby but helped me find new amazing friends. If UDOT got rid of those boulders everything would change. For once listen to the people. The people don't want this. Thanks, Wyatt **(32.4A, 32.4B, and 32.2.9G)**

**COMMENT #:** 12399  
**DATE:** 9/3/21 9:13 AM  
**SOURCE:** Website  
**NAME:** Wendy Zeigler

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**COMMENT:**

Little Cottonwood Canyon Draft EIS Comments

Sept 2, 2021

Dear UDOT,

I do not support the alternatives in your DEIS. It is too little too late, and needs to take into account what is happening in both canyons.

The DEIS does not consider the impact to or numbers from Big Cottonwood Canyon. All parking garage numbers have to consider this impact. You will be pushing more cars into BCC for all types of users.

Your parking numbers are inadequate for all canyon users. **(32.20D, 32.1.1A and 32.1.1C)**

You are only viewing this as a snowstorm problem. You are ignoring the 4 season parking problem. We need fewer vehicles in the canyon 4 season. Just closing off parking on the road does not solve the problem. That the legislature tasked you with only solving the LCC problem is not an excuse, because you have to be blind not to see the inter-relatedness of the two canyons and the insane increase in users, of all types since Covid, will only increase. Even more so with the dispersed recreation. **(32.1.2B, 32.1.2C, 32.4P, 32.2.6.3C, 32.2.6.5G, and 32.2.4A)**

You are just shifting the problem by only having 3 hubs. You need valley wide hubs, and you need them fast. If you are trying to solve the problem on a Powder Day, you are not, you are shifting the problem. You will have the thousands of cars trying to get into 3 parking hubs at 8 AM, which will be full from the people who get there at 7 AM. Traffic getting into these structures will be backed up, impacting residents and commuters. By increasing hubs throughout the valley, with increased bus service, you will decrease the traffic closer to the canyon. **(32.2.2I, 32.2.4A, and 32.2.6.2.1D)**

You state one of your objectives is to address "All users". You do not do this, you do not address 4 season, you do not address the ever increasing use of the backcountry by multiple users. These uses will grow much faster than the users of ski resorts because people cannot afford the ski resorts.

Increasing the size of the White Pine and other parking lots will not solve the problem for more than one year, never mind until 2050. Your proposed increase will not accommodate the cars using the lot on any given weekend now, never mind into 2050. The summer use of these lots is already "beyond your projections. 4 season bus service, and maybe eventually, a train are the only solutions for this problem. **(32.1.2B, 32.1.2C, 32.4P, 32.1.2D, 32.7B, and 32.7C)**

You state the only ground disturbance of a gondola is at the tower. You will have to have a road to each tower, this will impact watershed, wildlife etc. You will need a way to get workers to the towers and to download people in an emergency. This is completely ignored. **(32.12A, 32.13A, 32.2.6.5L and 32.2.6.5K)**

The impact of such high towers on the view shed is huge, the warning lights will be seen from all parts of the valley. The cost is huge on the taxpayers. Yet you only solve a small part of the problem. The Gondola is the worst choice. **(32.17A)**

Wind events have been increasing, making gondola travel more difficult. You will have much more closure of the gondola than you are listing. **(32.2.6.5K)**

You need to close the canyon to vehicle travel. They have done that in Zermatt very successfully! I can tell you that most tourists and locals will still drive the canyon. You really are not changing any travel times by much, except maybe for 10 days a year. **(32.2.4A and 32.1.4D)**

You have to consider impacts to Big Cottonwood Canyon, and the parking garage numbers needed for both canyons. **(32.2.6.2.1G)** You need to start solving this problem now, this season. Expand the bus service **(32.29R and 32.2.9A)** We made a little progress with this last year. We need to do more. If you get people out of their cars into the buses, you will not need the extra lanes. If you have bus locations closer to downtown, and Foothill, and the West side, and Draper, etc you will not have the traffic near the mouth of the canyon.

I support expanded bus service, no cars in canyon, No Gondola. **(32.2.2B and 32.2.9E)**  
Wendy Zeigler  
Holladay, UT 8

**COMMENT #:** 12400  
**DATE:** 9/3/21 9:13 AM  
**SOURCE:** Website  
**NAME:** Lauren Swanson

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**COMMENT:**

I have already commented in favor of the gondola alternative in a previous comment, but I did want to comment about another supporting element that I think could really help traffic without major infrastructure changes.

I know there is already a program to certify vehicles for Little Cottonwood Canyon. Can we make this certification mandatory for any car that travels up the canyon during the winter? This will help prevent cars and drivers who might cause delays during poor weather. It would also limit traffic in general, which would help everyone's commute times. If you don't have a certified car (tourist, or a car that is 2WD), then you have the option to bus. **(32.2.2M)**

Thanks again for all of your work to create a solution for everyone!



**COMMENT #:** 12401  
**DATE:** 9/3/21 9:14 AM  
**SOURCE:** Website  
**NAME:** Bob Matthews

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**COMMENT:**

Been there numerous trips. What a great solution to the traffic, uphill congestion, parking and avalanche "inter lodge" that happens with your beautiful snow. Very much in favor and will use it!!  
**(32.29D)**

**COMMENT #:** 12402  
**DATE:** 9/3/21 9:14 AM  
**SOURCE:** Website  
**NAME:** Ali Girten

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**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 #:** 12403  
**DATE:** 9/3/21 9:15 AM  
**SOURCE:** Website  
**NAME:** Garth Tino

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**COMMENT:**

I don't like either plan. **(32.2.9E and 32.2.9C)** Both will severely impact users who are not just using the resorts. I don't use the resorts much- too expensive to ski. I use the climbing, biking, bouldering, hiking, and backcountry. The plan does not help any of us who are not resort users and only addresses the issues surrounding resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Similarly, those of us who use the canyons professionally- teaching backcountry skiing courses and avalanche classes, will be severely impacted by these decisions, and limit the ability of the non resort using public to offer these types of courses. The impact on access to our resources should the gondola go in- yes, I anticipate it will cut us off from crossing under it to use the opposite side of the canyon for climbing, skiing and hiking, regardless of what we are told. **(32.4A, 32.4B, and 32.4G)** I also anticipate that much of the world class bouldering will be inaccessible or ruined with both of the resolutions as well. The idea that the resorts are the only ones being accounted for is a big problem for me. I am happy to pay to use my canyons, to have better trailhead access, but the fact that only resorts are getting the benefit is not what the canyon is about. **(32.1.2C)** There are lots of other users. Only the resorts win in this scenario, the rest of the users lose out. Cheers

**COMMENT #:** 12404  
**DATE:** 9/3/21 9:17 AM  
**SOURCE:** Website  
**NAME:** Archie Phillips

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**COMMENT:**

The gondola will be run until the weather causes the cessation of the operation of it due to high wind. **(32.2.6.5K)** IMO, THE TRAIN OR BUSES WITH avalanch sheds is the only real solution. **(32.2.9A, 32.2.9F, and 32.2.9K)**

**COMMENT #:** 12405  
**DATE:** 9/3/21 9:17 AM  
**SOURCE:** Website  
**NAME:** Josh Coppinger

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**COMMENT:**

I do not support the gondola or transportation up the canyon that would cause damage to outdoor activity. Cars have been used for years up until this point to get to the resort there's no reason to add a gondola now for the profit of a ski resort. **(32.2.9E and 32.2.6.5D)** Snowbird is my favorite resort and if this goes up I will never visit the resort again.

**COMMENT #:** 12406  
**DATE:** 9/3/21 9:18 AM  
**SOURCE:** Website  
**NAME:** Heather Day

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**COMMENT:**

Please don't ruin our canyon with these proposed ideas. **(32.4I)** We should try less drastic/destructive/expensive methods. What about a mandatory bus/shuttle system like they have have in Zion National Park? **(32.2.2B and 32.29R)**

**COMMENT #:** 12407  
**DATE:** 9/3/21 9:19 AM  
**SOURCE:** Website  
**NAME:** Keith Sellers

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**COMMENT:**

PLEASE DON'T! Cottonwood Cayon is literally history and the future. Not just for climbing. It's hard to understand what these rocks mean to us unless you are a climber yourself but these boulders and this land are more than just special to all of us. It runs much deeper than that and to take that away is evil. Destructive. Not Holy. Please do not go through with this. Listen to all of us using our voices to speak out to y'all about how we feel. **(32.2.9G, 32.4A and 32.4B)**

**COMMENT #:** 12408  
**DATE:** 9/3/21 9:20 AM  
**SOURCE:** Website  
**NAME:** Lauren Pandolfi

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**COMMENT:**

I'm reiterating this comment here, because this reflects my opinion on LCC EIS:

Governor Cox,

The Gondola Works Utah group is spending a lot of money on advertising trying to convince a lot of people - including you - that the Gondola is the right solution for reducing traffic in Little Cottonwood Canyon. I am a long-time season pass holder to Snowbird, and have formerly skied whole seasons at Alta, Solitude, and taught skiing at Deer Valley for two years. I am also a former Wall Street equity analyst and I am a senior executive at one of Utah's largest employers. Thank you for allowing me to share my view; I hope I might bring to light some considerations which I believe make the Bus approach the superior one, based upon reason alone: **(32.2.9A)**

- Simply stated, the Gondola plan costs more, as you've noted in your comments to the media on the subject. As a former Wall Street equity analyst, I've analyzed more than 100 businesses and evaluated their business models. Cost is not the only factor, but it is a considerable one. The Gondola costs approximately 20% more than the Bus+ proposal (busses, plus the widening of the road), and therefore one must consider carefully if the extra cost comes with an extra benefit. I strongly question whether it does: the cost of the debt service alone on it is an additional \$3 million a year more than the bus solution, immediately eliminating the lower annual operating cost benefit of the Gondola. A final note on dollars and cents: we all have watched big projects such as the Gondola run over budget - sometimes by 2x and 3x; with busses, the costs are reasonably certain. Unlike the Federal government, if local and state politicians have to raise taxes to balance project overruns, then there are almost certain political consequences to such an unpopular moves. **(32.2.7C and 32.2.7E)**

- Nine (9) hours and 54% less efficient. What is the value of the citizens' time? How much is the value of nine hours, per person, per year? The Gondola takes 54% more time - 13 minutes longer - each way, when compared to a Bus. A typical skiing family that visits the resorts 20 times per season will spend approximately nine hours more [per person] sitting in the Gondola than they would on a Bus. In your comment in the Deseret News, you stated that you were leaning to the Gondola solution because, in part "Just the ability to move people at such a high rate of speed and get people up and down very quickly - it's much more efficient than the bus system would be." I suspect that when you said that, the Gondola Works folks had not yet alerted you to the additional 13 minutes of travel time each way on the Gondola. In percentage terms, the duration of the Gondola is 54% longer (37 minutes to Alta) than the Bus (24 minutes to Alta). Yikes!

- Avalanche delays are still highly likely to persist. The Gondola Works folks will tell you that the Gondola will work even when there is an avalanche closure. I would question that very heavily. It is commonly said that SR 210 (aka Little Cottonwood Canyon) is the only road in North America where it is legal to shoot heavy artillery over the road; I cannot imagine the Gondola - or busses - running while such mortars are being fired across the path. That means the Gondola will be sitting idle, awaiting the completion of avalanche control work, just like the busses and cars. And for the one or two times every five years that an avalanche blocks the road (and the Gondola would likely still be able to run), please consider the other disadvantages of the Gondola that are continual and recurring, rather than the episodic road closure. **(32.2.6.5H and 32.2.6.5Z)**

- Wind and lightning holds. If you ski Snowbird regularly, you'd be very familiar with wind holds on the Aerial Tram. This even applies to chairlifts. And lightning holds (less common in the winter, but not uncommon during the other seasons). Although Gondola Works delights in highlighting the lack of stopping the Gondola due to avalanche holds (which I am not at all ready to invest in this narrative), Gondola Works fails to acknowledge the continual wind holds that occur for all aerial tramway systems. **(32.2.6.5K)**



- Would you put all the eggs in one basket? All mechanical systems will be in need of maintenance, and inevitably things break that render the system to fail or stop for a period of time needed to fix them. The Gondola would have - on a busy Saturday, holiday, or powder day - about 650 passengers suspended above ground. For this thought experiment, assume the mechanical failure takes one hour to repair. One thousand and fifty passengers (1,050 - the hourly capacity of the Gondola) are delayed by an hour in arriving at the resort - and in reality, all the others waiting to get on at the bottom are also delayed by an hour - perhaps another 500 to 1,000? Now you have at least 1,050 cumulative hours spent waiting in the delay, and perhaps as much as 2,000 hours. The Bus solution also carries more than 1,000 passengers per hour. But when a bus fails (UTA could provide the statistics on its mechanical failure rate), only 42 people are delayed by an hour, while the other busses run without problem. Diversification - busses provide diversification against mechanical failure. The lost or "wasted" hours spent awaiting a mechanical fix are 96% less per incident in the Bus solution. **(32.2.6.5K)**

Is the Gondola more sexy than Busses? Sure - of course aerial tramways are beautiful. But in this use case, would you want to pay 15% to 20% more for a solution that actually reduces efficiency compared to the less sexy, but cheaper, faster, and lower risk solution?

I might also encourage you to also consider adding heavy tolls to any traffic heading up the canyon on a busy day. Similar to the Utah Jazz' flash seats, motorists who still want to drive can do so based upon a finite number of day (or possibly hourly) licenses, with an auction system that opens at 6:00 a.m.; similar to the way computers match buy and sell orders in the capital markets, or HOV lanes are priced based upon demand, the market price for a car would be determined based upon demand that day or hour (maybe \$50 for a car on President's Day when there is two feet of fresh powder, and maybe only \$2 on a day in May when Alta is closed and almost no one is heading up to Snowbird). The cost of the license would be used to cover the cost of the Bus+ solution, thus making it very affordable for anyone to ride the bus. This solution attempts to add sensitivity for lower-income families and individuals who want to use the canyon's services, but may not be able to afford the hefty price tag of driving a personal vehicle on the heaviest days of the year. Of course, lower-income folks would likely be able to afford traveling in the canyon on non-peak days. . **(32.2.4A and 32.5A)**

Thank you for your time in considering this rebuttal to the Gondola Works' large budget that is attempting to sway people to its solution. Hopefully logic wins over marketing dollars spent.

**COMMENT #:** 12409  
**DATE:** 9/3/21 9:22 AM  
**SOURCE:** Website  
**NAME:** Erin Cottle Hunt

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**COMMENT:**

I am writing to express my opposition to the proposed Gondola in Little Cottonwood Canyon. (A Gondola would degrade the natural beauty of the canyon.) The expense of building a Gondola does not justify the expense, in my opinion. I am also opposed to designing a transportation system that maintains the current level of personal cars while transporting more people up the canyon during ski season. **(32.2.9E and 32.17A)**

Therefore, I join SL Country, SL City and other user focused groups to urge UDOT and the State of Utah to pause the process and reconsider our goals. Please adequately fund programs that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems before tearing up LCC to construct new and unproven solutions. **(32.2.9A, 32.6.3D, and 32.29R)**

Some of these proven systems and programs could include:

- Tolling **(32.2.4A)**
- Increased funding for more buses and bus service
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front. Instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd. **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.2S)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.2QQ)**
- Traffic controls **(32.29D)**
- Double stacking **(32.2.2EE)**
- Managed and reversible-lane alternatives **(32.2.2D)**

I am concerned that without a plan in place to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. Increased capacity will also inevitably lead to increased ski resort expansion pressures. I am against any future ski resort expansion outside of their current footprints. **(32.20B and 32.20C)**

Thank you,  
Erin Cottle Hunt

**COMMENT #:** 12410  
**DATE:** 9/3/21 9:23 AM  
**SOURCE:** Website  
**NAME:** John Mason

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**COMMENT:**

I would like to thank the participating partners for all the time and effort expended toward finding a solution for the traffic and congestion problems impacting Little Cottonwood Canyon. I would also like to thank you for the opportunity to comment on this important process.

Both of the two preferred alternatives put forward will permanently alter the appearance of Little Cottonwood Canyon. Because of the negative impacts of either of these proposals, I would recommend taking a longer look, and considering a more incremental phased approach as a first step toward addressing the problems, while working to minimize the overall impact on the canyon. **(32.2.2PP, 32.17A, 32.17B, and 32.29R)**

- Pause the current process for 2-3 years.

- Implement an enhanced bus system, utilizing the existing roadway, possibly with minor enhancements. **(32.2.9A)**

- Implement tolling and possibly prohibit single-occupancy vehicles on peak days to discourage individual driving and encourage bus utilization. **(32.2.4A)**

- Implement this phased approach for 2-3 years, then evaluate the results and undertake additional planning as needed. **(32.29R)**

Of the two proposals in the draft EIS, I believe that the enhanced bus alternative is the preferred approach. This alternative is much less obtrusive than the gondola alternative in terms of visual impact throughout the canyon and provides for better mobility than the gondola approach. **(32.2.9A)**

My reasons for preferring the enhanced bus approach are as follows:

- Preference should be travel time (mobility), as that affects all users every time the canyon is accessed. Reliability should be secondary, as the extreme weather conditions that the gondola attempts to favorably address only occur on a limited number of days each year. **(32.1.4D)** The bus option provides for better mobility compared to the gondola under most conditions **(32.1.2B)**

- The bus is more flexible - busses can be added as needed. Schedules can be modified to adjust to fluctuating demand. **(32.2.6.3D)**

- The impact of the gondola is extreme compared to the bus option. Modification of the roadway would be an incremental impact to existing infrastructure, while the gondola would be new and much more visible. The height of the gondola towers would make them much more visible than the proposed roadway modifications. The gondola would change the appearance of the canyon corridor from most vantage points within the canyon. While the roadway is frequently hidden by adjacent trees when viewed from a distance, the gondola would tower well above the trees and be much more visible. **(32.17A)**

- The road will always be needed to service the canyon and resort infrastructure. That right-of-way already exists and offers the least disruption if modified. The narrow canyon cannot afford another major right-of-way as required by a gondola. While the roadway modifications would increase the footprint along the current right-of-way, the new gondola right-of-way would require disruption of previously undisturbed areas far outside the existing road right-of-way. **(32.13A)**

- The gondola would involve longer travel times, frequently much longer, requiring multiple legs for many users. The first 1,500 users would fill the parking garage at the gondola base; all others would need to utilize a bus leg to get to the gondola. Considering that there are several thousand resort employees who would be encouraged to use the gondola there would be limited parking available for skiers at the gondola base. **(32.2.6.5F)**

- I contend that the reliability of the gondola would likely not be as good as advertised. Gondola operation could be affected by wind, ice, lightning, and avalanche control. **(32.2.6.5K)**

- The gondola would only serve people accessing Alta or Snowbird. All other canyon users would still need to use the road. The canyon modifications should be made with all canyon users in mind, not aimed primarily toward the resort-based subset of users. **(32.1.2D, 32.7B, and 32.7C)**

In summary, I feel that the impact of the gondola on the canyon is too great, and that it should not be the first approach to solving the congestion problem. I would also recommend that a comment period, with further evaluation, should be offered after the final EIS is issued in the future. **(32.2.9E and 32.2.9V)**

Thank you again for the opportunity to participate in this process.

**COMMENT #:** 12411  
**DATE:** 9/3/21 9:23 AM  
**SOURCE:** Website  
**NAME:** Mandy Mckenna

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**COMMENT:**

I love to recreate in LLC. Please do not make changes that destroys bouldering and rock climbing in the canyon in any capacity. Look beyond the resorts at what makes the canyon so special. Don't ruin it for those of us that only go there for bouldering and climbing. **(32.2.9G, 32.4I, 32.4A, and 32.4B)**

**COMMENT #:** 12412  
**DATE:** 9/3/21 9:23 AM  
**SOURCE:** Website  
**NAME:** McKensee Harris

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**COMMENT:**

Widening the road and creating structures for a gondola are both very drastic changes to make for the canyon from its current status of no regulation. **(32.2.9C and 32.2.9E)** Before impacting the environment and watershed in such an intense way, there are other measures that we should try to improve congestion.

Free busses

Toll System

Traction Regulations **(32.2.4A, 32.2.9A, 32.2.9M, 32.12A and 32.12B)**

A gondola is really only benefiting two private companies and focusing on the high traffic winter weekend/powder days. You don't build a church for Christmas.

**COMMENT #:** 12413  
**DATE:** 9/3/21 9:25 AM  
**SOURCE:** Website  
**NAME:** Richard Jirik

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**COMMENT:**

My name is Richard Jirik and I am a 20+ year resident of Utah, most of that time spent residing in Taylorsville. I am a member of the Wasatch Mountain Club and have hiked and snow shoed many times in Little Cottonwood Canyon.

I want to take this opportunity to thank UDOT for the effort it has put into this EIS process. Nonetheless, after having reviewed the two alternatives proposed in the Draft EIS, I do not believe that either one is the correct approach at this time to address the reliability and mobility issues with respect to traffic on SR210 in Little Cottonwood Canyon.

Both of these proposals---the Enhanced Bus Service/Widening of SR210 in LCC or the Gondola B alternative---are premature at best and represent costly solutions that would cause further environmental and/or aesthetic degradation to LCC. **(32.2.9A and 32.2.9E)**

Widening SR210 from two to four lanes and the construction of two snow sheds will be a monumental engineering challenge that is likely to adversely impact, at least during the construction phase, the water quality of Little Cottonwood Creek. Despite employing the best management practices, it will be almost impossible to prevent the sediment load of Little Cottonwood Creek from increasing and impacting downstream users of that water. **(32.19C, 32.12A and 32.12B)** Moreover, the snow sheds will be a visual blight on the landscape. **(32.17C)** While I commend the idea of utilizing the outside bus-only lanes for cyclists and pedestrians during the remainder of the year, this alternative primarily serves only skiers as bus service would only operate during the ski season. Thus most other recreational users, including hikers, climbers, backcountry skiers, and those snowshoeing would still need to drive up LCC. **(32.2.6.3C and 32.1.2D)**

The Gondola B alternative is predicated, I assume, on the assumption that the Wasatch Mountains snowpack will not be adversely affected by climate change and that the extent (duration) of the ski season will remain essentially the same in the future. We as a society have sadly underestimated the effects of climate change and the ability for natural conditions to change more quickly than anticipated, often with dire results such as the ongoing mega-wildfires in the western United States. I think it is folly to assume our future annual snowpacks will be similar to those in the past, both with respect to water content and the duration of snow precipitation events in a given winter. A number of factors point toward smaller snowpacks over the long term in the Mountain West as the climate warms. The uncertainty over impacts to the snowpack over the next several decades should, at the very least, give us pause about spending millions to construct a gondola to service Alta and Snowbird. **(32.2.2E)**

Both preferred alternatives would be expensive, costing hundreds of millions of dollars, even if the controversial widening of Wasatch Boulevard is excluded. And both alternatives would primarily benefit downhill skiers and the Alta and Snowbird resorts, as neither the Enhanced Bus Service or Gondola B alternatives, as proposed, would allow for any stops along SR210 except at the resorts. **(32.2.6.5G)**

Which raises the question, who exactly would pay for either of these alternatives, assuming UDOT selects one of them ? It would be unfair to saddle taxpayers of the state or county with the entire bill when Alta and Snowbird stand to profit handsomely from the implementation of either proposal. Public perception is very powerful. If the public thinks it will be stuck with the entire cost of financing, without assistance from the resorts, I predict public opposition could sink whichever of these two alternatives UDOT ultimately selects. **(32.2.7A)**

I would like to see UDOT and/or the Forest Service conduct a study to determine the "carrying capacity" of LCC, something that should have been done in conjunction with, or preferably prior to, the EIS process. Little Cottonwood Canyon cannot continue to absorb an ever increasing number of users, whether they be skiers, hikers, climbers, etc. without incurring long-term environmental degradation. Furthermore, the quality of users' recreational experiences will suffer. We have to accept that the canyon has a finite carrying capacity. Unfortunately, no state or federal agency has conducted such a

study. I acknowledge that the results of any study might be controversial, and the agency conducting the study attacked for advocating either too small or large a carrying capacity. Thus, I would suggest that such a study be performed by a credible institution having no potential or perceived conflict of interest, such as Utah State University or the University of Utah. Both of these institutions have people with expertise in this field. **(32.20B)**

Aside from a study to determine carrying capacity, here are my suggestions for resolving the traffic issue on SR210 in LCC.

1) Instead of implementing either of UDOT's preferred alternatives, establish year-round flexible bus service for LCC in conjunction with tolling for most private vehicles accessing the canyon. **(32.1.2C, 32.2.9A, and 32.2.4A)** This option would be considerably less costly than either of the two preferred alternatives that UDOT has presented in the Draft EIS. Toll rates would be based on vehicle occupancy, with the objective of incentivizing drivers to take public transit to access LCC. Toll rates per vehicle would be based on a sliding scale, with the toll per person decreasing as vehicle occupancy increases. Establish mobility hubs at the gravel pit and one other location (9400 S and Highland ?) or possibly at or near a TRAX station. **(32.2.6.2.1C)** Flexibility is the key to making this proposal work, and it is envisioned that bus schedules and frequency; tolls for private vehicles; vehicle traction requirements; vehicle permits for canyon residents, resort workers, etc. would be refined over several years **(32.2.6.3N, 32.2.4A, 32.2.2M, and 32.2.2K)**. In the winter months buses servicing skiers would drive directly to Alta or Snowbird without stopping, while a lesser number carrying backcountry skiers, climbers, and snow shoers, would make stops at various trailheads. Buses could be replaced with cleaner more efficient models as technology evolved. Tolling along with convenient, frequent, and affordable bus service could significantly reduce the number of private vehicles going up the canyon during the ski season, particularly on weekends and powder days. **(32.2.4A and 32.2.6.3F)**

2) Increase enforcement of the UDOT Cottonwood Canyon sticker program to ensure vehicles are compliant with snow tire and chain requirements under the Traction Law, making the traction inspection part of vehicle emissions testing. **(32.2.2M)**

3) Make a decision on whether to widen Wasatch Boulevard after the flexible bus/tolling program has been in effect for at least a year. Admittedly, such an action would probably require a separate EIS. Safety, including a 35 mph speed limit and adequate pedestrian access, should be prioritized to allay local residents' concerns. **(32.2.6.2.2A)**

4) Reassess the year-round bus service/tolling program after one, two and three years via public meetings and a public comment period. If the program fails to significantly reduce traffic congestion on SR210 five years after implementation, UDOT, in conjunction with other state and federal agencies, could reinitiate the EIS process and reconsider the original alternatives presented in the Draft EIS. **(32.29R)**



**COMMENT #:** 12414  
**DATE:** 9/3/21 9:25 AM  
**SOURCE:** Website  
**NAME:** Marina Hoggan

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**COMMENT:**

Please reconsider the construction in LCC. The landscape of this mountain range is what makes Utah and the Salt Lake City area so beautiful and unique. Adding additional lanes or a gondola will permanently alter and destroy parts of this landscape, reducing beautiful natural areas that make living here so special. This city and its surrounding areas are turning into a tourist hub, and I hope we do everything we can to limit that. LLC offers so much more than skiing in the winter time. The bouldering and hiking in the warm months are unparalleled. Please consider the preservation of this beautiful, ancient land. **(32.2.9C, 32.2.9E, 32.4A, 32.4B, 32.17A, 32.17B and 32.2.9G)**

**COMMENT #:** 12415  
**DATE:** 9/3/21 9:25 AM  
**SOURCE:** Website  
**NAME:** Derek Campbell

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**COMMENT:**

UDOT should take into consideration the look of having a tram go up the canyon. This would ruin the look of the canyon as would widening the roads and increasing traffic. **(32.1.2B, 32.17A, and 32.17B)** I would support more busses for public transportation until they could get a viable public transportation like a train. It could run from the airport all they up the canyon. **(32.2.9A and 32.2.2I)**

**COMMENT #:** 12416  
**DATE:** 9/3/21 9:26 AM  
**SOURCE:** Website  
**NAME:** Erika Doty

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**COMMENT:**

Traffic in Little Cottonwood Canyon is a concern year-round, not just in winter and not just for skiing. **(32.1.2C)** The gondola will only help mitigate SOME traffic issues to/from the ski resorts during a few months in the year. This expensive project does nothing to help the non-ski resort traffic - we will still need to drive a car to trailheads, Albion Basin, and other points of interest in the canyon. **(32.1.2D, 32.7B, and 32.7C)** Please consider a tolling system (lower rates for locals?), carpool passes, hiking permits, a massively increased bus system (perhaps the ski resorts could invest in their own busses?), and other options that will cost less to implement and can easily be removed if they aren't successful. Don't ruin our beautiful canyon just to help a few extra people get to the ski resorts each winter. **(32.2.9E, 32.1.2D, 32.2.4A, 32.2.9A, and 32.2.2PP)**

**COMMENT #:** 12417  
**DATE:** 9/3/21 9:27 AM  
**SOURCE:** Website  
**NAME:** Jane Sims

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**COMMENT:**

I would like to speak out against the idea of a gondola in LCC. **(32.2.9E)**

Here are my reasons to oppose this:

1. The majority of the winter traffic issues are due to the current business model of the ski resorts. They have oversold tickets and created crowded conditions on the mountain. Their business model has encourages millions of additional tourists to come to Utah's canyons. You might think this is good, but their travel increases the impact on global warming significantly, compared to a local taking a 30-minute drive up the hill. **(32.2.4A)**
2. The proposal does not require the resorts to pay for the infrastructure changes, when they are the cause, and puts the burden on tens of thousands of taxpayers who do not use the resource. This is unfair. **(32.2.7A)**
3. A gondola is inconvenient as heck. Many people need to be able to get back and forth from the slopes to their homes or businesses quickly. Being forced to ride a gondola or pay several hundreds of dollars to park on public lands is an affront. **(32.2.2.6.5D and 32.2.4A)**
4. The ski resorts need to plan for parking structures to ensure the roads remain clear of obstruction. **(32.2.2QQ)**
5. Why not consider a monorail that traverses the north slope of the canyon - away from the main avalanche paths and the roadway. It's fast, clean, cheaper and safer than a gondola, and cost-efficient. The ski resorts can pay for half. **(32.2.2I)**

**COMMENT #:** 12418  
**DATE:** 9/3/21 9:28 AM  
**SOURCE:** Website  
**NAME:** Sandra Luo

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**COMMENT:**

No gondolas! Our tax dollars shouldn't be going toward something that only the ski resorts will benefit from, especially if it drastically alters and impacts the surrounding environment. **(32.2.9E, 32.1.2B, 32.1.2D, 32.7B, 32.7C, and 32.2.7A)**

**COMMENT #:** 12419  
**DATE:** 9/3/21 9:28 AM  
**SOURCE:** Website  
**NAME:** Missy White

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**COMMENT:**

I don't think it's a very good idea to put in a gondola or extend the lanes. It is not fair to many as well as prevents people from climbing on the great bouldering that is available up the canyon. **(32.2.9C, 32.2.9E, 32.4A, and 32.4B)**

**COMMENT #:** 12420  
**DATE:** 9/3/21 9:30 AM  
**SOURCE:** Website  
**NAME:** Richard Jirik

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**COMMENT:**

My name is Richard Jirik and I am a 20+ year resident of Utah, most of that time spent residing in Taylorsville. I am a member of the Wasatch Mountain Club and have hiked and snow shoed many times in Little Cottonwood Canyon.

I want to take this opportunity to thank UDOT for the effort it has put into this EIS process. Nonetheless, after having reviewed the two alternatives proposed in the Draft EIS, I do not believe that either one is the correct approach at this time to address the reliability and mobility issues with respect to traffic on SR210 in Little Cottonwood Canyon.

Both of these proposals---the Enhanced Bus Service/Widening of SR210 in LCC or the Gondola B alternative---are premature at best and represent costly solutions that would cause further environmental and/or aesthetic degradation to LCC. **(32.2.9A and 32.2.9E)**

Widening SR210 from two to four lanes and the construction of two snow sheds will be a monumental engineering challenge that is likely to adversely impact, at least during the construction phase, the water quality of Little Cottonwood Creek. Despite employing the best management practices, it will be almost impossible to prevent the sediment load of Little Cottonwood Creek from increasing and impacting downstream users of that water. **(32.19C, 32.12A and 32.12B)** Moreover, the snow sheds will be a visual blight on the landscape. **(32.17C)** While I commend the idea of utilizing the outside bus-only lanes for cyclists and pedestrians during the remainder of the year, this alternative primarily serves only skiers as bus service would only operate during the ski season. Thus most other recreational users, including hikers, climbers, backcountry skiers, and those snowshoeing would still need to drive up LCC. **(32.2.6.3C and 32.1.2D)**

The Gondola B alternative is predicated, I assume, on the assumption that the Wasatch Mountains snowpack will not be adversely affected by climate change and that the extent (duration) of the ski season will remain essentially the same in the future. We as a society have sadly underestimated the effects of climate change and the ability for natural conditions to change more quickly than anticipated, often with dire results such as the ongoing mega-wildfires in the western United States. I think it is folly to assume our future annual snowpacks will be similar to those in the past, both with respect to water content and the duration of snow precipitation events in a given winter. A number of factors point toward smaller snowpacks over the long term in the Mountain West as the climate warms. The uncertainty over impacts to the snowpack over the next several decades should, at the very least, give us pause about spending millions to construct a gondola to service Alta and Snowbird. **(32.2.2E)**

Both preferred alternatives would be expensive, costing hundreds of millions of dollars, even if the controversial widening of Wasatch Boulevard is excluded. And both alternatives would primarily benefit downhill skiers and the Alta and Snowbird resorts, as neither the Enhanced Bus Service or Gondola B alternatives, as proposed, would allow for any stops along SR210 except at the resorts. **(32.2.6.5G)**

Which raises the question, who exactly would pay for either of these alternatives, assuming UDOT selects one of them ? It would be unfair to saddle taxpayers of the state or county with the entire bill when Alta and Snowbird stand to profit handsomely from the implementation of either proposal. Public perception is very powerful. If the public thinks it will be stuck with the entire cost of financing, without assistance from the resorts, I predict public opposition could sink whichever of these two alternatives UDOT ultimately selects. **(32.2.7A)**

I would like to see UDOT and/or the Forest Service conduct a study to determine the "carrying capacity" of LCC, something that should have been done in conjunction with, or preferably prior to, the EIS process. Little Cottonwood Canyon cannot continue to absorb an ever increasing number of users, whether they be skiers, hikers, climbers, etc. without incurring long-term environmental degradation. Furthermore, the quality of users' recreational experiences will suffer. We have to accept that the canyon has a finite carrying capacity. Unfortunately, no state or federal agency has conducted such a

study. I acknowledge that the results of any study might be controversial, and the agency conducting the study attacked for advocating either too small or large a carrying capacity. Thus, I would suggest that such a study be performed by a credible institution having no potential or perceived conflict of interest, such as Utah State University or the University of Utah. Both of these institutions have people with expertise in this field. **(32.20B)**

Aside from a study to determine carrying capacity, here are my suggestions for resolving the traffic issue on SR210 in LCC.

1) Instead of implementing either of UDOT's preferred alternatives, establish year-round flexible bus service for LCC in conjunction with tolling for most private vehicles accessing the canyon. **(32.1.2C, 32.2.9A, and 32.2.4A)** This option would be considerably less costly than either of the two preferred alternatives that UDOT has presented in the Draft EIS. Toll rates would be based on vehicle occupancy, with the objective of incentivizing drivers to take public transit to access LCC. Toll rates per vehicle would be based on a sliding scale, with the toll per person decreasing as vehicle occupancy increases. Establish mobility hubs at the gravel pit and one other location (9400 S and Highland ?) or possibly at or near a TRAX station. **(32.2.6.2.1C)** Flexibility is the key to making this proposal work, and it is envisioned that bus schedules and frequency; tolls for private vehicles; vehicle traction requirements; vehicle permits for canyon residents, resort workers, etc. would be refined over several years **(32.2.6.3N, 32.2.4A, 32.2.2M, and 32.2.2K)**. In the winter months buses servicing skiers would drive directly to Alta or Snowbird without stopping, while a lesser number carrying backcountry skiers, climbers, and snow shoers, would make stops at various trailheads. Buses could be replaced with cleaner more efficient models as technology evolved. Tolling along with convenient, frequent, and affordable bus service could significantly reduce the number of private vehicles going up the canyon during the ski season, particularly on weekends and powder days. **(32.2.4A and 32.2.6.3F)**

2) Increase enforcement of the UDOT Cottonwood Canyon sticker program to ensure vehicles are compliant with snow tire and chain requirements under the Traction Law, making the traction inspection part of vehicle emissions testing. **(32.2.2M)**

3) Make a decision on whether to widen Wasatch Boulevard after the flexible bus/tolling program has been in effect for at least a year. Admittedly, such an action would probably require a separate EIS. Safety, including a 35 mph speed limit and adequate pedestrian access, should be prioritized to allay local residents' concerns. **(32.2.6.2.2A)**

4) Reassess the year-round bus service/tolling program after one, two and three years via public meetings and a public comment period. If the program fails to significantly reduce traffic congestion on SR210 five years after implementation, UDOT, in conjunction with other state and federal agencies, could reinitiate the EIS process and reconsider the original alternatives presented in the Draft EIS. **(32.2.29R)**



**COMMENT #:** 12421  
**DATE:** 9/3/21 9:31 AM  
**SOURCE:** Website  
**NAME:** Seth Greenwood

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**COMMENT:**

Please do not destroy our boulders and climbing walls! There are few places like this where one can go in the afternoon and freely climb in nature. With more construction, these areas are being threatened, and as a result, bouldering and sport climbing is being threatened. **(32.4A and 32.4B)**

**COMMENT #:** 12422  
**DATE:** 9/3/21 9:33 AM  
**SOURCE:** Website  
**NAME:** Michael Allegra

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**COMMENT:**

I am writing in support of the enhanced bus alternative with the following caveats. **(32.2.9A)** The entire process has an inherent bias towards increased auto use and was never intended to fairly consider transit's strength and transit alternatives. **(32.1.2B, 32.1.2D, and 32.2.4A)** Transit was not considered in a way to look at how transit could and should work; the purpose and need and alternatives were developed from a road-centric perspective -- not how transit could best accomplish moving people. Adding transit to the analysis was an afterthought. **(32.1.2I)** Any proposal for these canyons should be for year round service. Making a major capital public investment for just a peak time is bad public policy. The report ignores summer travel which has become larger and worse than winter travel. **(32.1.2C)** UDOT's scope does not support a regional travel market, as it should. **(32.1.1C and 32.1.2B)** One impact of this is that enormous parking structures at the mouths of the canyons were evaluated in isolation and the cost of impacts of parking lots compared to connecting transit to the canyons has not been evaluated and should be. **(32.2.2I)** The connectivity to UTA's existing transit service is essential to a viable and sustainable transit solution. **(32.2.2I)** The report does not address Big Cottonwood Canyon. **(32.1.1A)** The problems here are interconnected. When traffic is severe in one canyon the user will inevitably travel to the other canyon or another ski resort outside of the Wasatch. **(32.20D and 32.20I)** Most of the costs associated with this proposal are to support the auto. **(32.1.2B)** A minimal portion is for transit. This enhanced bus proposal has 2 additional lanes added to the canyon under the guise of bus lanes in the peaks and bicycle/pedestrian use in other times. In my experience, UDOT will ultimately be forced to use them as auto travel lanes. When the car lanes get congested, there will be excessive pressure to allow cars to use the bus 'shoulders'. Typically, when cars start using lanes, it's VERY hard to stop or change that behavior. **(32.2.6.3B)**

Avalanche sheds will be built across the entire 'roadway'. **(32.1.2B and 32.7A)** These are massive structures costing millions of dollars. They will be a forever eyesore and maintenance headache and perpetuate the long term use of the auto. **(32.17A)** Once they are built, the public will expect that they be used. In most cases, they will be built to accommodate at least 4 lanes of 'traffic'. In summary, the enhanced bus solution should start with increased bus service and none of the concurrent investment to promote more auto use until a more comprehensive, regional solution is available. **(32.2.29R)**

Additionally, the visual impacts of a gondola will forever destroy the reason that most people want to go to these mountains. This is a big issue. **(32.17A)** It's a visual catastrophe. In addition to the massive towers, the gondola has cabins spaced every couple hundred feet that remain throughout the season. It is difficult to adjust for demand and remains an visual eyesore **(32.2.6.5N)** Each cabin only accommodates up to 35 passengers able bodied people and heating and air conditioning is limited. An evacuation plan for emergency escape is very challenging and dangerous. **(32.2.6.5N and 32.2.6.5K)**

As such, there are no intermediate stops proposed in the canyon. Lastly, an aerial system of this size and scale has never been built in the world. Is Utah willing to be the research and proving grounds? I recall UDOT's efforts with Syn-crete on I-15 **(32.2.6.5BB)**.

The COG train would provide the best, most environmentally sensitive, long term, year round, regional, affordable and efficient solution to this canyon. **(32.2.9F, 32.13F, 32.2.7C, and 32.17D)** The COG could be built for half the UDOT recommended costs by using experienced mountain transit designers, contractors and vehicles. **(32.2.6.6B)** A rail system could seamlessly tie into the regional rail system making it convenient and accessible to residents and visitors. **(32.2.2I)**

Taking cars out of the canyons (like Zions National Park) would have the best positive impact on the environment. **(32.2.2B and 32.1.2B)** The COG would run year round and should be connected to the existing TRAX network. The network would connect to downtown and the airport. **(32.2.2I)** A one seat ride would be available. The trains would stop at trailheads. **(32.2.6.6A)** The alignment would be

visually hidden and not an eyesore **(32.17D)**. Service could fluctuate by time of day and season. Trains can accommodate all public uses including the disabled, bikers and hikers. **(32.2.6.6A)** The fares would pay for most of the costs. **(32.2.4A)** Lastly, a Public-Private Partnership (PPP) validating a much lower capital cost was submitted and rejected by UDOT on the grounds that it duplicated what they were already studying but failed to acknowledge the significant cost savings. UDOT did not evaluate rail adequately, failing to consider train alignments and approaches that would work, serve the public, and minimize or mitigate environmental impacts. **(32.2.2I, 32.2.6.6B, 32.2.6.6C, 32.2.6.6D, 32.2.2CCC, and 32.2.6.6E)**

**COMMENT #:** 12423  
**DATE:** 9/3/21 9:34 AM  
**SOURCE:** Website  
**NAME:** Fox Croasmunchristensen

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**COMMENT:**

A gondola in Little Cottonwood would ruin the view to a greater extent than it already has been ruined by having a road. It will also not change the fact that many will still want to drive up the canyon to get to specific points not easily accessible by the gondola, meaning traffic will still be a concern. **(32.17A and 32.1.2D, and 32.7C)**

**COMMENT #:** 12424  
**DATE:** 9/3/21 9:34 AM  
**SOURCE:** Website  
**NAME:** Ken Ringsen

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**COMMENT:**

The problem with LCC is that demand is proportional with weather and closures. When weather is at it's worst forcing a road closure, demand is at it's peak. No ground surface transportation option will work (other than snow sheds or tunnels which are an environmental abomination) because they don't circumvent the problem and are dysfunctional during peak demand. The gondola is the only option which makes feasible sense and is fully functional during peak demand. Don't listen to these environmental groups, they're not seeing the forest for the trees. They are only proposing enhanced road service that is equally useless as the road in severe weather. **(32.2.9D, 32.2.6.3P, 32.2.6.5H and 32.2.6.5K)**

**COMMENT #:** 12425  
**DATE:** 9/3/21 9:35 AM  
**SOURCE:** Website  
**NAME:** Jake Featherstone

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**COMMENT:**

I am a Cottonwood Heights resident, Utah native, and lifelong Snowbird skier. I'm currently 38 and in the past several years I've never experienced traffic either Cottonwood Canyon anywhere near the degree we are currently experiencing. I am in strong support of the gondola. We **MUST** create some kind of sustainable, avalanche-proof mode of transportation that alleviates canyon road traffic. Be it a gondola, train, or some other form of transportation, both Cottonwood Canyons are in dire need of a modern transportation solution immediately. With that said, my only concern is that these solutions do not cut off backcountry to climbers, backpackers & hikers, backcountry skiers and the like. I realize this is an extremely difficult problem to solve - however, a gondola with an expanded road and gate fee below seem to be very viable options. **(32.2.9D, 32.2.4A, 32.4A, and 32.4B)**

**COMMENT #:** 12426  
**DATE:** 9/3/21 9:36 AM  
**SOURCE:** Website  
**NAME:** Ashley Bingham

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**COMMENT:**

LLC is a place of beauty and recreation. It is a place to gather and enjoy family and friends. It also happens to be the location of two ski resorts. The proposed direction for capacity and travel up the canyon are in direct opposition to the reasons we all flock to the mountain. I urge you to stand with the SL Country, SL City and other user focused groups to pause the process and reconsideration what we're really trying to do and why. Please adequately fund programs that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems before tearing up LCC to construct new and unproven solutions. **(32.2.9A, 32.6.3D, and 32.29R)**

Some of these proven systems and programs could include:

- Tolling **(32.2.4A)**
- Increased funding for more buses and bus service
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front. Instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd. **(32.2.2I)**
- Shuttles vans to transport dispersed recreation users to trailheads **(32.2.6.3C)**
- Express bus and shuttle routes that deliver people directly to their destination **(32.2.2S)**
- Optimized ski resort navigation to reduce resort congestion **(32.2.2QQ)**
- Traffic controls **(32.29D)**
- Double stacking **(32.2.2EE)**
- Managed and reversible-lane alternatives **(32.2.2D)**

Again, I am concerned that without a plan in place to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. As recent drought weather has shown, watershed should be among our top priorities. **(32.1.2F, 32.20B, and 32.20C)**

Thank you for seriously considering the comments of concerned citizens in this process. I commend UDOT for seeking and allowing public comment many ways.

**COMMENT #:** 12427  
**DATE:** 9/3/21 9:36 AM  
**SOURCE:** Website  
**NAME:** Christina Pride

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**COMMENT:**

As a climber, I am deeply concerned about this plan. A gondola and widening the road will both take away my and my fellow climbers activities. Salt Lake is the leading city in climbing and climbing activities. It should be taken just as seriously as skiing and snowboarding. **(32.2.9C, 32.2.9E, 32.4A, and 32.4B)** My suggestion is a bus drop-off and that's it. **(32.29D)** Considering the snow season is only in the winter and climate change is quickly shortened that season, a plan for a gondola and widening the road seems like a huge, massive waste of money. **(32.2.2E)** Bus rides or nothing at all! **(32.2.9A)**



**COMMENT #:** 12428  
**DATE:** 9/3/21 9:37 AM  
**SOURCE:** Website  
**NAME:** J Jensen

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**COMMENT:**

A reservation system is needed at the resorts. **(32.2.2K)** If the gondola or buses remove a large portion of cars, and it is still a free-for-all, “first come first served” atmosphere at the resorts, other people will just drive and we will be back to square one. Require Snowbird and Alta to mandate a lift pass and parking reservation system as the first step.

I’m concerned that either an expanded bus system or gondola may be underutilized since people love the convenience of their cars. **(32.2.4A)**

I am concerned about the negative visual impact of the gondola system. **(32.17A)**

Seems like experimenting with expanded bus service would be a lower risk first step, instead of going all in on a gondola. **(32.2.9A and 32.29R)**

Lastly, I express my thanks to the excellent people at UDOT for the hard work and creative thinking they have put into this problem.

**COMMENT #:** 12429  
**DATE:** 9/3/21 9:39 AM  
**SOURCE:** Website  
**NAME:** Douglas Jensen

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**COMMENT:**

I would like to see the gondola become the plan. It would generate revenue all winter long and all summer long via tourist's and locals enjoying a beautiful scenic ride. **(32.2.9D and 32.2.7D)**

**COMMENT #:** 12430  
**DATE:** 9/3/21 9:40 AM  
**SOURCE:** Website  
**NAME:** Rick Jones

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**COMMENT:**

The natural and scenic values that make Little Cottonwood Canyon so popular represent ecosystem services that benefit the local and regional economy. Degrading these values will lessen the attractiveness of this geography to residents and vacationers alike. **(32.2.9G and 32.4I)**

**COMMENT #:** 12431  
**DATE:** 9/3/21 9:40 AM  
**SOURCE:** Website  
**NAME:** John Zumbrennen

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**COMMENT:**

Gondola to overcome the avalanche factor for the canyon. Busses = diesel smog and are slow.  
**(32.2.9D, 32.2.9C, and 32.10A)**

**COMMENT #:** 12432  
**DATE:** 9/3/21 9:41 AM  
**SOURCE:** Website  
**NAME:** Kellee Gard

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**COMMENT:**

It is absolutely not okay how you think destroying the land for a completely senseless purpose. Widening the roads is not a valid reason to completely destroy this land that is loved and cherished by so many climbers and families. **(32.4A and 32.4I)** Y'all make me sick. Humans thinking they have the right to destroy land is the most narcissist and selfish behavior in our species; please do not propagate this behavior. **(32.1.2B and 32.2.9G)**

**COMMENT #:** 12433  
**DATE:** 9/3/21 9:41 AM  
**SOURCE:** Website  
**NAME:** Brendan Perkins

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**COMMENT:**

Dear UDOT,

I appreciate your efforts to find a more acceptable transit system for LCC. I have lived in Salt Lake my entire life and have seen the transit challenges increase over time to the point that I don't want to go up LCC during the winter to ski with my family due to the long lines getting up the canyon and back down at the end of the day.

I am a life long climbing in Salt Lake and grew up climbing on the roadside boulders in LCC. Those boulders are world class and provide such an amazing way to recreate just outside of the city.

Widening the road would eliminate so many of the boulders and would forever change the landscape that so many enjoy. Of the two final choices, my preference would be for the gondola solution due to the lower impact on roadside boulders. I would encourage you to place poles where bouldering areas are not present in order to minimize the impact on this invaluable natural resource.

I stand with the entire SLC climbing community in opposition to the road widening proposal and strongly encourage pole placement for the gondola solution to minimize boulder destruction. **(32.2.9C, 32.2.9D, 32.4A, 32.4B, and 32.2.6.5DD)**

Thank you for all of your efforts!

Best regards,  
Brendan Perkins

**COMMENT #:** 12434  
**DATE:** 9/3/21 9:41 AM  
**SOURCE:** Website  
**NAME:** Samuel Bloom

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**COMMENT:**

I support a phased approach!!! Please explain to me the rationale for not using all available resources to mitigate this problem before constructing a \$592 million dollar tax payer donation? **(32.1.2D, 32.2.9PP and 32.29R)** Why would you not enforce the traction law, then toll the canyon? **(32.2.2M)** What will happen if the canyon experiences high winds and the gondola cannot run so that people who took the gondola cannot make it back down the canyon? Will there be infrastructure in place to remove these people? **(32.2.6.5K)** It is unfair that the gondola will only serve the resorts. This does not fit with your mission statement as there are other users of the canyon! **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Please do not build a gondola. If the gondola does not solve the traffic you will resort to strategies that can be implemented now. **(32.29R, 32.2.9E, and 32.1.2D)**

**COMMENT #:** 12435  
**DATE:** 9/3/21 9:42 AM  
**SOURCE:** Website  
**NAME:** Aimee McVey

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**COMMENT:**

Both transportation solutions pose more harm than benefit: severely hindering climbing culture in the canyons, harming flora and fauna, and causing severe transportation problems as either of these options are constructed. **(32.4A, 32.4B, 32.13A, and 32.13B)**

Why aren't there more buses running from the base of the canyon so wait times aren't astronomical, causing people to want to drive in the comfort of their own cars? Why is there so little space in park and ride lots? **(32.2.6.3G and 32.2.6.3N)** Why is it so difficult to take public transportation to the park and ride lots from prime population areas such as downtown? **(32.2.2I)** Providing opportunities to much more easily take public transportation without the additional headache would certainly create an increase in its usage with the added benefit of much quicker implementation and much less impact on any other activities and/or animals in the canyons. **(32.2.4A)** Skiing isn't the only activity that takes place in the canyons and destroying them to create greater access to only 2 ski areas does not make economical, functional, or logical sense. **(32.1.2B)** There are other options. **(32.2.2PP)**



**COMMENT #:** 12436  
**DATE:** 9/3/21 9:42 AM  
**SOURCE:** Website  
**NAME:** John Zumbrennen

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**COMMENT:**

Gondola overcomes the avalanche issue and allows scenic ride up canyon. Busses = smog  
(32.2.9D and 32.10A)

**COMMENT #:** 12437  
**DATE:** 9/3/21 9:43 AM  
**SOURCE:** Website  
**NAME:** Rue Zheng

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**COMMENT:**

PLEASE DO NOT GO THROUGH WITH THIS PROPOSAL. LCC is known worldwide for it's unaltered nature and climbing. Altering the peace for the benefit of a resort will only cause a divide and further shift the culture of Utah to one of capitalism over people. Please leave the mountains as they are and listen to your local people. **(32.2.9G, 32.4A, 32.4B, and 32.2.9N)**

**COMMENT #:** 12438  
**DATE:** 9/3/21 9:43 AM  
**SOURCE:** Website  
**NAME:** Carl Yeip

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**COMMENT:**

Please find a solution to this that isn't destroying climbing or putting in a gondola. Thanks! **(32.2.2PP, 32.29G, 32.2.9E, 32.4A, and 32.4B)**

**COMMENT #:** 12439  
**DATE:** 9/3/21 9:43 AM  
**SOURCE:** Website  
**NAME:** Christopher Rimer

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**COMMENT:**

Gondola Alternative B continues to meet both the goal of the project, while alleviating the delays or closures associated with avalanche-prone periods. Given the growth projected for the Canyon, this seems to be a strong means of fostering healthy and clean use while assuring a viable transportation option for decades to come. **(32.2.9D)**

**COMMENT #:** 12440  
**DATE:** 9/3/21 9:43 AM  
**SOURCE:** Website  
**NAME:** Sam Bloom

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**COMMENT:**

I support a phased approach!! **(32.29R)** If the gondola is in proximity to fire, will it and its necessary infrastructure be damaged? Will the gondola survive another earthquake in the valley? What about a windstorm? What about mudslides or rock fall in the canyon? **(32.2.6.5K)**

**COMMENT #:** 12441  
**DATE:** 9/3/21 9:45 AM  
**SOURCE:** Website  
**NAME:** Tom Larsen

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**COMMENT:**

Improvements for ALL, not just a few.

Priority #1

Emphasis and design should be focused on the North/South commuter flow with smart/safe traffic patterns to accommodate multi-modal commuter options for ingress/egress to/from business and residential properties. The objective should not alter the landscape with “super slabs” of concrete affording motorists the temptation to race from one stop light to the next stop light. Please design a commuter experience that accommodates multi-modal commuter’s needs allowing walkers, cyclists, motorists to “move through” the area respecting the natural flow of the Wasatch Foothills. **(32.2.6.2.2A)**

Priority #2

Traveling Utah’s scenic State Roads (SR210, SR190) must remain “SAFE” and hopefully “ENJOYABLE”. Widening/adding lanes will transport people to limited parking areas faster but then what? No Place to Park! Should the conversation transition from “more people, faster” to “ensuring a quality experience while protecting Utah’s treasured resource (s)”? **(32.1.2B, 32.1.2D, 32.2.4A, and 32.2.6.2.1C)**

Flexible bus transportation can accommodate access to many points of interest up/down both Big/Little Cottonwood Canyons. Please explore the viability of a flexible bus system before any major infrastructure permanently alters our landscape. Be smart with Tax Payers money and build parking and restroom facilities to accommodate increased visitor load. **(32.2.9A, 32.2.6.2.1C, 32.29R)**

Priority #3.

NO GONDOLA. This proposal stinks of miss appropriation of TAX PAYER FUNDS. Shame on you for thinking that State and Federal funding could be appropriated to support private interests. The Gondola concept has three destinations and beneficiaries. 1-Base Area. (Privately Owned Property). 2-Snowbird. (Private Entity). 3-Alta. (Private Entity). Who’s the real beneficiary? What happened to the Mountain Accord project that addressed transportation issues/concerns for all the Wasatch Front/Back? If Snowbird and Alta feel it is in their best interest to transport patrons via “gondola”, let them invest their private \$. Let them apply for building permits, address the environmental impact concerns, ecological alterations, aesthetic implications that will forever scar and change the Wasatch Front. **(32.2.9E, 32.2.7A, 32.1.2D, 32.7B, 32.7C, 32.2.6.5G, and 32.1.1C)**

You must pause on both EIS recommendations. Please be judicious and responsible and address the BIG PICTURE which includes Capacity- #’s of visitors, Demand on infrastructure, Environmental Protection, and Aesthetic Preservation. **(32.20B and 32.29G)** Small changes will forever alter our Wasatch Mountains. You must get it right. For ALL of us!

**COMMENT #:** 12442  
**DATE:** 9/3/21 9:45 AM  
**SOURCE:** Website  
**NAME:** Blake Juhl

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**COMMENT:**

Now is the time to make a statement by being a leader in the ski industry and in canyon traffic management. When out of states plan a ski trip...the Gondola would likely be a big draw...bringing more \$\$\$ to our cities and state. It is time to be innovative...be different... **(32.2.9D)**

**COMMENT #:** 12443  
**DATE:** 9/3/21 9:45 AM  
**SOURCE:** Website  
**NAME:** Joe Tanner

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**COMMENT:**

Why has the timeline for these construction projects not been announced? I am in the construction business and know that a multi-year project is often years behind schedule, yet there is always a timeline. The watershed is the most vulnerable during construction and it is insufficient to say the "impacts will be temporary". A multi-year construction project will hardly be temporary in the lives of those of us who use the canyon or drink water from our watershed. **(32.2.7C and 32.19A)**

Additionally construction would negatively impact traffic even more than now, which I know you know because you wrote it in the EIS. **(32.4C)**

Building parking structures in the valley would be the most logical. I support this with an increase in the bus service. Parking lots throughout the valley would increase profits to small/large businesses located near the lots. For example REI, momentum climbing and IME are all recreation affiliated companies and having a mobility hub maybe in the Smith's parking lot would be really smart..... I am positive they would be on board with bringing customers to their door.

Please build mobility hubs and improve the current bus system. It is the only logical way to resolve traffic now and respect tax dollars and people. I would like to be respected, I would like our canyon to be respected, and I would like the wishes of our smart residents to be respected. **(32.2.9A and 32.2.2I)**



**COMMENT #:** 12444  
**DATE:** 9/3/21 9:47 AM  
**SOURCE:** Website  
**NAME:** Alan Buchanan

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**COMMENT:**

The gondola option is too expensive, funding burden on local citizens too ill defined, & return-on-investment too small for this grand scheme. Electric or natural gas busses with a select few snow sheds is a more practical & less environmentally impacting solution. It is the right-sized solution for a critical problem. We're also concerned about major changes already underway in our Little Cottonwood Neighborhood (i.e. new pipeline & La Quaille access) that are occurring without neighborhood input or public comment. Not good public relations! **(32.2.9E, 32.2.9A, 32.2.6.3F, 32.2.9K, 32.2.7D, and 32.20H)**

**COMMENT #:** 12445  
**DATE:** 9/3/21 9:48 AM  
**SOURCE:** Website  
**NAME:** Samuel Bloom

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**COMMENT:**

Will the gondola withstand this?

I support a phased approach!! Please do not construct in the canyon without exhausting all other options.

<https://www.ksl.com/article/46613511/utah-flooding-causes-mudslides-evacuations-and-closes-little-cottonwood-canyon>

**(32.2.6.5K and 32.29R)**

**COMMENT #:** 12446  
**DATE:** 9/3/21 9:48 AM  
**SOURCE:** Website  
**NAME:** Christoper Grieb

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**COMMENT:**

The gondola and bus lane widening proposed solutions would permanently damage numerous regularly used recreational areas in addition to harming our watershed. Once these areas have been destroyed, as a result from constructions for the above listed solutions, we can never replace them. They are gone for good. **(32.4A, 32.4B, 32.12A, and 32.12B)** Additionally, the gondola solution only benefits the ski resorts, specifically Alta and Snowbird. Zero benefit is provided to the general public. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Considering that Salt Lake City residents will be paying for it, this is a terrible deal. **(32.2.9C and 32.2.9E)** The bus lane widening would only exacerbate traffic and add additional pollution to our already fragile Salt Lake City ecosystem. **(32.7C and 32.10A)**

**COMMENT #:** 12447  
**DATE:** 9/3/21 9:49 AM  
**SOURCE:** Website  
**NAME:** Kara Grieb

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**COMMENT:**

I have listened to the UDOT podcast and read articles on the options. I live in Sandy and love spending time in Little Cottonwood Canyon. I do a lot of hiking and climbing. I'm against the gondola option. This will totally change to look and feel of the canyon. **(32.2.9E, 32.4I, and 32.17A)** I also worry an 8 mile line gondola line will have big environmental impacts. The gondola would be paid for by tax dollars and only help the ski resorts **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. It will also impact a lot of classic boulder problems that are a big part of the history of the canyon. Climbers come from all over the world to climb on these boulders. Widening the road will also impact boulders and the environment. **(32.4A and 32.4B)** I suggest looking at adding more buses and limiting traffic on really busy snow days. **(32.2.9A and 32.2.4A)** Maybe you look at closing the canyon to most traffic on snow days. Like Zions National Park does You could only run buses, workers and those that live there up on those days. Everyone else would have to take buses. **(32.2.4A and 32.2.2B)** Build the big parking garage on the La Caille property. Cars could park here and catch buses to ride up the canyon. **(32.2.6.2.1C)** Please protect the boulders and environment of the canyon. **(32.4A and 32.4B)** Also, look at an option that would be beneficial to the locals and not just the ski resorts. Thank you for the opportunity to submit feedback.

**COMMENT #:** 12448  
**DATE:** 9/3/21 9:49 AM  
**SOURCE:** Website  
**NAME:** Nicolina Baldassari

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**COMMENT:**

Udot

The wasatch mountains have been my home for the past 21 years. Now that may not sound like a long time you, but it's a lifetime for me. I grew up on what is know as "the greatest show on earth" and maybe you have too. There is nothing better than the snow our cottonwood canyons produce hence why millions of people travel to the great state of Utah for only one thing; the feeling of floating on pow. As we all know, there has been many, if not several issues regarding the transportation systems within both canyons, more particularly, little cottonwood canyon. We know there are problems and issues that need to be solved. But we need to take a closer look at what solutions are the right solutions instead of making a decision solely off of what major companies want. We see solutions such as enhanced bus services, or a gondola operation from the base of the canyon to each of the resorts. There's a couple viewpoints on each, and I'll go over the pros and cons.

I want you to keep in mind after I have mentioned that I am a local of the area. I was put on skis as a little girl and made little cottonwood my home. I was a little girl who fell in love with this range of mountains and all it had to offer. How could we ever be so lucky to have something of such greatness within our backyards. Yet we choose to exploit it in certain ways but also protect in others. As someone who take that 5 minute look at the canyon from my front porch, I appreciate what we have, the views, the magic this little canyon holds, the love it brings to so many Utahns. I chose to work in LCC and become a steward of the land along with that. What I am trying to say that if we choose to implement a gondola, that view will be ultimately wrecked. You would be defacing what little cottonwood is known for; it's beauty. **(32.17A)** Our little canyon doesn't need to be anymore commercialized than it already has become. Yes we have ski resorts, yes we have millions of people visit every season, but that does not mean there shouldn't be a capacity limit. The canyon was never designed my Mother Nature to withhold the amount of people we see today enter our canyons on a pow day. I think that we as humans exploit the canyon in a way where it just cannot hold the amount of people we let in anymore. **(32.20F and 32.20B)** By operating a gondola system, we are allowing even MORE people to enter our canyon. **(32.20A and 32.20C)** And what for? For the resorts to make more money? What is the objective here? A gondola would be increasing even more humans into the canyon where I believe the problem here is that there is too many people allowed in. You are ultimately overflowing the canyon with more bodies, such as pouring water in a glass that is already full. **(32.1.2B)** With that being said, do you understand the lines we are going to be seeing just to ride the gondola? **(32.2.6.5C)** Are we taking a look at how the parking to ride the attraction will become full, therefore causing more traffic to the base of the canyon. **(32.7B and 32.7C)** You are evidently causing more corruption on the roadways regardless. **(32.29D)** The gondola is nothing more than an attraction to tourists, or one would say, a theme-park ride. Yes it gets people on the mountain, but can we exceed the goal without the massive towers that blocks the beauty and meaning of the canyon. The gondola is also a very expensive alternative, a marketing ploy. We do not need little cottonwood canyon to become the next disneyland. The only thing this gondola would be supporting is the resorts, not the public. Let's also talk about avalanche artillery. The gondola wouldn't operate if the artillery is being used for avalanche mitigation since the shells would be passing over the towers and cables. Let alone, how would they be able to operate in high winds when storms roll in? **(32.2.6.5H and 32.2.6.5K)**

Now to our second solution. Which in my eyes, better than the gondola option, but still not a great one. We have seen in the past years many people use the bus system we already have implemented, I including my myself have used more then 100 times to transport myself up the canyon. We already have the system. We already have people using it. Why can't we just enhance this service, making it easier for the land and us. I believe enhancing the bus system by adding more buses, and perhaps adding that bus lane would be the best probable solution for little cottonwood. **(32.2.9A and 32.2.9B)**

Let's not spend more money on a gondola when we already have the steps set into place for the bus alternative. Once you implement a gondola, there is no going back. If you regret that decision or it doesn't solve your problems, you are still left with it for life. Don't mess this up because there is no going back. Let's utilize the road we already have, put the models behind us, and use some common sense. Electric buses= better for the environment. **(32.2.6.3F)** Implement ways to make it easier for the public to use this bus system. More stops, more locations for bus pickups!! **(32.2.2I)**

As we see both alternatives, the bus option is clearly the better option for the land. Though why cannot there not be a third option? As to what I had said before, what needs to be done in order to solve this ongoing problem is to simply limit the capacity of the canyon. **(32.2.4A, 32.2.2L, and 32.2.2K)** Throw away both alternates. Your problems will be solved and we can get to living our lives and recreating in what Mother Nature gave us. Little cottonwood is only so little. It cannot withhold the people are shoving into it, let alone those who don't care about the natural beauty and well-being of the canyon. We need to stop allowing the amount of people into the canyon as we've seen in past winters. That is your problem. Shut the roads down when the canyon reaches capacity. **(32.2.2K, 32.20B and 32.2.4A)**

I think we also need to talk about rights here. Little cottonwood canyon has the same rights of humans. Yes. It does. You may say that the canyon cannot protect itself from harm because it's not a living entity. But you are wrong. The canyon has as much rights as a toddler. We should be the stewards of the canyon, protecting it when in need. Preserving it for future generations. We as locals will not allow you to exploit our public lands with a gondola. To ruin the canyons with your machinery and egotistical businessmen. I think there comes a time where there is a difference between money and caring for what we have now including the wild and beauty of the Wasatch Mountains. The gondola is not a smart solution here. It's a way to put money into those greedy pockets and forgetting the importance of nature. **(32.2.9I and 32.2.9E)**

**COMMENT #:** 12449  
**DATE:** 9/3/21 9:50 AM  
**SOURCE:** Website  
**NAME:** Tori Moody

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**COMMENT:**

Little cottonwood canyon is a beautiful, natural and peaceful canyon. As an avid outdoorsman I enjoy all activities the canyon has to offer, hiking, rock climbing, biking, skiing, ect. Please do not allow this to happen, it will ruin the natural beauty of this exquisite canyon. **(32.2.9C, 32.2.9E, 32.17A, and 32.17B)** As a resident I can attest that none of these solutions will help with traffic. Avalanches will still happen, people will still prefer to drive their own vehicles, and a gondola is a loud, obnoxious unnecessary addition to the canyon. It will not only destroy terrain, it will also eliminate the calm, natural beauty of the canyon. **(32.17A)** Please please please do not make any efforts to widen the road or install a gondola. Protect the community and the beauty of the canyon. **(32.2.9E, 32.2.9C, 32.13A, 32.13B, and 32.2.9G)**

**COMMENT #:** 12450  
**DATE:** 9/3/21 9:50 AM  
**SOURCE:** Website  
**NAME:** Shauna Jeffery

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**COMMENT:**

Do not build gondola (32.2.9E)



**COMMENT #:** 12451  
**DATE:** 9/3/21 9:51 AM  
**SOURCE:** Website  
**NAME:** Marcus Mattox

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**COMMENT:**

Do not build a Gondola. Please, it will ruin the LCC in so many ways. **(32.2.9E)**

The LCC & Alta specifically made me move to Utah, a Gondola ripping through the middle would make me leave this state so fast.

**ADDITIONAL OPTIONS:**

Widening the bus line would help TRAFFIC so much more. remove the City busses or upgrade there ability to navigate the canyon. Getting a better bus system would help tremendously. This previous year with COVID-19 there were an incredible number of single drivers as well? **(32.2.9B and 32.2.4A)**

Is the Gondola going to run single riders? **(32.2.6.5C)**

Seems like an absolute waste to run a Gondola for a number of reasons to fix the traffic on a handful of days out of the season? **(32.1.2B and 32.1.4D)**

Plus the cost to BUILD, operate, staff, and run this gondola is beyond incomprehensible to a majority of the people who live in this city. **(32.2.7C)**

**NO GONDOLA!!!** Use your heads and come up with something better. **(32.2.2PP)**

Do better or watch this whole community leave who build up the LCC from nothing.

**COMMENT #:** 12452  
**DATE:** 9/3/21 9:52 AM  
**SOURCE:** Website  
**NAME:** Colton Linville

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**COMMENT:**

I won't pay for something that is for the pure benefit of the ski resorts. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** They charge enough for passes already! A gondola would be such an eyesore! Making a wild area urban. **(32.2.9E, 32.4I, and 32.17A)**

**COMMENT #:** 12453  
**DATE:** 9/3/21 9:53 AM  
**SOURCE:** Website  
**NAME:** Joseph Watkins

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**COMMENT:**

Don't do a gondola. **(32.2.9E)** Put in light-rail connect with TRAX and local bus routes and eliminate cars from Little Cottonwood Canyon. **(32.2.2I and 32.2.2L)** A gondola would destroy the beauty of the canyon and will not be an efficient means of transportation for the amount of people who need to get up the canyon. **(32.17A, 32.7C, 32.2.6.5N, and 32.1.2B)**  
Thanks for all of your hard work on this issue.

**COMMENT #:** 12454  
**DATE:** 9/3/21 9:54 AM  
**SOURCE:** Website  
**NAME:** Jaden Bozoo

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**COMMENT:**

Give the people what they want. They want rocks. Rocks rock. Don't hurt the GD Rockin Rocks (32.4A and 32.4B)

**COMMENT #:** 12455  
**DATE:** 9/3/21 9:55 AM  
**SOURCE:** Website  
**NAME:** Laurel Samuels

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**COMMENT:**

PLEASE consider other alternatives prior to paving our roads or destroying our beautiful canyon with gondola towers!!! These so called solutions cannot be undone once implemented and will destroy the beautiful scenery and wildlife in this area. **(32.17A, 32.17B, 32.2.9E, 32.2.2PP and 32.2.9A)** Please consider the impact to the water-shed, wildlife, quality of life to local residents and usability of ALL commuters. **(32.1.2D, 32.12A, 32.12B, 32.13A, 32.13B, and 32.4I)** Servicing only Alta and Snowbird does nothing for locals, hikers, backcountry skiers, nor does it mitigate traffic issues in Big Cottonwood Canyon. **(32.1.2D, 32.2.7A, 32.7B, 32.7C, 32.1.1A, and 32.20D)** STOP the destruction of nature with paved surfaces!!!

**COMMENT #:** 12456  
**DATE:** 9/3/21 9:56 AM  
**SOURCE:** Website  
**NAME:** Nathan Ortiz

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**COMMENT:**

Both widening the road to add an extra lane and a gondola pose dangerous destruction to natural land and habitat. **(32.13A, 32.13B, 32.2.9C, and 32.2.9EE)** I think the creation of a toll booth, like Millcreek canyon, could both serve as a disincentive to bring your own car up the canyon and could police a hard limit to the number of cars allowed per day. **(32.2.4A and 32.2.2Y)**

**COMMENT #:** 12457  
**DATE:** 9/3/21 9:56 AM  
**SOURCE:** Website  
**NAME:** Craig Boogaard

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**COMMENT:**

I support the gondola option because I believe it will be a tourist attraction, a viable transportation option and will have less impact on the canyon environment. **(32.2.9D)**

**COMMENT #:** 12458  
**DATE:** 9/3/21 9:57 AM  
**SOURCE:** Website  
**NAME:** Ray Thomas

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**COMMENT:**

First, thank you for all of the time and effort "you" have invested in this project. Little Cottonwood Canyon is a precious resource that must be dealt with extremely carefully. My wife and I have been coming to Utah to ski for over thirty years. We recently retired and relocated to Sandy to ski.

We strongly support enhanced bus service and road widening. **(32.2.9B)**

It will

- accomplish UDOT's objectives,
- provide the greatest destination flexibility for all LCC users,
- provide the greatest ability to adapt to changing demand,
- provide the greatest ability to adapt to climate change in the future,
- and have FAR LESS overall impact on the truly unique character Little Cottonwood

Canyon. The expanded road will be disruptive during construction and slightly more visible. The impact of gondola towers and cable will unavoidable from any perspective or view point and destroy the truly spectacular beauty of Little Cottonwood Canyon. **(32.2.9E, 32.17A and 32.17B)**

YES to enhance bus service and road widening.

ABSOLUTELY NO to the gondola.

Thank you.

Ray Thomas



**COMMENT #:** 12459  
**DATE:** 9/3/21 9:58 AM  
**SOURCE:** Website  
**NAME:** Alyssa Murray

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**COMMENT:**

I understand that the traffic for the ski resorts is an issue. As a non-skier who uses both cottonwood canyons year round, I am disappointed that such drastic changes are being considered to benefit two private businesses that are only open a few months a year. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I rock climb. I moved to Salt Lake from the other side of the country specifically for the rock climbing that is available in this area. I do not see how the implementation of either of the proposed solutions won't negatively effect most of the bouldering in LCC. **(32.4A and 32.4B)** I think if UDOT is serious about making changes to traffic flow in any of the canyons, other recreation needs to be taken into consideration. **(32.29G)** We shouldn't be negatively effecting sightlines and watershed for one form of recreation with an increasingly short season. **(32.2.2E, 32.17A, 32.17B, 32.12A and 32.12B)** As a resident who loves the canyons, I would serious have to consider moving elsewhere if such drastic, negative changes are made. **(32.2.9G)**

**COMMENT #:** 12460  
**DATE:** 9/3/21 9:58 AM  
**SOURCE:** Website  
**NAME:** Mike Bender

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**COMMENT:**

Given that the stated issue is traffic, I strongly favor an approach that neither widens the road or spends \$1 billion on a gondola that serves two privately owned resorts **(32.2.9C, 32.2.9E, and 32.2.7A)**. Invest in clean fuel buses. **(32.2.6.3F)** Run them on 10 minute intervals from the mouth of the canyon, with express service on 15 minute intervals from satellite parking lots. **(32.2.9A, 32.2.6.3G, and 32.2.6.2.1C)** Limit car traffic to employees and residents during ski season. **(32.2.4A)** If you have to, sell day passes for private vehicles up to the parking lot limit of the resorts, with time entry windows going up the canyon. Price those to fund the busses. **(32.2.2K and 32.2.4A)**

**COMMENT #:** 12461  
**DATE:** 9/3/21 9:59 AM  
**SOURCE:** Website  
**NAME:** Simone Parker

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**COMMENT:**

So I read through all the options and I think the Gondala is the best option. I know i sent like a hate message before. Which some of it still applies. But I would much rather have a gondala than widening the road. **(32.2.9D and 32.2.9C)**

**COMMENT #:** 12462  
**DATE:** 9/3/21 9:59 AM  
**SOURCE:** Website  
**NAME:** Isaac Stewart

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**COMMENT:**

Addendum dated 9/3/21 to original submission :

Consider in addition to placing a large Bus Hub/station at the South Town Parking lot, also consider other land parcels in the area including the vacant lots north of South Town as well as utilizing Sandy and South Town Promenade which are large unused park strips that separate Centennial Pkwy. There is a large vacant lot on Monroe Ave. separating the Hilton Garden Inn and Del Sol. There is a large vacant lot behind the current location of the post office on 215 W 10000 S. Additionally, the connected double layer parking lot looks as if it's not being used. Also, consider the Mountain America Exposition Center on 9400S State. This giant lot sits vacant most everyday. Also consider the Mt America Soccer Field and Biograss Sod Farms on 10000 S and State. Additionally directly across the street on both the NE corner and SE corner of Sejo Lilly and State Street is a vacant lot. **(32.2.ZZZ)**

Start of Original Submission

Airport-Bus Hub-Hotel-Resort System (ABHR) Concept by Isaac "Mitt" Stewart (Sandy Resident)

- - Placing of a large Bus Hub/station at 10600 S and State Street perhaps in the South Town Parking lot or other land parcels in the area including the vacant lots north of South Town as well as utilizing Sandy and South Town Promenade which are large unused park strips that separate Centennial Pkwy. There is a large vacant lot on Monroe Ave. separating the Hilton Garden Inn and Del Sol. There is a large vacant lot behind the current location of the post office on 215 W 10000 S. Additionally, the connected double layer parking lot looks as if it's not being used. Also, consider the Mountain America Exposition Center on 9400S State. This giant lot sits vacant most everyday. Also consider the Mt America Soccer Field and Biograss Sod Farms on 10000 S and State. Additionally directly across the street on both the NE corner and SE corner of Sejo 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. **(32.2.2YY 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 #:** 12463  
**DATE:** 9/3/21 10:00 AM  
**SOURCE:** Website  
**NAME:** Andrew Syme

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**COMMENT:**

This gondola idea is really bad. It's bad for the environment, it's bad visually. Access needs to be improved but this in not the way. (32.2.9E, 32.17A, 32.2.2PP)

**COMMENT #:** 12464  
**DATE:** 9/3/21 10:00 AM  
**SOURCE:** Website  
**NAME:** Alexander Zoltai

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**COMMENT:**

Please please please reconsider this. This is such a special area to us and once you make these decisions we can't go back. There are other ways and we have to do more for what's best for the area. **(32.2.9G and 32.2.2PP)** Let these places be enjoyed by the hikers, climbers and every day nature lovers that love them so much. Please please reconsider. I have loved climbing in the canyon, and just had my first child this week. I want to show him these climbs as he grows and fear for the demolishing of them. **(32.4A and 32.4B)**



**COMMENT #:** 12465  
**DATE:** 9/3/21 10:02 AM  
**SOURCE:** Website  
**NAME:** Joshua White

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**COMMENT:**

I like the gondola alternative a lot. Seems like this would make great public access. **(32.2.9D)**

**COMMENT #:** 12466  
**DATE:** 9/3/21 10:03 AM  
**SOURCE:** Website  
**NAME:** Jacob Klopfenstein

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**COMMENT:**

I understand the costs and benefits of each proposal for LCC and believe the best solution is improving bus service and tolling the road in the canyon. **(32.2.9A)** While a gondola provides some benefits to the public, it primarily provides benefits for the profits and bottom lines of Snowbird and Alta. Such a hugely expensive project that primarily serves to protect those corporations is a wildly irresponsible plan from UDOT. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** If UDOT ends up deciding to build a gondola in the canyon, Snowbird and Alta should foot the bill for every cent of the project. **(32.2.7A and 32.2.9E)** Improving bus service and imposing a toll on the road at the same time would solve traffic and environmental impact issues in the canyon, and revenues from the tolls could go toward covering the snow removal costs associated with improved bus service that make it a more expensive option than the gondola in the long run. **(32.2.4A)**

Saving costs by not building a gondola in LCC would allow the state to spend those valuable transit funds elsewhere, such as improving public transit on the west side of Salt Lake Valley. Historically disadvantaged residents in that part of our community need better transit options way more than affluent, predominantly white skiers and snowboarders do. **(32.1.2B)** Please reconsider the alternative options of tolling the road and improving bus service in LCC so that we can preserve the canyon for present and future generations without ruining it with an ugly gondola. **(32.17A)**

**COMMENT #:** 12467  
**DATE:** 9/3/21 10:03 AM  
**SOURCE:** Website  
**NAME:** Brian Cabe

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**COMMENT:**

Thanks for the opportunity to comment. I've been a recreational user of Little Cottonwood Canyon since my first ski trip in December of 1984. I've spent, on average, at least one weekend day and many post-work nights in Little Cottonwood since I moved to Salt Lake City in March of 1985. I hike, fish, backcountry ski, area ski, rock and ice climb in the canyon. Little Cottonwood Canyon is my primary location for recreation.

Being a winter skier and frustrated with traffic on holiday weekends in the winter, I usually avoid the canyon on those days. I see the option for additional buses and additional traffic lane enhancement as viable options for those few weekends when traffic gets "bad". **(32.1.4D)** A gondola just doesn't make sense for travel up the canyon. Serves too few people, for too few days of high traffic, for two self interested ski areas. The environment impact on the ground as well as the viewshed in Little Cottonwood would suffer from the impact of a gondola. **(32.2.9A, 32.2.9E and 32.17A)** Snow sheds in high avalanche areas would be worthwhile. **(32.2.9K)**

I'd like to see the tunnel from Midway completed to Little and Big Cottonwood which would alleviate most of the traffic on high density, snowy, holiday weekends. **(32.2.2H)**

Put me down as a resounding "NO" for the gondola.

Thanks!

-Brian Cabe

Sandy, Utah.

**COMMENT #:** 12468  
**DATE:** 9/3/21 10:06 AM  
**SOURCE:** Website  
**NAME:** Kwyn Meagher

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**COMMENT:**

I'm a frequent visitor to little cotton wood canyon and I visit in the off season for climbing and hiking purposes. One of the best parts of little cotton wood is how pristine it is. There's even camping restrictions to protect the watershed. It seems antithetical to these efforts to destroy the natural beauty of the canyon with a massive construction product that would be an eye sore from the peaks around it just to serve one private company. **(32.17A)** There are other alternatives for this traffic problem that occurs a handful of days out of the year **(32.1.4D)**. Close the road and mandate electric shuttles to the resort for those who do not have reservations for accommodations at the resort it self during peak season. **(32.2.4A, 32.2.2B, and 32.2.6.3F)** This will continue to protect the water shed, be better for the environment and keep the pristine nature of the canyon. **(32.12A and 31.12B)** Please please consider other options as this would be a true travesty to start destroying this canyon with a gondala construction project. **(32.2.9E and 32.2.2PP)**

**COMMENT #:** 12469  
**DATE:** 9/3/21 10:06 AM  
**SOURCE:** Website  
**NAME:** Scott Whipperman

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**COMMENT:**

Please mine and my wife Toni's position as against the Gondola, as it will not facilitate the traffic flow on high volume mornings for skiers. We like the bus options. **(32.2.9E, 32.7B, and 32.2.9A)**

**COMMENT #:** 12470  
**DATE:** 9/3/21 10:07 AM  
**SOURCE:** Website  
**NAME:** Barry Sparks

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**COMMENT:**

Fewer automobiles! More alternate forms of transportation, like gondolas! **(32.2.9D)**

**COMMENT #:** 12471  
**DATE:** 9/3/21 10:07 AM  
**SOURCE:** Website  
**NAME:** Carl Cote

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**COMMENT:**

Putting a gondola through LCC would be disastrous for the climbing community that's formed here. We treasure this area because of how natural it is and because of its proximity to SLC. Please do not move forward with this proposal! **(32.2.9E and 32.4B)**

**COMMENT #:** 12472  
**DATE:** 9/3/21 10:07 AM  
**SOURCE:** Website  
**NAME:** Adrienne White

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**COMMENT:**

Proposed solutions need to:

- increase bus capacity **(32.2.9A)**
- mobility hubs **(32.2.6.2.1C)**
- incentivize riders to take public transit **(32.2.4A)**
- minimize impact **(32.29G)**
- prioritize affordability
- create a system that is easy to use **(32.2.6.3N)**



**COMMENT #:** 12473  
**DATE:** 9/3/21 10:08 AM  
**SOURCE:** Website  
**NAME:** Stephen Jenkins

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**COMMENT:**

I think a gondola is a horrible idea. I think a well designed bus system would work better at a fraction of the cost. **(32.2.9E, 32.2.9A, and 32.2.7C)**

**COMMENT #:** 12474  
**DATE:** 9/3/21 10:08 AM  
**SOURCE:** Website  
**NAME:** Nancy Browne

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**COMMENT:**

Hello - In regard to the part of the EIS that hasn't received that much attention, the Wasatch Blvd expansion part of the proposal. I feel that the most important issue here is reducing the speed on this road to 40 - this is a residential area and shouldn't be used as a thoroughfare for people speeding to Draper and the canyon. There is no reason they can't go slower, adding a minute or two to a trip is worth saving lives and keeping the integrity of our neighborhoods.

High speed traffic should be stopped at Big Cottonwood along Wasatch Blvd to Little Cottonwood Canyon. We have children at bus stops, a constant stream of bicyclists heading all over the valley, pedestrians heading to the Golden Hills Park as well as residents trying to access the road with dangerous access issues. There have been accidents and a fatality due to the high speeds. If you have a 50 MPH speed limit most people will drive 55 and some 60. We need to reduce this speed to 40 and make it safe for all - as well as reducing the current noise level. **(32.2.6.2.2A)**

I don't know what lies ahead for Little Cottonwood Canyon. I do hope that the environment and the natural world is safe guarded as much as possible, so we can continue to cherish this incredible place - we will not get a redo. We need to stop continually putting progress over the environment. **(32.2.9N and 32.29G)**

A 40 MPH speed limit on Wasatch Blvd is critical to this area as well as lifesaving.

Thank you for your time and consideration.

Nancy Browne

**COMMENT #:** 12475  
**DATE:** 9/3/21 10:11 AM  
**SOURCE:** Website  
**NAME:** Andrew Dressel

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**COMMENT:**

I support alternative B and the construction of the gondola. I believe this is preferable for safety and continuity reasons when accidents occur on LCC road. While I disfavor, Alt A road widening, if Alt B is not approved, Alt A is preferable to maintaining the status quo. **(32.2.9D and 32.2.9C)**

**COMMENT #:** 12476  
**DATE:** 9/3/21 10:12 AM  
**SOURCE:** Website  
**NAME:** Rosemary Nicholson

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**COMMENT:**

I think that we shouldn't widen the road or use a gondola. To address the traffic problem we can do that with human changes. Perhaps putting a toll on the road to increase carpooling, bus frequency, or mandatory car pooling. **(32.2.4A and 32.2.9A)** I am really against widening the road and especially against the gondola. **(32.2.9C and 32.2.9E)**

**COMMENT #:** 12477  
**DATE:** 9/3/21 10:13 AM  
**SOURCE:** Website  
**NAME:** Neah Bois

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**COMMENT:**

To who it concerns,

I am writing today to express my support for the Enhanced Bus Service and concern over the proposed Gondola.

Let me start with this. I am a resident of the Town of Alta and a Utah native. I spent my youth skiing in Alta during the winter and hiking and climbing during the summer, and I am lucky to call Little Cottonwood Canyon my backyard and home. I have seen firsthand the strain on LCC that has grown as the population of Utah has skyrocketed and the demand for outdoor recreation increase.

I believe we need a solution to the issues of transportation in the canyon, but the solutions UDOT has presented are flawed, destructive, and do not solve the issues we must address. While the current path we are on is not sustainable, the solutions UDOT has come up with do not accurately address the needs nor present solutions that will benefit the stakeholders that need it most: the users.

In a perfect world, neither of these solutions would be accepted. In my comments, I will explain why I believe this. However, having no trust in your organization and the State of Utah to do what is right, I will say that I support the Enhanced Bus Service in hopes that a Gondola is NOT built. I will explain why I am in favor of busses in my comments.

There are four main reasons why I believe these solutions are inadequate.

- 1) They are costly measures that are completely unnecessary
- 2) They will not address the growing strain of humans on LCC
- 3) They will line the pockets of the ski resorts, but harm the residents and users of LCC
- 4) They do not adequately address the realities of transportation in the canyon.

Point 1: They are costly measures that are completely unnecessary

Both proposals are extremely costly (\$510 and \$592 million each). This use of taxpayer money to line the pockets of the resorts, hotels, developers, and the state tourism office is disheartening to say the least. While I do acknowledge that transportation is an issue that needs to be addressed, "there are cheaper and more impactful options. For example, tolling the road, allowing for one-way traffic during busy hours, snow sheds, enhanced bus service with no road capacity enlargement, enforcing rideshare and carpool, or even just adding an extra lane are cheaper alternatives that could solve the issue.

Building a giant, costly, Gondola that destroys the Canyon and just brings more people to the resorts is not a solution, but rather amplifies the issues.

Furthermore, the Gondola is forcing a tourist trap in the canyon that doesn't need to happen. We do NOT need more people going up the canyon, we need to address the current demand. Building a Gondola is a solution that furthers the issues, not solving them. And it costs nearly 600 million dollars to do so. Building a Gondola would take LCC 50 years into the future, which we simply do not need. Also, it would take years to build the Gondola, meaning we are forced to deal with the traffic issues for the foreseeable future. Again, a costly measure that doesn't solve the issues at hand. **(32.7C, 32.1.2B, 32.2.4A, 32.2.2EE, 32.2.9A, 32.2.9K, 32.2.9E, 32.20A, and 32.20C)**

Rather, UDOT should look to build on the infrastructure that already exists in the canyon and valley so needless money is not spent. For example, more funding for more electric busses and a larger travel hub. Or, build more reliable and faster transit paths through the valley so folks are able to utilize the bus system to get to the resorts. **(32.2.2I, 32.2.6.3F, and 32.2.6.2.1C)**

Again, busses are the answer, NOT the gondola.

Point 2: They will not address the growing strain of humans on LCC

What we need is a capacity study. UDOT has never done a capacity study for the canyons, BCC included. We have no idea how many people can actually be in LCC, and at what point we have tipped over the threshold of sustainable use. We must conduct a capacity study to understand what the long-term impacts will be of either solution.

The idea of 1000 people an hour coming up the canyon (which would be a reality with the Gondola), is terrifying. Has UDOT never been in the Canyon when there are 6000 people there? Imagine 8,000 people, 10,000 people, hell 15,000 people. It is a recipe for disaster. The Canyon simply "cannot support that amount of traffic without being environmentally and culturally destroyed beyond repair. **(32.20A, 32.20B, 32.20C, and 32.7C)**

While I believe the Canyon must be accessible to all, and wholeheartedly support folks coming up the Canyon during all months, a Gondola will bring unrelenting foot traffic and environmental degradation into our backyard. Busses rather will be able to move people up the canyon, but not at the rate a Gondola will. And, if the busses are fully electric, then there will be a somewhat mitigated environmental impact. **(32.2.6.5F, 32.2.6.5G, 32.20A, and 32.2.6.3F)**

Finally, the EIS does not accurately account for the impacts of climate change. The impacts of climate change will be felt dramatically in the canyon, with shorter winters, hotter summers, and more harsh weather patterns like fire and drought. Why are we spending nearly \$600 million to build a Gondola when the ski industry is not prepared for the impacts of climate change? As heartbreaking as it is, we need to come to terms with the fact that skiing may not be a reality in 50 years. Implement a bus system that gets cars off the road, and doesn't build unnecessary infrastructure that may not be used in the future. **(32.2.2E)**

Point 3: They will line the pockets of the ski resorts, but harm the residents and users of LCC. As a resident of LCC, I am extremely hesitant to see a Gondola up the canyon. First, I will not be able to use the Gondola as reliable transportation up and down the canyon. I will have to park my car at the base, and do not know if I can leave my car for extended periods and overnight. Second, when I am transporting my groceries and belongings up the Canyon, I will not be able to do that in a Gondola that only stops at Snowbird and Alta. How will I get to my house? Currently, I have a bus stop by my house and can use that as transportation, which is great. A gondola would take that away from me. With the Gondola only stopping at the resorts, residents and users will not be able to access other parts of the canyon, such as hiking locations, the town of Alta, and residences. This is NOT a solution, but a major problem. **(32.2.6.5D and 32.2.4A)**

I also do not want to see huge Gondola hubs taking over the small land we have available in the canyon. The hubs would be larger than any of the lodges in Alta, cause major environmental degradation to precious resources, and completely change the face of LCC. It will be a Disney-style roller coaster, something we do not need. **(32.2.6.2.1C)**

Also, the towers will be visually disastrous. The path of the gondola towers goes over houses, employee housing, hiking locations, and the resorts. What will happen to those places? For example, the current plan has a tower next to/on top of employee housing in Alta. What will happen to that housing and those people? Will they be displaced by the Gondola? I certainly hope not, but I do not trust that UDOT will take this into consideration. **(32.17A, 32.4E, and 32.40)**

At the end of the day, the Gondola will only bring money to the ski resorts, but won't bring any benefit to the residents of LCC and the users of LCC.

Point 4: They do not adequately address the realities of transportation in the canyon.

Currently, the EIS does not accurately take into account the flow of traffic in the canyon. We do not need a Gondola, or a bus system, that brings 1000 people up and down each hour. We need a system that brings 4000 people up at 8 AM, and 4000 people down at 4 PM. There is NOT a steady flow of traffic up and down the canyon, but a rush hour in the morning and afternoon. Will people wait 1-2 hours to get on a Gondola at 8 AM and 4 PM when they could just in their car? I think not. **(32.1.2B, 32.2.6.5C, and 32.2.6.5N)**

Furthermore, people use the Canyon for more than just accessing the ski resorts. I am a backcountry user, and I would not be able to use the Gondola to get to the places I ski. I would be able to use the busses. A Gondola would mean I would need to drive, thus not solving the issue. I would love to use a bus to get to where I ski. I would not love to use a Gondola to get to snowbird and then walk a mile or two to where I need to go.

The same goes for summer hiking use. White Pine is a disaster for parking and transportation, and the Gondola would skip that area, again not solving the issue. A bus could stop there, meaning people would not have to drive. **(32.2.6.3C and 32.2.6.5G)**

In Summary:

In summary, neither plan is great. But the busses are a MUCH better solution than the Gondola. A Gondola is unnecessary, expensive, destructive, and causes more issues than it solves. While the busses are not perfect either, they are less damaging than the Gondola.

I would strongly encourage UDOT to conduct a capacity study before implementing either plan. I would also strongly encourage UDOT to incorporate the realities of climate change before making any decision.

No Gondola. Busses are better.

Best,

Neah Bois

**COMMENT #:** 12478  
**DATE:** 9/3/21 10:13 AM  
**SOURCE:** Website  
**NAME:** Jacqueline Wheeler

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**COMMENT:**

I believe there is a better option than the gondola. Yes, a more emboldened bus system. I think the option of a train should be thoroughly investigated. **(32.2.9E, 32.2.9A, and 32.2.9F)**



**COMMENT #:** 12479  
**DATE:** 9/3/21 10:14 AM  
**SOURCE:** Website  
**NAME:** Remy Smith

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**COMMENT:**

I strongly believe that there are many options worth implementing before a gondola or road expansion in Little Cottonwood Canyon. **(32.2.9C and 32.2.9E)** Have grown up here and being an avid user of the Wasatch, these proposed options are very limited in their use especially for those seeking to use the canyon as a whole and not just go to the resorts. I recommend an enhanced bus service to be implemented first along with increased parking infrastructure by the mouths of the canyons. We have already seen a need for these as the parking on 6200 fills up quickly on weekends and the lines for the buses become long as well. **(32.2.9A and 32.2.6.2.1C)** Additionally, enhancing transit hubs around the valley will also give flexibility and utility more than just to the Cottonwoods but also for the community that don't partake in using them. Since we are using our tax dollars to try and solve the mobility and congestion in the canyons, we should be able to actually bring those solutions to the community as a whole. **(32.2.2I)** Widening the road will damage much of the world class bouldering we have right here in Utah. Many members of our community live here for that alone, and mind you not everyone uses the ski resorts. **(32.4A and 32.4B)** The Wasatch is a wonderful range and the access they provide for us enthusiasts is unmatched to many parts of the country. Any alteration to them would be devastating.

**COMMENT #:** 12480  
**DATE:** 9/3/21 10:16 AM  
**SOURCE:** Website  
**NAME:** Marissa Day

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**COMMENT:**

This comment is to input my strong opposition to a Gondola in LCC. **(32.2.9E)** As we look at the catastrophic impact of development all around us, it's clear to me that less destructive methods of mitigating traffic in the canyon should at least be attempted before embarking on such a massive construction project that will substantially change the canyon. **(32.29R)** What's more, the gondola will only reach the resorts - if the resorts wish to have a significant project like this that supports their operations, they should be paying for it. **(32.2.7A)**

**COMMENT #:** 12481  
**DATE:** 9/3/21 10:17 AM  
**SOURCE:** Website  
**NAME:** Shaela Adams

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**COMMENT:**

In the next fifteen to twenty years, the snow that this project is depending on to attract skiers and tourists to LCC and fuel the state's economy will likely not be here. Climate change IS going to impact the ski industry in Utah; we know this. We understand that the science behind this prediction is founded in real data and projections based on current weather patterns and global warming trends. Still, UDOT is trying to push forward with a project that will squander billions and wreak havoc on a fragile ecosystem that's already strained beneath the current capacity of visitors. (And where is the will from UDOT to conduct an environmental carrying capacity assessment for this project? We're in an era where caution is the requirement, regardless of if the Forest Service recommends an assessment isn't required. Just because something is not required does not mean it's not wise.) **(32.2.2E and 32.20B)** The billions that would be spent on the construction and infrastructure of the gondola is money that our state should be using to design advanced water storage facilities such as underground reservoirs to reduce loss of water by evaporation. Our (growing) population currently depends on the snow pack for our drinking and municipal water. A gondola such as this is not only financially irresponsible but morally corrupt as it will lead to further and quicker degradation of our snow pack and disrupt the balance of an ecosystem that's already struggling. **(32.1.2B, 32.2.9E, 32.12H, and 32.13A)** This is not a project for the people or for the place. It's a project catered to the wealthy few who would prefer it. Invest in PUBLIC TRANSPORTATION at an ACCESSIBLE scale for actual Utahns. **(32.2.9A)** Do your part as an organization to reduce your carbon footprint and take responsibility for the short- and long-term environmental impacts your projects have on our state. We are no longer at a point in human history when we can continue on with projects and efforts founded solely in capital gain. Reevaluate your values and be the shift toward sustainability and the moral responsibility we need. **(32.29G)**

**COMMENT #:** 12482  
**DATE:** 9/3/21 10:18 AM  
**SOURCE:** Website  
**NAME:** Josie Elordi

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**COMMENT:**

These seem to be other less destructive and invasive measures that should be explored before committing to such an expensive and harmful solution is pursued. I am a new resident of Salt Lake City and it is disappointing to see the disregard this initiative is paying to the local communities that enjoy what will be destroyed through either proposal as well as to preserving the environment. **(32.2.2PP, 32.29R, and 32.29G)**

**COMMENT #:** 12483  
**DATE:** 9/3/21 10:20 AM  
**SOURCE:** Website  
**NAME:** Rachael Fisher

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**COMMENT:**

I'm very opposed to a gondola in Little Cottonwood Canyon (LCC). It would not service the majority of the users in LCC, it would only service those who can afford to buy tickets to Snowbird or Alta. That is too narrow. **(32.2.9E, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Additionally, users of Snowbird and Alta will still have to ride in cars to reach the parking areas of the gondolas. The traffic is atrocious, living in these neighborhoods is terrible. The increased traffic to the parking areas needs studied more. We have school children who are traveling to/from at the peak times when skiers/snowboarders are racing to LCC to ski/board. **(32.7B, 32.2.6.5E, and 32.2.6.2.1D)**

I also believe electric buses with more zones for pickups is an ideal option. **(32.2.6.3F)** I do not believe all of the alternatives were examined equally, and it seems as though UDOT had a preferred alternative that they wrote the EIS in favor of, instead of developing them independently. The alternatives studied here do not address the purpose and need, and I agree with Mayor Wilson, Save Our Canyons, and countless others who oppose this and would like to see something more careful studied. Please give us, the public funding these schemes, actual alternatives that are based in science with thoughtful full review. **(32.2.2PP and 32.2.9N)**

**COMMENT #:** 12484  
**DATE:** 9/3/21 10:20 AM  
**SOURCE:** Website  
**NAME:** Eden Brush

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**COMMENT:**

Taxpayers don't want their money to go towards a massive gondola or widening the canyon road. We cannot risk the environmental impact of such projects. The beauty and integrity of the canyon would also be compromised by such projects. **(32.2.9C, 32.2.9E, 32.17A, 32.17B, and 32.4I)** Tolling the road and/or improving/incentivizing existing bus routes would be a better plan for improving canyon congestion. **(32.2.4A, 32.2.2Y, and 32.2.2I)** Accessibility to the canyon for everyone is of utmost importance but it cannot come with the environmental damages and taxpayer expenses that a gondola or wider road would require. **(32.1.2D)** Alta and Snowbird should also take measures to reduce their environmental impact and provide funds for improving canyon congestion. **(32.2.7A)**

**COMMENT #:** 12485  
**DATE:** 9/3/21 10:20 AM  
**SOURCE:** Website  
**NAME:** Bryce Gurick

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**COMMENT:**

Please reconsider both proposals to increase accessibility/reduce traffic into Little Cottonwood Canyon. Little Cottonwood Canyon is truly a sacred place for nature lovers, hikers, and climbers from all walks of life. I have had many moments of significance there, and would like to continue to do so in the future. I fear both proposals will degrade the experience of recreation in the canyon to a point where it would no longer appeal to me to visit the SLC area. More importantly, as I have been fortunate enough to have had my cherished moments there, there are countless generations that will be robbed from without a voice. **(32.4I)**

Please consider my perspective that I believe most will Echo: Your goal of increasing accessibility and convenience regarding transit into the canyon, in both proposals, will in turn reduce the draw most have to the canyon. The raw, rugged beauty should not be degraded by adding an eyesore of a gondola running the length of the canyon. This proposal will significantly cheapen the serenity on the Canyon and the respite it offers all visitors. **(32.2.9C, 32.2.9E, 32.17A, and 32.17B)**

The unique recreational opportunity the Boulders of Little Cottonwood Canyon provide to rock climbers and those that appreciate viewing something only nature could create over millions of years, should not be diminished so that those wishing to venture to Alta don't have to endure the inconvenience of waiting in traffic to get there. **(32.4A and 32.4B)**

Please consider this quote from Famed Conservationist and Outdoorsman, John Muir:

God has cared for these trees, saved them from drought, disease, avalanches, and a thousand tempests and floods. But he cannot save them from fools.  
- John Muir

**COMMENT #:** 12486  
**DATE:** 9/3/21 10:21 AM  
**SOURCE:** Website  
**NAME:** Jonas Harmon

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**COMMENT:**

This proposal is not a proposal for all people. This proposal is for a select few that very openly is not open to everyone. This Gondola seeks to serve two resorts, one of which considers themselves an elite party that has a set of rules that does not allow for all to participate. **(32.1.2D, 3.2.7A, 32.7C, 32.7B, and 32.2.9E)** Why should the burden be passed to the tax payer when they cannot enjoy the land on their terms. **(32.2.7A)** The environment impact must be taken into deep consideration, don't just check a box. **(32.29G)** These private industries must not dictate what we do with taxpayer funds if in fact they cannot be used by said taxpayers.



**COMMENT #:** 12487  
**DATE:** 9/3/21 10:22 AM  
**SOURCE:** Website  
**NAME:** Richard Coleman

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**COMMENT:**

I grew up in Holladay Utah and currently live in Murray. I have chosen to stay here, despite many opportunities to relocate, primarily because of my proximity to the Wasatch mountains. For sixty years I have hiked and explored their deep canyons and rocky peaks; climbed on the jagged quartzite crags, and the smooth granite slabs of the Cottonwood Canyons; and I have spent many days on the ski slopes (until rising lift prices made it too expensive for me).

So I am concerned about the future of these canyons as the population grows along the Wasatch Front. And I am glad that the increasing pressures on the canyons are being addressed. However, I think there is a better solution than the two that UDOT has proposed.

Please consider the benefits of the "Zion Park Solution". On busy days in Zion, private cars are severely restricted in the canyon, leaving the road open for shuttle buses that run frequently and stop at the various trailheads, visitor centers, and other features of interest. The shuttles are powered by natural gas - a cleaner option than the diesel busses proposed by UDOT. Perhaps our shuttles could be electric. On low demand days more access is given to private vehicles.

Compared to UDOT's two proposals, using Zion Canyon as a model would :

1. Be less disruptive to the canyon, requiring less construction.
2. Be more flexible, and able to adapt to changing demand.
3. Reduce noise in the canyon, especially if electric shuttles were used.
4. Better serve the needs of all users, not just the ski industry.
5. Cost considerably less to tax payers.

Please take a close look at the "Zion Solution". I think you will find it to be a better long term solution for the citizens of Utah. **(32.2.4A, 32.2.6.3F, 32.2.2B, and 32.2.6.3C)**

Thank you.

**COMMENT #:** 12488  
**DATE:** 9/3/21 10:23 AM  
**SOURCE:** Website  
**NAME:** Matthew Murray

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**COMMENT:**

I feel like this should be paid for via a tax on day use parking at the resorts. **(32.2.4A and 32.2.2K)** I primarily use the canyon to rock climb and don't want any of the boulders or sight lines disturbed. It is not worth ruining the canyon to benefit one user group. **(32.4A and 32.4B)** I feel the best thing to do would be increase bus service during peak times and make the cost to day use park at the resorts prohibitive so people take the buses. **(32.2.9A)**

**COMMENT #:** 12489  
**DATE:** 9/3/21 10:23 AM  
**SOURCE:** Website  
**NAME:** Robert Douglass

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**COMMENT:**

I have submitted 12 comments on the Draft EIS by email to the email listed on this form. I have included detailed backup data for each as an attached PDF. I also submitted an email with a summary listing the 12 comments. Please verify that you have received my comments and the 12 PDF comment descriptions. Thank you. **(32.29D – all comments have been received)**

**COMMENT #:** 12490  
**DATE:** 9/3/21 10:26 AM  
**SOURCE:** Website  
**NAME:** Tiffany Hou

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**COMMENT:**

Little Cottonwood Canyon was the reason we came to SLC; it's a unique and highly accessible area. Places like these don't happen often and need to be saved. **(32.29G)**

**COMMENT #:** 12491  
**DATE:** 9/3/21 10:27 AM  
**SOURCE:** Website  
**NAME:** Miah Perez

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**COMMENT:**

More than 100 boulders and many trails will be affected if additional lanes or a gondola is put in little cottonwood. I've lived in Utah my whole life and it has been tragic to watch the natural majesty of nature being reduced, bit by bit; many trails and natural wonders I loved growing up have been erased over the last 22 years. Please do not do it to our little cottonwood. Don't erase what makes it magical. **(32.2.9C, 32.2.9E, 32.4A, 32.4B, and 32.4I)**

**COMMENT #:** 12492  
**DATE:** 9/3/21 10:27 AM  
**SOURCE:** Website  
**NAME:** Constance Smith

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**COMMENT:**

I do not support the Gondola option as an alternative solution for the LCC traffic issues projected for the future. **(32.2.9E)** I have read over the Draft EIS, and I struggled to find a thorough environmental impact analysis provided for the Gondola option. It appears that the Gondola option was included in "haste", or "last minute" due to it's ineffectiveness to appropriately assess the environmental impacts associated with that alternative. If the Gondola alternative is considered as a feasible solution, I believe that the Final EIS should analyze and assess environmental impacts more affluently and clearly. **(32.1.5C, 32.2.9W, and 32.29G)**

**COMMENT #:** 12495  
**DATE:** 9/3/21 10:29 AM  
**SOURCE:** Website  
**NAME:** Kara Davis

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**COMMENT:**

Please try toll and/or reservation system before trying more major options! (32.2.2Y, 32.2.2K, and 32.29R)

**COMMENT #:** 12494  
**DATE:** 9/3/21 10:29 AM  
**SOURCE:** Website  
**NAME:** James Jolly

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**COMMENT:**

I personally feel both options are not great for the canyon, especially leaving BCC behind and not being included in part of the "plan". We all know BCC has traffic issues are well. I feel we should leave the roads and beautiful canyon as is and make a large parking structure at the bottom of LCC and BCC and increase the bus service for BOTH canyons. **(32.20D, 32.1.1A, and 32.1.1C)** The current plan is only to increase income for two private businesses while destroying our landscape and watershed. **(32.1.2B, 32.1.2D, 32.4I, 32.12A, and 32.12B)** I am currently trying to build a little cabin in the canyons and FCOZ is very difficult! How could building a gondola or widening a road pass all the rules and regulations? **(32.12A and 32.12B)** Please save our canyons and keep the roads the same and add a parking structure at the bottom of the canyon and increase the service. **(32.2.9A and 32.2.6.3N)** Even is you make paid parking at Alta and Snowbird that would force people to take the bus because of costs. **(32.2.4A and 32.2.2K)** Think of locals and all the sports/ activities changing the canyon will effect, not just adding \$\$ to 2 businesses which are already RICH.....



**COMMENT #:** 12495  
**DATE:** 9/1/21 9:26 PM  
**SOURCE:** Email  
**NAME:** Delfia Valenzuela

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**COMMENT:**

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, 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 #:** 12496  
**DATE:** 9/3/21 10:32 AM  
**SOURCE:** Website  
**NAME:** Peyton Grace

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**COMMENT:**

The gondola option is my preferred alternative. **(32.2.9D)** It preserves wildlife movement, and rock climbing boulders. **(32.13A and 32.4A)** Those boulders are unique, and if removed, those routes would be gone from existence forever.

**COMMENT #:** 12497  
**DATE:** 9/3/21 10:32 AM  
**SOURCE:** Website  
**NAME:** Brett Nicholas

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**COMMENT:**

As an avid LCC recreational user (backcountry skier, mountain biker, and longtime Alta season pass holder) I absolutely DO NOT support the gondola. **(32.2.9E)** Alta and snowbird does NOT need taxpayer subsidized transport. **(32.2.7A)** The gondola does not do anything to increase recreational access for those who are financially unable to buy season passes. It does NOT increase access to those who use the land. It only benefits the resorts who have already demonstrated they are NOT good stewards of the land. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** It also would stick out like a sore thumb. **(32.17A)** Snow sheds on avy paths and expanded bussing would be the only solution forward in my mind **(32.2.2K and 32.2.9A)**. I DO NOT want my tax dollars funding the gondola.

**COMMENT #:** 12498  
**DATE:** 9/3/21 10:33 AM  
**SOURCE:** Website  
**NAME:** David Vickery

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**COMMENT:**

Although the gondola option is intriguing, it has two major drawbacks: the 200-foot towers with flashing red lights would fatally compromise the spectacular wild character of Little Cottonwood Canyon, and this option would not provide the flexibility to meet any transportation needs other than winter access to Alta and Snowbird. (32.17A, 32.2.9D, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C) I therefore prefer the enhanced bus option. (32.2.9A)

The days of allowing anyone to drive their car up the canyon whenever they want are coming to an end. Although we can force people to use transit by charging tolls and restricting access, I hope we will choose to make the user experience of using transit as pleasant as possible. Therefore, I suggest that the following goals be emphasized in the EIS:

1. Transit should be designed to accommodate the extra equipment and bulky clothing of skiers. (32.2.6.3E)
2. Payment should be as convenient as possible. No fumbling around in bulky ski clothing for cash or credit cards when boarding a bus or gondola. (32.2.4A)
3. Transit should operate late in the evening so skiers can stay for dinner and workers can return home after an evening shift. (32.2.6.3N)
4. Overnight parking (for a fee) should be allowed at the mobility hubs. (32.2.4A)
5. The mobility hubs should provide ample parking even on the busiest and snowiest days. (32.2.6.2.1C)
6. Transit users should never have to wait in line for more than a few minutes. (32.2.6.5C)
7. Shuttles should provide transportation to trailheads for dispersed recreation. (32.2.6.3C and 32.2.6.5G)

All this in addition to not having to drive in snowy conditions in heavy traffic should make transit an appealing replacement for the existing private automobile paradigm.

Finally, whatever option is chosen, I hope that all stakeholders will work together to create a great user experience for transit users. I also hope that no expense is spared to ensure that the roadways, avalanche sheds and gondola towers (if that option is chosen) are designed to fit in to our spectacular, internationally renowned canyon as attractively and as inconspicuously as possible. (32.17A, 32.17B, and 32.17C)

**COMMENT #:** 12499  
**DATE:** 9/3/21 10:34 AM  
**SOURCE:** Website  
**NAME:** Joseph Paul

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**COMMENT:**

As Utah resident who continually uses LLC year round for recreation, I do not see how a gondola system would assist in alleviating the traffic/congestion issue at hand. In its current design it would only cater to Alta and Snowbird, all while ruining the pristine beauty of the canyon. **(32.2.9E, 32.17A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The solution should be centered around keeping cars out of the canyon. Zion is able to do this much and has far more hurdles to overcome with regards to usage and parking. **(32.2.2B)** The ideal solution is more buses in the canyon, snow sheds to protect the roads and less private vehicles in the canyon. **(32.2.9A, 32.2.9K, and 32.2.4A)** This is the ultimate solution that is applicable year round while giving access to the whole canyon and all who recreate in the canyon. **(32.1.2C)** It is hard to believe that we cannot transpose the transportation success of ZNP to LLC. SLC will continue to grow and the gondola will not be able to keep pace, whereas we can always add more buses to combat growth/usage. The gondola is a static solution, vs. finding a dynamic solution better suited for our future. **(32.2.2B)**

**COMMENT #:** 12500  
**DATE:** 9/3/21 10:35 AM  
**SOURCE:** Website  
**NAME:** Annie Feucht

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**COMMENT:**

The proposed EIS for Little Cottonwood is unacceptable and I urge you to adopt the far better (and cheaper) solutions proposed on this website: <https://www.savelittlecottonwood.com/solutions> (32.2.9A, 32.2.4A and 32.2.2I)

Thank you.

**COMMENT #:** 12501  
**DATE:** 9/3/21 10:36 AM  
**SOURCE:** Website  
**NAME:** Liam Getzloff

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**COMMENT:**

I'm in favor of implementing a toll system, and more bussing. However, I'm firmly against the construction of a gondola and widening the highway. **(32.2.4A, 32.2.9A, 32.2.9E, and 32.2.9C)**

**COMMENT #:** 12502  
**DATE:** 9/3/21 10:36 AM  
**SOURCE:** Website  
**NAME:** Ben Gartenstein

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**COMMENT:**

I would like to voice my opposition specifically to the gondola and generally to any project that requires additional infrastructure in the canyon. **(32.2.9E and 32.2.9C)** The Salt Lake Climbers Association estimates that upwards of 30 boulders with more than 100 climbs could be destroyed due to both the gondola construction and road widening options. **(32.4A and 32.4B)** It is irresponsible to consider destruction of nature and recreation in 3 seasons in order to help a private ski resort increase their visitation on peak days. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. Before any destructive proposals are chosen, less intrusive options like tolls for private vehicles and increased bus service with wider pickup areas should be trialed. **(32.2.9R, 32.2.9A, and 32.2.4A)**



**COMMENT #:** 12503  
**DATE:** 9/3/21 10:38 AM  
**SOURCE:** Website  
**NAME:** Emily Hubbert

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**COMMENT:**

No plan that results in the destruction of historic rock climbing routes in Little Cottonwood Canyon is acceptable. **(32.4A and 32.4B)** Some areas are better left wild. Please do not destroy this treasured area in the name of convenience. **(32.4I and 32.1.2B)**

**COMMENT #:** 12504  
**DATE:** 9/3/21 10:38 AM  
**SOURCE:** Website  
**NAME:** Kristen Bor

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**COMMENT:**

I am a homeowner who lives [REDACTED] in Sandy, and I am opposed to the gondola. **(32.2.9E)** I am also opposed to widening the road or the cog rail. **(32.2.9C and 32.2.9M)** There are intermediate actions that should be taken before spending an enormous amount of money on a project that has irreversible impacts to the local environment and the view shed. **(32.29)**

I also believe that the gondola will result in more traffic in the neighborhoods surrounding the mobility hubs. **(32.2.6.5E)**

I think the best solution is to improve the existing bus system. We need more buses! Right now you have to wait for a number of buses to go by before there might be room for you on one. **(32.2.9A and 32.2.7C)**

I also think if there were more lockers at Alta and Snowbird where you could store your skis and boots overnight, more people would want to ride the bus. The bus needs to be easy to ride and lugging your skis, boots, clothes, food and water on the bus is very inconvenient especially when there is no where to store your belongings once you are at the resort. This is even more true if you are trying to take the bus with your kids. **(32.2.3A)**

I also think UDOT should have considered a shuttle system like they have in Zion National park. If you had free round the clock direct buses that also stopped at trailheads and closed the canyon to personal vehicles (except residents), riding the bus would become normalized. **(32.2.2B, 32.1.2C, and 32.2.6.3C)**

Finally, the ski resorts are already operating at full capacity. There isn't room for more people without further detriment to the ski experience that LCC was once known for. Cramming more people up the canyon on a gondola or widening the road is only going to increase the number of people in the canyon to unsustainable numbers. **(32.20A, 32.20B, and 32.20C)**

The gondola, widening the road or the rail cost the tax payers only to benefit the private businesses of Alta and Snowbird. This is unacceptable. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I think the resorts should raise prices and limit capacity and that would also cut down on the number of cars in the canyon. **(32.2.2K)**

The roads are only a problem certain days. Make the bus system better so more people want to ride it and see what happens. Then if you need to widen the road or implement additional measures, that would be a secondary step **(32.29R)**

**COMMENT #:** 12505  
**DATE:** 9/3/21 10:39 AM  
**SOURCE:** Website  
**NAME:** Gwendolyn Reynolds

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**COMMENT:**

Our canyons should be environmentally preserved and not just accessible to ski bunnies. They are one of our most beautiful and important assets. Please preserve the environment and put in bus lanes. I want my children to be able to access the canyons their whole lives for hiking, climbing, and skiing.  
**(32.2.9B and 32.29G)**

**COMMENT #:** 12506  
**DATE:** 9/3/21 10:39 AM  
**SOURCE:** Website  
**NAME:** Mary Dalrymple

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**COMMENT:**

This plan seems unreasonably expensive and environmentally damaging for the limited benefits it provides. **(32.2.7C, 32.4I, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** As someone who enjoys the canyon but does not go to the ski resorts it feels like it is shutting off the canyon, which should be easily accessible for all reasons, to use beyond the resorts. **(32.1.2C and 32.2.4A)** I understand the resorts provide revenue but nature is meant to be enjoyed by all regardless of potential profits. Most importantly, this plan isn't even most efficient, and adding bus routes or turning the canyon roads into toll roads would cut down on traffic, crowding and overuse while still allowing everyone to enjoy it and not wasting money on a monstrosity that would ruin the views forever. **(32.2.9A and 32.2.4A)**

**COMMENT #:** 12507  
**DATE:** 9/3/21 10:40 AM  
**SOURCE:** Website  
**NAME:** Nathaniel Dunbeck

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**COMMENT:**

I believe the additional lane and the enhanced bus service is the best alternative proposed. **(32.2.9B)** The gondola, once installed, will impact the beauty and the visitor experience year round. **(32.2.9E, 32.17A, and 32.4I)** On the other hand, enhanced bus service will only be present during the ski season leaving the canyon, more or less, the same as it is now during the summer season. **(32.2.9A and 32.20A)** Additionally, the gondola has the potential to damage or destroy countless climbing areas in the canyon. **(32.4B)** Should access to one kind of recreation (skiing) come at the expense of another (climbing). **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** LCC is home to world class rock climbing and can be considered a draw for tourism. Currently, climbing does not bring as many visitors to Utah as skiing does. However, destroying climbing areas will ruin the opportunity for the state to increase visitation for climbers. **(32.6C)**

**COMMENT #:** 12508  
**DATE:** 9/3/21 10:43 AM  
**SOURCE:** Website  
**NAME:** John Oungst

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**COMMENT:**

I am commenting again as the period closes to share that I am AGAINST both proposals put forth in the EIS. **(32.2.9C and 32.2.9E)** Neither option takes into account the affects on the entire Wasatch community, especially the climbing community. **(32.4A, 32.4B, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Other options must be explored and exhausted first before we destroy the beauty of the landscape and watershed of LCC **(32.2.2PP, 32.29R, 32.12A, and 32.12B)**

**COMMENT #:** 12509  
**DATE:** 9/3/21 10:44 AM  
**SOURCE:** Website  
**NAME:** Colleen Jemmett

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**COMMENT:**

This will ruin the rugged mountains forever. **(32.4I)** The beauty of the mountains are to be enjoyed but doesn't need to give access to literally everyone. **(32.1.2B)** Let's keep our mountains safe but not ruined!! **(32.4I)**

**COMMENT #:** 12510  
**DATE:** 9/3/21 10:45 AM  
**SOURCE:** Website  
**NAME:** Ethan Burstedt

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**COMMENT:**

Hi! I think the gondola project is not a good idea for Little Cottonwood Canyon. **(32.2.9E)** It would only provide an advantage during the winter season while severely limiting access to or destroying many climbing areas and hiking trails that are used over the summer. **(32.1.2C and 32.4B)** I think a better plan would be increased bus service, as well as a toll system like in Millcreek canyon. The toll would discourage people from driving up the canyon as single riders, so they either carpool or ride the bus, which would reduce congestion and side of road parking as well as increase the productivity of the buses. **(32.2.4A, 32.2.9A, and 32.2.6.3C)** The proceeds from the tolls could also fund avalanche and storm clean up during the winter, as well as canyon development in the summer. Roads can be narrowed and reclaimed, but the gondola will permanently change the canyon. **(32.4I)** We need to try everything we can before a change like that has to be made. I would be happy to pay a toll if it meant saving the outdoor spaces that I love. Please save LCC!



**COMMENT #:** 12511  
**DATE:** 9/3/21 10:45 AM  
**SOURCE:** Website  
**NAME:** Jessica Mertlich

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**COMMENT:**

Strongly against the gondola. **(32.2.9E)** As a local, we know this will do very little for our residents and far more for the profits of Gondola Works. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Charge fees for the road! incentivize public transport! **(32.2.4A and 32.2.9A)** The gondola will not save people time, will not add convenience and will not be used to capacity despite what those who are financially incentivized will say. **(32.2.6.5N)**

**COMMENT #:** 12512  
**DATE:** 9/3/21 10:45 AM  
**SOURCE:** Website  
**NAME:** Julia Walker

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**COMMENT:**

There are cons to both options, but I think in an area with already poor air quality, I would prefer a gondola. **(32.2.9D)** I believe adding another lane would just add more cars and more congestion, and deeply affect the beautiful resource of the LCC by needing to cut into the mountain and pave more. **(32.2.9C, 32.2.4A, 32.7C, and 32.17B)** While the gondola would also affect the environment and the views, I think it could help remove cars off the canyon. **(32.17A, 32.4I, and 32.7C)** If the gondola isn't the option chosen, I sincerely hope the option of adding a lane is reconsidered. I think that option would do more than good. Perhaps if there was a toll in winter for cars and no toll for buses, adding buses, or some other option. Please, please, please no more lanes in LCC. **(32.2.9A and 32.2.4A)**

**COMMENT #:** 12513  
**DATE:** 9/3/21 10:46 AM  
**SOURCE:** Website  
**NAME:** Tyler Odell

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**COMMENT:**

Please keep the climbing alive in the canyon I cant stress enough how important it is for me and so many others. Please **(32.4A and 32.4B)**

**COMMENT #:** 12514  
**DATE:** 9/3/21 10:47 AM  
**SOURCE:** Website  
**NAME:** Corinna Esdorn

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**COMMENT:**

I'm European. I love me a gondola, funicular, etc. but a gondola that only stops in 2 places? That seems like it wouldn't work as well. I would LOVE a gondola (I get carsick) that was well thought out. **(32.2.9D and 32.2.6.5G)** But I worry that without enhanced bus service (that actually stops places) we will have a very hard time moving people through the canyon to the places they actually want to go. **(32.2.6.3C)**. I would take the bus right now, except that there is never parking available at the park and ride! Expand parking (a LOT) make people who don't work/live in the canyon pay a fee to drive up, and have a bus come every 3 minutes? **(32.2.9A, 32.2.6.2.1C, 32.2.4A, and 32.2.6.3N)** Covid obviously makes public transportation harder, but you could ventilate/filter those buses! Thanks for looking into options that have more flexibility!

**COMMENT #:** 12515  
**DATE:** 9/3/21 10:47 AM  
**SOURCE:** Website  
**NAME:** Val Oveson

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**COMMENT:**

I prefer the gondola option. **(32.2.9D)** I believe the gondola option would create the best long term transportation solution with the least impact to the canyon. I'm also excited about the unique nature of a gondola and the draw it would be to the Wasatch mountains.

**COMMENT #:** 12516  
**DATE:** 9/3/21 10:49 AM  
**SOURCE:** Website  
**NAME:** Greg Jensen

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**COMMENT:**

Don't let the price tag influence a bad decision. The Gondola is the best option, period. If you go skiing in Europe, they have massive gondola's everywhere. The engineering is impressive. It just makes sense. You have to build what is needed to fix the problem. The cost will work itself out. The other options will also cost huge \$\$ but won't offer as good a solution. UDOT continually spends countless \$\$ on highway improvements and frequently repeats projects over and over (Foothill Blvd.). Better to build something awesome now and not rebuild over and over (expanded road option). **(32.2.9D, 32.2.7A, and 32.2.7C)**

**COMMENT #:** 12517  
**DATE:** 9/3/21 10:50 AM  
**SOURCE:** Website  
**NAME:** Sarah S

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**COMMENT:**

Hello, while I feel its deeply important to take action on SOMETHING so locals dont spend 3+ hours in a car up and down the canyon, I truly believe that the options presented are not solutions but extremely flimsy patches in a sinking boat. A gondola is pricey, apparently people think it'll look ugly, it wont operate in the summer, and corporations will reap the benefits. **(32.1.4A, 32.2.9E, 32.17A, 32.2.6.5F, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Widening the road isn't plausible in all locations of 210 - how will the 7 sisters be widened? There is only 1 passing lane up and down for a reason - there's no space! Also, we have seen the road destruction increase in the past few years due to more frequent mud slides, rock slides, avalanches in parts of the canyon that hasn't been exhibited in decades. Adding more buses and a bus specific lane will not encourage more people to take the bus without a guarantee of a significant decrease in travel/wait time to get up and down canyon. People are creatures of habit and comfort - those with kids will not lug themselves, gear, and food up canyon on a BUS. **(32.2.4A, 32.2.9C, and 32.2.6.3B)** There is no infrastructure at the resorts to accommodate day-lodging families which is very popular in east coast skiing. **(32.2.3A)** The fact of the matter is no one will take a bus or a gondola unless they are forced to. **(32.2.4A)** With all of the prior past experiences on the bus, I will never take public transit up canyon. Especially as a disabled person, its extremely inconvenient and challenging to utilize public transit comfortable and safely. We will pour millions of money into a "solution" that will need more fixes in 2-10 years. A bus OR gondola is not a solution. **(32.2.9C and 32.2.9E)** Ban all private vehicles in the canyon and force ppl to use public transit. **(32.2.2B)**

**COMMENT #:** 12518  
**DATE:** 9/3/21 10:51 AM  
**SOURCE:** Website  
**NAME:** Ed Laufer

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**COMMENT:**

Of the two options, I strongly prefer the enhanced bus service with snow sheds and road widening over a gondola. **(32.2.9B and 32.2.9E)** The bus option would provide the greatest long term flexibility in terms of capacity, technology, and destination choices. Furthermore it would have less visual impact and be moderately more cost-effective. **(32.17A, 32.17B, and 32.2.7C)**



**COMMENT #:** 12519  
**DATE:** 9/3/21 10:51 AM  
**SOURCE:** Website  
**NAME:** Nancy Hanson

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**COMMENT:**

The Gondola B option in LCC serves a small percentage of the users of the canyon: Alta and Snowbird skiers. As such, it is a gift of our taxpayer dollars to 2 Utah companies **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. It also leaves us at risk of financial loss should climate change result in diminished use of these 2 ski resorts. **(32.2.2E)** It offers no remediation for congestion from hikers, bikers, climbers, backcountry skiers, or sightseers. **(32.7B and 32.7C)** It has a high cost in dollars and environmental damage, with metal towers, cables, and cars visually fouling the beauty of the canyon...forever. **(32.17A, 32.4I, and 32.2.7C)** It will operate only during the 5 winter months, which leaves the canyon transportation congestion with no remediation during the heavy use period of spring, summer, and fall. **(32.1.2C and 32.2.6.5F)**

Enhanced Bus with Roadway Widening is less invasive but the environmental impact is still significant. This option potentially offers more for other user groups, dependent on whether the stops are frequent enough to meet the needs of current users. The impact to bikers is a not clear to me. **(32.2.9C, 32.1.2C, 32.2.6.3C, and 32.9A)**

Both of the options endanger over 100 iconic boulders and rock the climbing community cherish. These are not replaceable, and destruction is absolutely unacceptable. UDOT should not be the decision-maker in which recreational interests are winners and losers with our tax dollars! **(32.4A, 32.4B, and 32.29G)**

Most concerning is the need for canyon water for the SL Valley. We are in an extreme drought, and the Colorado River is in danger. Any "infrastructure improvements" present a threat to water quality in the canyon and water security for the SL Valley. **(32.12A and 32.12B)**

The option not being considered is the Enhanced Bus Without Road Widening proposal. According to the Alternative Impacts Summary, it is the clear winner. **(32.2.9A)** Utilizing more buses, ideally electric, combined with tolls for cars based upon numbers of passengers would involve the least costs and environmental damage. **(32.2.4A and 32.2.6.3F)** It could potentially offer the most flexibility for different styles of use. For example, our use of the canyon is never at the resorts, always backcountry skiing and hiking. Our patterns outside of winter use include off-trail hikes in less frequented areas, which would likely not be near a bus stop and certainly not a gondola stop. We would prefer to have the option to pay a fee for use of a vehicle so we might continue to hike the areas we love (and from which we frequently haul out litter). **(32.2.6.3C and 32.1.2C)**

I am also aghast that so much money in infrastructure and road development is in the works for LCC only, when BCC and Millcreek are also in need. Utilizing a ground up approach with increased bus/tolling could allow similar measures to be utilized in these canyons as well. **(32.1.1A and 32.1.1C)**

Lastly, I believe UDOT is the wrong agency to act as the lead on this plan. Yes, they build roads, but I do not trust them to consider the most important variables in our canyons: water quality, environmental considerations, visual impacts, wildlife habitat, and wilderness/backcountry compatibility, protection, and preservation. The Mountain Accord is needed in the planning process. **(32.1.2E, 32.1.2G, 32.29G and 32.2.9N)**

**COMMENT #:** 12520  
**DATE:** 9/3/21 10:51 AM  
**SOURCE:** Website  
**NAME:** David Orza

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**COMMENT:**

Please do NOT allow a Gondola to be built up any of our precious canyons. **(32.2.9E)** These are National Park quality mountains! There are worthy alternatives that would cost a fraction while make a huge impact. My favorite would be to dedicate a clean burning Bus fleet to canyon service. Have them run frequently, include stops at popular backcountry trail heads, and make them FREE. **(32.2.9A, 32.1.2C, and 32.2.6.3C)** When you want to make a profound change you NEED to make this not only accessible, but preferable. Since parking is at such a premium, subsidize this service through the resorts that benefit from it, then the resorts profit from higher visitation, and all the rest of the canyon visitors simply get a gift. Why not? **(32.2.4A and 32.2.7A)**

**COMMENT #:** 12521  
**DATE:** 9/3/21 10:54 AM  
**SOURCE:** Website  
**NAME:** Tyler Rasmussen

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**COMMENT:**

Please cap the number of people allowed up at the resorts. **(32.2.2K)** But, if we must change the landscape of the canyon, please take the large slabs of rock and do something productive with them (i.e. move them). The corner stone of our city (salt lake temple) is made out of these same rocks - we need to preserve our culture. **(32.4A and 32.4B)**

**COMMENT #:** 12522  
**DATE:** 9/3/21 10:55 AM  
**SOURCE:** Website  
**NAME:** Steve Erickson

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**COMMENT:**

submit for the record the following comments on the Draft EIS for Little Cottonwood Canyon.

General Comments: As a resort, back, and side-country telemark skier for more than 45 years, and long-time Brighton season pass holder, I find the choice between these Alternatives an easy but too-limiting choice. Since the cog rail appears to be disfavored and off-the-table, I won't address that Alternative.

The DEIS should have proposed an alternative that took a broader approach to area-wide transportation and transit services in the valley, and at a minimum included the impacts of the both the bus and gondola alternatives on Big Cottonwood Canyon. The gondola option will have minimal impact positive or negative upon either valley traffic or BCC traffic, but enhanced bus service would be hugely beneficial to both. **(32.1.1A)**

At the very least, the DEIS should have addressed the cumulative impacts upon winter travel in BCC and upon valley transit, neighborhood impacts and reduced vehicle miles traveled in the southeast valley and beyond from enhanced the bus service and parking provided under Alt A and B. The cumulative impacts analysis also dismissed induced development in LCC with either alternative without sufficient justification. **(32.20A, 32.20C, 32.20E, 32.20F, and 32.21A)**

In addition to making it more expensive for visitors to drive to the resorts by appropriate toll pricing, the DEIS should have considered the feasibility of placing caps on the number of visitors allowed on peak days. **(32.2.2K and 32.20B)** By failing to do so, the DEIS leaves unanswered the question of what is a sustainable carrying capacity for LCC (and BCC, for that matter.) **(32.20B)**

As any local resort user knows, when LCC is closed - even temporarily - due to avalanche control or removal, a noticeable percentage of LCC-destined skiers and riders will change plans and head up BCC. This pattern has increased in recent years due to multi-resort passes. A gondola option might reduce that percentage somewhat, but enough bus service in BCC could accommodate that influx of LCC users. This also should have been addressed in the DEIS. **(32.21A, 32.1.1A, and 32.20D)**

**Additional Comments:**

Alt A is the best alternative for mobility, travel time and flexibility of service, and allows for further enhancements in the future if needed, which Alt B does not. **(32.2.9A)** Alt A can be implemented quickly, with minimal construction needed and related "impacts resulting. Enhanced bus service could and should include increasing express ski buses, such as restoring the University of Utah express ski bus. **(32.2.2I)**. Tolling either at the mouth of LCC (and BCC) or below the first entrance to Snowbird (and Solitude) should be steep enough in price to reduce vehicle travel to the desired target levels. **(32.2.4A and 32.20D)** Most skiers and riders are price sensitive, so this really is a question of how much to charge to get the desired result - getting people out of their cars and onto buses. Of course this assumes adequate means to get to the bus by public transit, adequate parking near the resorts, and enough buses to serve increased demand, especially at peak times. This hasn't been the case so far in either canyon, as the bus system is currently used beyond its capacity on weekends or powder days, with buses filled to the gills and parking lots completely full with parking spilling over into and to the detriment of neighborhoods. **(32.2.6.2.1C)**. The DEIS states that Alt B is best for reliability, but this claim is dubious. It is likely that the gondola service will be interrupted and delayed when avalanche control efforts use artillery, and will not run at during lightning and heavy wind events. It will be

closed/not run during power outages, mechanical problems, or canyon closures (Interlodge orders). **(32.2.6.5H and 32.2.6.5K)**

So is the assumption of fewer mode shifts with Alt B. In most cases, skiers and riders will arrive at the ski bus stop or at the gondola via automobile, and reverse that process going back down canyon. A train or bus to either would still require the same number of transfers. And 400 parking stalls at La Caille is inadequate. **(32.2.6.5J)** If that parking lot fills, then LCC users who park at the gravel pit lot, will have to transfer to a bus to the gondola, meaning one additional transfer for this option. The gondola doesn't serve trailheads for winter backcountry users, whereas enhanced bus service will. **(32.2.6.5G and 32.2.6.3C)** The DEIS estimates that the gondola will only add 198 resort visits in the summer (21.3.1.5), hardly making a difference in summer canyon traffic. **(32.1.2C)**

All this makes it appear that the gondola is less a transportation solution, than an expensive resort amenity and marketing gimmick. **(32.7B and 32.7C)** Both Alt A and B provide a massive public investment, but Alt B seems more like a subsidy of a private interest because it has so many fewer public benefits. It's important to remember that only 8% or less of Utah residents ski or snowboard, and even fewer at Alta or Snowbird. Should Utah taxpayers really provide such a subsidy if there is an alternative with much better and broader public benefits? **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

With minimal construction required, Alt A should result in fewer water quality impacts during construction. **(32.12A and 32.12B)** Wildlife disturbances with Alt A will be minimal above the current baseline, whereas impacts on wildlife during construction of the gondola will be significant. **(32.13A)** The visual impact of the gondola is a huge negative, a permanent scar on the natural environment and a degradation of existing adjacent wilderness and wilderness quality lands. This negative impact - blight upon the landscape, really - should be enough to put this plan to bed. **(32.17A)**

In sum, enhanced bus service (Alt A) is the best solution offered. **(32.2.9A)** Sub Alt A could improve Alt A, but that should be determined after implementation of Alt A or under a schedule to be determined by a Supplemental EIS process. Or better yet, UDOT could withdraw this DEIS and commence work on a SEIS now that examines a more comprehensive enhanced bus system to address canyons transportation. **(32.1.1C)**

Respectfully,  
Steve Erickson  
Salt Lake City, UT

**COMMENT #:** 12523  
**DATE:** 9/3/21 10:56 AM  
**SOURCE:** Website  
**NAME:** Laura Brannan

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**COMMENT:**

While I understand and support the need for a solution to the traffic problems in LCC, the gondola would be such a permanent and geographically altering solution that I cannot support it. **(32.2.9E and 32.17A)** We need to not only take into consideration the desires of people to recreate and enjoy the mountains, but maintaining their fragile environments and beautiful scenery. Snow sports are NOT the only way that LCC is used. In the summer time what would be the use for this large piece of infrastructure? **(32.1.2C and 32.2.6.5F)** It just makes this part of the outdoors more developed and less of a haven for people climbing and hiking etc in the area. **(32.4I)** Please prioritize the Wasatch mountains ecosystem and environment over the corporations that have been established there. **(32.29G)**

**COMMENT #:** 12524  
**DATE:** 9/3/21 10:56 AM  
**SOURCE:** Website  
**NAME:** Sarah Waugaman

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**COMMENT:**

My #1 concern is having one location where there becomes extreme congestion, whether that be at a gondola parking lot or just one or two main park n ride lots. If there were to be a gondola, there will still be immense, disruptive traffic flocking to the gondola. It does not solve the traffic jam issue. **(32.2.6.2.1D and 32.2.6.5E)** Were it to be encouraged for individuals to take park n ride to the gondola, that is just one more inconvenience and disincentive for individuals to take public transit/use the gondola. The second concern about the gondola is that it does not service backcountry. **(32.2.6.5G)** The third is that if it fails to be successfully implemented/adopted, we've spent an immense amount of tax payer money and are left with ugly infrastructure. **(32.2.6.5A and 32.17A)** This is a significant issue. I think there needs to be increased bus service from a variety of hubs. **(32.2.2I)** There needs to be increased frequency and reliability of direct ski buses from these lots. **(32.2.6.3N)** There needs to be increased capacity so there is enough room to minimize wait time and guarantee there is enough space for families to ride together. Ideally, adopt a fleet of more energy efficient/environmentally friendly busses such as electric. **(32.2.6.3E)** The enhanced bus option would increase the efficiency and reliability of the bus. It has more flexibility and can service transit from a multitude of initial departure locations. My vote is for the enhanced bus, ideally with shoulder widening for buses. **(32.2.9B)**

**COMMENT #:** 12525  
**DATE:** 9/3/21 10:58 AM  
**SOURCE:** Website  
**NAME:** Erika Bates

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**COMMENT:**

I strongly feel that neither the gondola nor the snow sheds are a reasonable or sustainable choice for the little cottonwood project. **(32.2.9E and 32.2.9J)** I greatly appreciate the work UDOT is doing, and does all winter long however I do not feel that these are the proper solutions. The environmental impact of these two options is too extreme to just put in without and prior environmental management in place. **(32.4I)** You will be affecting and altering the landscape too abruptly with no prior inventory of taxa of little cottonwood. **(32.4I, 32.13A, and 32.13E)** How do you think this will affect the fishing of little cottonwood? How do you think this will affect the climbing in little cottonwood? **(32.4A)** How do you think this will affect all of the moose traffic and other ungulate traffic in little cottonwood? **(32.13A and 32.13B)** The natural avalanche patterns? **(32.2.6.5K)** How do you plan on making sure the avian species of little cottonwood aren't drastically affected by the gondola and the snow sheds? These are all rhetorical but if you do not have a reasonable answer that solves any and all of these problems then this construction project isn't the answer. **(32.13A and 32.13B)**

I personally think we start small, hire traffic regulation or install a booth or gate, somewhere in little cottonwood to scan residents and busses in. Do not permit single cars up the canyon, just the same as you do not allow vehicles with no four wheel drive up. The bus lane was also a decent idea and with that construction the bike lane addition could be improved. The less impact and alteration we have on the environment now, the better. **(32.2.4A and 32.2.9B)**

Thank you so much for your time,

An environmentalist, an avid skier and snowboarder, an angler, a climber, a biker, a birder, an overall outdoor enthusiast.

Be better.



**COMMENT #:** 12526  
**DATE:** 9/3/21 10:58 AM  
**SOURCE:** Website  
**NAME:** Eduardo Regueira

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**COMMENT:**

Before spending tons of money to build a gondola, we should use existing infrastructure and implement tolling and enhanced bus servicing to start. **(32.2.9E, 32.2.4A, 32.2.9A, and 32.2.9R)** Seems a lot more sensible to try that before building any additional lanes or a gondola. **(32.2.9C)** Could even try carpool only on certain days, ie cars with one person not allowed on high traffic days - individuals would need to use the bus or carpool. **(32.2.4A)**

**COMMENT #:** 12527  
**DATE:** 9/3/21 10:58 AM  
**SOURCE:** Website  
**NAME:** Christianna Johnson

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**COMMENT:**

Hello, I'm reaching out to express my dissatisfaction with both the gondola and the road widening/bus alternatives. **(32.2.9E and 32.2.9C)** Most egregious in my opinion is that both these alternatives basically only benefit the ski resorts/skiers (instead of improving access for all canyon users such as hikers and climbers). **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The other main problem is that both these proposals impose irrevocable, heavy costs to Little Cottonwood Canyon's ecology and water shed. **(32.13A, 32.13B, 32.12A, and 32.12B)**

My first preference is that neither of these options move forward (and instead, UDOT pursues an option of enhanced bus service and private vehicle tolling WITHOUT road widening and maybe even resorts to certain times of the year/season allowing ONLY buses and public/emergency vehicles up the canyon). **(32.2.9A, 32.2.4A, and 32.2.2B)**

However, my second preference is that UDOT completely scraps the gondola option monstrosity. At the end of the day, the lesser of the two evils would be the alternative of road widening/enhanced bus service. At least the road widening/bus option could be adapted as conditions change. Meanwhile, the terrible gondola option would be fixed in place-forever negatively disrupting the canyon's ecology, access, and appearance. **(32.4I, 32.13A, and 32.17A)** Thank you.

**COMMENT #:** 12528  
**DATE:** 9/3/21 10:59 AM  
**SOURCE:** Website  
**NAME:** Andrew Stawski

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**COMMENT:**

Hopefully, Alta and Snowbird will be chipping in some funds as ALL alternatives benefit the ski resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. Why could not the Gondola service the trail heads in All year round? **(32.1.2C and 32.2.6.5G)** Have way points along the way as this seems to be a major concern to those opposed to the Gondola. Let people transport thier bicycles up to trail heads. **(32.2.6.5I)**

**COMMENT #:** 12529  
**DATE:** 9/3/21 11:00 AM  
**SOURCE:** Website  
**NAME:** Karl Voelkerding

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**COMMENT:**

I oppose the proposed building of a gondola or the proposed widening of canyon roads. **(32.2.9E and 32.2.9C)** The priority focus of the future should be the preservation of the natural habitat. **(32.2.9G)** Alternatives that are preferable include (1) greatly improving bus service in the canyons and conversion to electric buses that reduce carbon emissions in the canyons, (2) requiring reservations for canyon access to personal vehicles during peak usage, and (3) incentives that encourage increasing the number of passengers per personal vehicle such as reduced fares for access to the canyons or reduced ski ticket costs. Let preservation of natural resources be the guiding principal. **(32.2.9G, 32.2.9A, 32.2.6.3N, 32.2.2K, and 32.2.4A)**

**COMMENT #:** 12530  
**DATE:** 9/3/21 11:00 AM  
**SOURCE:** Website  
**NAME:** Connor Johnson

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**COMMENT:**

I believe that buses are a better option and allow for incremental increases and changes as needs of the canyon change. **(32.2.9A)** Could even allow blocking all cars on weekends requiring all to take a bus and have stations through out the valley. **(32.2.2B and 32.2.2I)** With electric car technology improving drastically can also be a path to lower emissions. **(32.2.6.3F)**

**COMMENT #:** 12531  
**DATE:** 9/3/21 11:00 AM  
**SOURCE:** Website  
**NAME:** Brendan Adams

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**COMMENT:**

I think the gondola/ widening proposals that would destroy 100s of boulders would be the wrong choice for LCC. **(32.2.9E, 32.2.9C, 32.4A, and 32.4B)** Firstly, it destroys boulders which are free to access, for improved access to a pay to play sport. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** This would be detrimental in that it takes access to a type of recreation that is free and much more accessible to a larger crowd, than skiing at a resort. Furthermore, the boulders being destroyed aren't lowly trafficked or unwanted routes. They are some of the most popular boulders in the canyon and have brought me and countless others good memories and great challenges. The boulders are historic and were often developed by prolific climbers to either the salt lake area or to the world in general. To destroy them would destroy their history as well as the history still being made by climbers in the canyon. Lastly LCC is a world class destination for climbers. It attracts climbers from total beginners to the very best professionals in the world. Destroying routes and showing that the canyons climbing isn't valued is going to detract from the profit brought to the area by climbers. While this profit may not be as clear to see as the money brought in by the resorts it is a regular steam that comes in about 9 months of the year. In summary, to favor a reduction in traffic for a few days of the year and to put the money the ski resorts offer over the history, access, and culture of the LCC climbing community would be a shame and in my (and many) people's opinion and not worth avoiding the need to get up an hour earlier when it's a powder day. **(32.4A, 32.4B, 32.4I, and 32.6D)**

**COMMENT #:** 12532  
**DATE:** 9/3/21 11:00 AM  
**SOURCE:** Website  
**NAME:** Justin Pyper

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**COMMENT:**

Has anyone even considered counting cars and setting daily limit of vehicles for capacity in the canyon? **(32.2.2L and 32.2.2K)** I see car counting systems in park city letting people know when parking is full. What if we did that but closed the canyon to private vehicles and make them take the bus at that point? **(32.2.2K)** Much like prop 2 and the inland port I'm sure you'll just do what's best for the money makers involved but thought I'd add my 2 cents. Can't wait for the ganjola rides...

**COMMENT #:** 12533  
**DATE:** 9/3/21 11:01 AM  
**SOURCE:** Website  
**NAME:** Caitlin Carr

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**COMMENT:**

The gondola or road expansion in Little Cottonwood Canyon would destroy countless popular sites for rock climbing (which is very quickly growing in popularity) and would permanently alter the landscape. I urge UDOT to consider less destructive transportation solutions. (**32.2.9E, 32.2.9C, 32.4A, 32.4B, 32.4I, and 32.2.2PP**)



**COMMENT #:** 12534  
**DATE:** 9/3/21 11:02 AM  
**SOURCE:** Website  
**NAME:** James Laughlin

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**COMMENT:**

I support the gondola alternative for Little Cottonwood Canyon. **(32.2.9D)** Coupled with the ongoing efforts to decarbonize Utah's electric grid, the gondola is the cleanest and safest alternative with the least disruption to the local and global environment. **(32.10A)**

I have skied at Alta for three decades. On two occasions, I have been the first vehicle on the scene to a canyon closing event. In the first instance, an SUV piloted by a drunk driver from Snowbird flipped her vehicle 9 times and came to a rest sideways at a narrow point completely obstructing traffic in both directions (my mother removed the driver from her vehicle and administered lifesaving assistance to the stranger roadside while waiting for an ambulance). On the second occasion, last season, an avalanche swept a family in their vehicle off the road above the Seven Sisters turns near Tanner's Flat. The road was impassible, covered with debris three feet deep. The family survived.

A gondola might have prevented both of these near fatalities, and at the very least would have allowed safe passage for others while the obstructed road was cleared.

In addition to safety and environmental considerations, I believe the gondola is the only option that would see increased usage. People don't like buses, particularly when they have children and ski gear in tow. I've ridden gondolas in Telluride and Banff that effectively move visitors from a staging area to a ski base area. I've ridden the snowbird tram and whistler's peak to peak gondola in the summer, just for the view. When you ride a gondola, the trip is part of the adventure. Buses do not elicit the same thrill, especially when the road is obstructed by a disabled vehicle or one of LCC's frequent avalanches. **(32.2.6.3P, 32.20A, and 32.20C)**

**COMMENT #:** 12535  
**DATE:** 9/3/21 11:02 AM  
**SOURCE:** Website  
**NAME:** Tom Koester

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**COMMENT:**

A gondola up to Snowbird and Alta could cause more traffic at the foot of the canyon with cars waiting for parking. **(32.2.9E and 32.2.6.5E)** Lifts, including gondolas commonly have weather and wind delays which could cause further delays for those looking to recreate in the canyon. **(32.2.6.5K)** If gondola usage is low in the summer months, the gondola would only really be an eye sore. **(32.20A and 32.17A)** A metering/ bus system would keep views of the canyon unobstructed and could minimize traffic. **(32.2.9A and 32.2.4A)**

**COMMENT #:** 12536  
**DATE:** 9/3/21 11:03 AM  
**SOURCE:** Website  
**NAME:** Ethan Newman

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**COMMENT:**

Please do not go through with a project that widens the highway in Little Cottonwood Canyon. **(32.2.9C)** The Gondola and Road Widening options would destroy a huge part of the climbing heritage of LCC, and important parts of the mountain culture of SLC that make this such an important place. **(32.2.9E, 32.4A, and 32.4B)** Without these areas and boulders available for rock climbing, Salt Lake couldn't have the robust and vibrant climbing community it does. Because of the access to these wonderful climbs SLC has become the epicenter of rock climbing in the US, to the point that the Team USA Olympians came here to train. Without these boulders, it's possible that the USA wouldn't have brought home a silver medal in climbing this past summer.

If you value the mountain culture of SLC, consider all parts of it, not just commercial skiing, and please don't destroy these rocks and boulders in LCC. **(32.4A, 32.4B, and 32.29G)**

**COMMENT #:** 12537  
**DATE:** 9/3/21 11:03 AM  
**SOURCE:** Website  
**NAME:** William Tiernay

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**COMMENT:**

I support the building of the gondola as a healthy solution to the excessive vehicular traffic in L.C.Canyon. **(32.2.9D)**

**COMMENT #:** 12538  
**DATE:** 9/3/21 11:04 AM  
**SOURCE:** Website  
**NAME:** Sophia Paradis

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**COMMENT:**

There are so many other options that need to be explored before jumping into a multi billion dollar gondola project that will take a decade. **(32.2.9E and 32.2.7C)** I suggest trying other options instead such as limiting private vehicles going up the canyon at peak times, running more buses during those times, and instituting 24/7 traction laws. **(32.2.4A, 32.2.9A, and 32.2.2M)**

**COMMENT #:** 12539  
**DATE:** 9/3/21 11:05 AM  
**SOURCE:** Website  
**NAME:** Sarah Alicandro

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**COMMENT:**

While I agree that something has to be done, these options seem to only be benefitting the ski resorts at the top. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** What about the people who cannot afford to ski? What about the people who choose human powered recreation? **(32.5A and 32.1.2D)** It seems like these plans ignore the groups of people who backcountry ski, snowshoe, sled, and climb. (There is more than just winter recreation to consider!) And it feels like these people are excluded because they are not paying for the privilege of using the canyon. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** However, this land should be for everyone, regardless of their economic contribution. Here's what I think: yes, traffic needs to be addressed. Improved bus systems that take into account popular climbing spots or HOV only on weekend powder days are an option that I would support, with a better parking system at the bottom. **(32.2.9A and 32.2.4A)** I'm fine with riding the bus, and paying a little more to have more busses more frequently with more stops. **(32.2.6.3C)** I'm in favor of limiting the number of cars allowed in the canyon. **(32.2.2L and 32.2.4A)** I'm not fine with paying for permanent infrastructure that would forever affect the environment and the experience of Little Cottonwood, especially if that infrastructure only benefits the privileged few. **(32.4I and 32.2.7A)**

**COMMENT #:** 12540  
**DATE:** 9/3/21 11:05 AM  
**SOURCE:** Website  
**NAME:** Shane Inglesby

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**COMMENT:**

I am strongly opposed to both options that have been put on the table. Both plans will irreparably harm the canyon. **(32.2.9C, 32.2.9E, and 32.4I)**

To spend such outrageous amounts of money to alleviate "congestion" that occurs several times a year during the winter when the funds can be directed to other transportation issues throughout the state is ludicrous. **(32.1.4D)** Spending this money is nothing more than a blatant attempt to appease the ski industry for the few days of inconvenience that occurs when avalanches occur or when there is a powder day on the weekend. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

If the gondola plan was truly intended to appeal to and help all outdoor recreationists in the canyon, there would be more stops along the way to allow access to all portions of the canyon - not just the ski resorts. **(32.2.6.5G)** Perhaps the ski resorts should take greater responsibility and show greater concern for the canyon by limiting the number of riders to ski or ride on a specific day to help alleviate the congestion. **(32.2.2K)**

Gondolas will ruin the beauty of the canyon by adding towers that will be seen from miles away. **(32.17A)**

Little Cottonwood Canyon is a priceless resource that should be preserved as much as possible in its original beauty. Adding gondolas that run the length of the canyon will detract from the beauty of the canyon. **(32.17A)**

As I've driven the canyon this summer, my heart aches to think of what destruction would have to take place to add another lane and to cover the roadway in areas prone to avalanches. **(32.2.9C and 32.2.9J)** All for the sake of allowing a few more skiers to have easier access to the ski resorts. Seriously?!? **(32.1.2B, 32.1.2D, 32.2.7A, 32.7A, 32.7B, and 32.7C)** I'm a skier. I enjoy both Alta and Snowbird but to harm the canyon further for the sake of a few days of inconvenience during the winter is an outrage. **(32.1.4D)**

Spirit of full disclosure, I live in Sandy. I drive Little Cottonwood Canyon frequently both during the winter and summer. I will not take a gondola that will take me double the time to get to where I want to go in the canyon. **(32.2.4A)** Not to mention, the cost. I have not seen much on how much it would cost to ride the gondola. I'm betting whatever the cost will be, it would be much expensive than the price of gas to get up the canyon. **(32.2.4A)** Not to mention the expense of time to use a gondola to get up the canyon. I'm also not going to take a bus to get me up the canyon for the same reasons.

Neither option should be given further thought. Let's manage the canyon as we have in the past recognizing it will maintain its beauty and that, during the winter, there will be some inconvenience because Mother Nature will do what Mother Nature does.

Please do not spend half a billion dollars to appease the ski industry when it will harm the canyon and the money can be better spent elsewhere in our state. **(32.2.9G)**

**COMMENT #:** 12541  
**DATE:** 9/3/21 11:07 AM  
**SOURCE:** Website  
**NAME:** Ciera Rasmussen

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**COMMENT:**

Please preserve/leave the canyon alone. **(32.29G and 32.2.9G)** There are so many people who enjoy the canyon in multiple ways that will be effected by these proposed changes. If change is absolutely necessary, please consider the least invasive method that will not change the canyons current state. **(32.2.9A)** I love this place and it will break my heart to see it changed so dramatically. **(32.4I)** Please please please do not change the canyon!



**COMMENT #:** 12542  
**DATE:** 9/3/21 11:08 AM  
**SOURCE:** Website  
**NAME:** Dillon Hoxer

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**COMMENT:**

After reviewing the proposals I believe that the environmental impact of the gondola far out way any positives. **(32.2.9E and 32.4I)** Enhanced bus service solves the same problem while providing access to the public lands in LLC to a broader base of the population. **(32.2.9A, 32.1.2C, and 32.2.6.3C)**

**COMMENT #:** 12543  
**DATE:** 9/3/21 11:08 AM  
**SOURCE:** Website  
**NAME:** Beverly Hawkins

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**COMMENT:**

I favor one of the enhanced bus options for addressing traffic congestion in the canyon, and probably the one that would add an additional traffic lane. **(32.2.9B or 32.2.9A)** Buses are more flexible to future needs. **(32.2.6.3D)** Different size buses can be used for efficiency, and electric or natural gas for better environmental quality. **(32.2.6.3F)** Buses would be able to better serve all users, making stops at popular hiking, snowshoeing or back country ski access points. **(32.2.6.3C)** When the buses aren't needed as much during non peak usage, the impact would only an additional lane on the road, which might actually make the road safer for bicyclists. **(32.9A)**

The gondola would be a visual blight on the canyon scenery which would be there year round and during non peak usage. **(32.17A)** It would be much less flexible in the types of users it could serve. **(32.2.6.5G)**

I strongly oppose any gondola in the canyon and hope you'll choose one of the enhanced bus options. **(32.2.9E)**

**COMMENT #:** 12544  
**DATE:** 9/3/21 11:09 AM  
**SOURCE:** Website  
**NAME:** Joseph Canakes

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**COMMENT:**

There is no need to permanently alter the canyon, destroying the natural habitat while there are other alternatives available. **(32.2.2PP, 32.4I, 32.13A, and 32.13B)** These would be irreversible changes to the landscape with significant impacts. **(32.4I)** It is a narrow view to go forward with this approach, and a pathetic approach to a problem with much better solutions. It's ridiculous this is even up for debate. As someone who moved to Utah for access to climbing and skiing, this would be a horrible mistake, and have me consider moving elsewhere along with my tax dollars. **(32.29G)**

**COMMENT #:** 12545  
**DATE:** 9/3/21 11:10 AM  
**SOURCE:** Website  
**NAME:** Daniel Barkhorn

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**COMMENT:**

I'd love the opportunity to go to lcc at some point in my life. It frightens me that this bouldering area could be in danger by gondolas. **(32.4B and 32.2.9E)**

**COMMENT #:** 12546  
**DATE:** 9/3/21 11:11 AM  
**SOURCE:** Website  
**NAME:** Zachariah Pinkston

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**COMMENT:**

The winter traffic is a problem, no debate there. A gondola stretching down the canyon, although not easy on the eyes, makes a lot of sense. **(32.2.9D)** I boulder in LCC frequently and do not want to see any of those boulders harmed by the building of a gondola or the widening of the road. **(32.4A and 32.4B)** They are special to the climbing community and to me. Please work around these boulders!! They are the best boulders in the area, with a lot of history! Thanks!

**COMMENT #:** 12547  
**DATE:** 9/3/21 11:11 AM  
**SOURCE:** Website  
**NAME:** Danny Schmidt

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**COMMENT:**

Hello, I grew up in Salt Lake City and have been skiing in LCC for 37 years. It's shaped who I am as a person and my idea of how a huge population of people can maintain and respect the wilderness we call the Wasatch. These mountains face an uncertain future with climate change and a growing population and we need to give them all the breathing room we can to have a resilient future. This doesn't mean continuing to figure out how to get more and more people up to the ski resort with a gondola or a 6 lane road. **(32.1.2B, 32.2.9E, 32.2.9C, and 32.2.6.3B)** It means slowing down, and taking easier and more immediate steps to address the congestion. **(32.29R)** I am not going to waste time cutting and pasting the text of the solutions I am talking about because you already know them all. Do the right thing. Don't turn LCC into Disneyland or I-70 in Colorado. This place is a treasure and once we spoil it we will never get it back. **(32.29R)** You want a real legacy? It doesn't look like a fancy gondola made to line the pockets of a dozen or so well-connected Utahns. It looks like an intact ecosystem, protected for future generations and for the sake of the mountains themselves.

DO THE RIGHT THING. THESE MOUNTAINS ARE PRICELESS.

Thanks,

Danny Schmidt

**COMMENT #:** 12548  
**DATE:** 9/3/21 11:12 AM  
**SOURCE:** Website  
**NAME:** Ethan Jenkins

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**COMMENT:**

I can't say no to a gondola loud enough or with enough conviction. **(32.2.9E)** Please, just give us more busses. **(32.2.9A)** ThTs clearly the right answer here.

**COMMENT #:** 12549  
**DATE:** 9/3/21 11:14 AM  
**SOURCE:** Website  
**NAME:** Mark Chilcutt

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**COMMENT:**

Leave our beautiful canyon the way it is. In my 40 plus years we have always had congestion problems especially when it's snowing. **(32.1.4D)** We have a over population problem not a canyon problem. Leave LCC alone. A gondola is the worst idea ever. If you're going to do anything modify the current bus transport system. **(32.2.9E and 32.2.9A)**



**COMMENT #:** 12550  
**DATE:** 9/3/21 11:14 AM  
**SOURCE:** Website  
**NAME:** William Jannine Gilmer/Hogan

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**COMMENT:**

DATE: 02 September 2021  
ATTENTION: Little Cottonwood Canyon Draft EIS Project Team  
FROM: William Gilmer and Jannine Hogan  
SUBJECT: Comments on UDOT Draft EIS for Little Cottonwood Canyon

Madams & Sirs,

We have reviewed portions of the Little Cottonwood Canyon Draft Environmental Impact Statement and read the DEIS Executive Summary. While we fully understand the daunting issue in front of the Utah Department of Transportation's (UDOT) efforts to ease traffic congestion in the canyon and mitigate safety issues caused by avalanche conditions we believe there are far cheaper alternatives to resolve the part-year access issues caused by patrons of the Alta and Snowbird Ski areas. Further, the preferred alternatives are fully centered on the ski areas and fail to take into consideration the significant impacts these alternatives will have on the greater portion of multiple use activities enjoyed by a large portion of the local Utah population.

Of the two UDOT preferred alternatives the Gondola Alternative B should be given no further consideration as it does nothing to enhance canyon user experience for anyone but visitors to the ski areas. **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** This is nothing more than a novelty mode of transportation akin to a ride at Lagoon or Disneyland and reduces the national forest lands to an amusement park type atmosphere. While the Enhanced Bus Service in Peak-Period Shoulder Lane Alternative makes much more sense than a gondola the associated price tag of \$493 to \$510M, environmental impacts, limited enhancement to the skier only experience, and the destruction of climber bouldering areas does not justify this alternative. **(32.2.9C and 32.4A)**. As Senate Bill 277 "charged the Utah Transportation Commission with prioritizing projects" it did not direct it to commit a significant amount of taxpayer dollars to a project that will benefit a small slice of the wide variety of persons that live in the Salt Lake Valley, many because of the unique access to such terrain as that available on a year-around basis in Little Cottonwood Canyon. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Considering that Alta and Snowbird may contribute about 20% of total Utah skier days, and that the 2019/20 ski season generated about \$1.5B in revenue, their portion of economic contribution could be about \$300M. At a significant price tag of \$500 to \$600M, with the reality of escalating to \$1.0B, it is hard to justify the two UDOT alternatives and it will take many years to realize a return on investment. **(32.2.7C)**

There is a very real need to address the current congestion issues during peak ski season and to plan for future growth. We feel that the Enhanced Bus Service Alternative and a concerted effort to alter skier behavior when traveling to the ski areas is a much more judicious approach monetarily, environmentally, and respectful to the wide range of Little Cottonwood Canyon users. Potential implementation includes:

1. Increase capacity of mobility hubs and frequency of buses now. **(32.2.6.2.1C, 32.2.9A, 32.2.6.3N)**
2. Reduce per ride cost as much as possible with increased subsidies from Alta and Snowbird and continue to provide bus fare for season pass holders. **(32.2.4A)**

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3. Identify and coordinate with hotels and motels predominately used by skiers to tie-in their private shuttle services with frequent and easily accessible bus services to ski areas. Advertise in a

conspicuous manner on ski vacation websites the advantages of, and how to use, the bus system. **(32.2.2S)**

4. Consider interspersing buses that will stop at backcountry trailheads (most likely White Pine) to incentivize other than ski area users to also ride the bus. **(32.2.6.3C and 32.1.2B)**

5. Implement tolls at a cost that will incentivize ski area users to ride the bus. Perhaps use a sliding scale that is punitive to single passenger vehicles and rewards full vehicles. **(32.2.4A)**

6. During peak season ski area use and avalanche control days, which are synonymous with high-use days, implement at the mouth of the canyon or further back on 9400 South or Wasatch Boulevard, the following:

- Turn away all single passenger vehicles **(32.2.4A)**
- Limit vehicle numbers to available parking spots at ski areas **(32.2.2L and 32.2.2K)**
- Give priority access for final leg of route (up canyon) to buses, and **(32.2.9B)**
- Require traffic control cost to UDOT to be subsidized by Alta and Snowbird. **(32.2.7A)**

Additional implementation to benefit ALL canyon users:

7. Do not reduce trailhead parking with Peak-Period Shoulder Lane Alternative and increase the number of slots to 30 or more at the Gate Butte parking. If PPSL is implemented final configuration must provide for overflow parking in lane. **(32.4P, 32.2.6.2.4A, and 32.4N)**

8. As funding becomes available, upgrade trailhead capacity, parking ""and toilet facilities. **(32.2.6.2.4A)**

Consider all trailhead requirements in the context of multiple use criteria as dictated by the USFS and not in the economic development, ski-area centric viewpoint as presented in this Draft EIS. **(32.2.6.3C and 32.1.2C)** Understandably, the ski areas are a significant contributor to the overall economy of the state of Utah but, when it comes to the Wasatch canyons, there a significant number of individuals that use these canyons and will not benefit from these suggested alternatives for Little Cottonwood Canyon traffic mitigation. **(32.1.2B, 32.1.2D, 32.1.2C, 32.2.7A, 32.7B, and 32.7C)** In a place where we can suffer "the worst air in the world" and the second driest state in the Union faces very real water shortages, the primary interest of government should not be to make it easier for patrons to drive and allow the destruction of very important riparian habitat but, to educate and provide the public with readily accessible public transport and protect the environment from irreparable damage. We sincerely believe that there are options as presented above that are significantly less costly, less impactful and more robustly beneficial to the entire user community.

There is a point where quality of life, its attraction to current and future residents, far outweighs pell-mell development for the sake of a dollar. **(32.4I)**

Regards,

Will Gilmer & Jannine Hogan

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**COMMENT #:** 12551  
**DATE:** 9/3/21 11:16 AM  
**SOURCE:** Website  
**NAME:** James Ruda

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**COMMENT:**

As a user of Little Cottonwood Canyon for many of the recreation opportunities, it has to offer, including bouldering. I think it would be detrimental to the quality of life for many of its outdoor users to expand the road or to install a gondola in the canyon. **(32.2.9C, 32.2.9E, and 32.4I)** I frequent the canyon to hike and boulder with my family. This allows us to get outside a short drive from our house and disconnect for a little while. Both the expanded road and gondola would destroy boulders I frequent with my family. **(32.4A and 32.4B)** Adding the gondola and expanded road only benefits the already rich ski resort owners. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** There are many other users in the canyon other than people who access the ski resorts. Other recreation users need to be considered before an expensive project is started in the canyon. **(32.29G)**  
Thanks for your time and consideration.

Best,

James

**COMMENT #:** 12552  
**DATE:** 9/3/21 11:17 AM  
**SOURCE:** Website  
**NAME:** Vanessa McPhie

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**COMMENT:**

I strongly disagree with the gondola. **(32.2.9E)** it does not solve the traffic problem. It pushed the traffic down into cottonwood heights. **(32.7B, 32.7C, and 32.2.6.5E)** Try scheduled times to arrive at the resort **(32.2.2K)**. Try bus lanes. **(32.2.9B)** Don't ruin our canyon for big profit resorts gain. **(32.4I)**

**COMMENT #:** 12553  
**DATE:** 9/3/21 11:17 AM  
**SOURCE:** Website  
**NAME:** Diana Reese

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**COMMENT:**

As a frequent visitor of Little Cottonwood Canyon, I have concerns about placing a gondola going up the canyon. I am worried about the environmental impact and the impact on our reservoir. **(32.2.9E and 32.12A)** I feel that increasing fees during high traffic times and increasing access to a shuttle system could service the need without an expensive gondola that would change the face and beauty of our canyon. **(32.2.9A and 32.17A)** I am opposed to the proposed action, as I believe, are many of my friends and neighbors, who are the most likely to be impacted by the expense of this project. **(32.4M)** Please maintain the beauty of the canyon. Leave it as it is.

**COMMENT #:** 12554  
**DATE:** 9/3/21 11:17 AM  
**SOURCE:** Website  
**NAME:** Max Mancuso

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**COMMENT:**

I strongly feel that neither the gondola nor the snow sheds are a reasonable or sustainable choice for the little cottonwood project. **(32.2.9E and 32.2.9J)** I greatly appreciate the work UDOT is doing, and does all winter long however I do not feel that these are the proper solutions. The environmental impact of these two options is too extreme to just put in without and prior environmental management in place. **(32.4I)** You will be affecting and altering the landscape too abruptly with no prior inventory of taxa of little cottonwood. **(32.4I, 32.13A, and 32.13E)** How do you think this will affect the fishing of little cottonwood? How do you think this will affect the climbing in little cottonwood? **(32.4A)** How do you think this will affect all of the moose traffic and other ungulate traffic in little cottonwood? **(32.13A and 32.13B)** The natural avalanche patterns? **(32.2.6.5K)** How do you plan on making sure the avian species of little cottonwood aren't drastically affected by the gondola and the snow sheds? These are all rhetorical but if you do not have a reasonable answer that solves any and all of these problems then this construction project isn't the answer. **(32.13A and 32.13B)**

I personally think we start small, hire traffic regulation or install a booth or gate, somewhere in little cottonwood to scan residents and busses in. Do not permit single cars up the canyon, just the same as you do not allow vehicles with no four wheel drive up. The bus lane was also a decent idea and with that construction the bike lane addition could be improved. The less impact and alteration we have on the environment now, the better. **(32.2.4A and 32.2.9B)**

Thank you so much for your time,

An environmentalist, an avid skier and snowboarder, an angler, a climber, a biker, a birder, an overall outdoor enthusiast.

Be better.

**COMMENT #:** 12555  
**DATE:** 9/3/21 11:18 AM  
**SOURCE:** Website  
**NAME:** Alexandria Mackelprang

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**COMMENT:**

I do NOT support the proposed changes. Far too invasive and bad for the canyon. DECIDEDLY AGAINST proposed changes. **(32.2.9G)**

**COMMENT #:** 12556  
**DATE:** 9/3/21 11:18 AM  
**SOURCE:** Website  
**NAME:** Madison Steee

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**COMMENT:**

Just no. I am against this for the sake of the canyon and the people who use the canyon for anything other than an expensive snow sport. **(32.2.9G)**



**COMMENT #:** 12557  
**DATE:** 9/3/21 11:19 AM  
**SOURCE:** Website  
**NAME:** Allison Peterson

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**COMMENT:**

I still prefer the designated bus lanes, and feel it should be available for summer use. (32.2.9B, 32.2.6.3C, and 32.1.2C)

**COMMENT #:** 12558  
**DATE:** 9/3/21 11:20 AM  
**SOURCE:** Website  
**NAME:** Mackenzie Hobbs

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**COMMENT:**

No one wants the gondola. **(32.2.9E)** As an avid skier and an environmentalist, this is an option that doesn't make sense nor will it provide any substantial benefit. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Listen to all these comments and listen to the community, any new approach, or even no changes is better than a gondola. **(32.2.9N)**

**COMMENT #:** 12559  
**DATE:** 9/3/21 11:20 AM  
**SOURCE:** Website  
**NAME:** Stephanie Sims

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**COMMENT:**

Little Cottonwood holds a special place in my heart. Not because of the private resorts, but because of the incredible access to public land so close to the city. There are very few places in the county where this type of access exists so close to a city as large as Salt Lake. These canyons are magical, healing, beautiful, but most importantly of all, vulnerable. I grew up in Florida where I watched what little access we had to wild places disappear due to private interests and their wealthy influence in politics.

I understand the traffic has become a major problem for a few days per year and it should be dealt with. However, it should be dealt with responsibly. Going as far as building a massive \$500M gondola is not a responsible solution for a problem that only exists for a small fraction of one season. **(32.2.9E and 32.1.4D)** As many individuals and organizations have noted in the hearings and otherwise, there are less destructive alternatives. Even Mayor Jenny Wilson has recently spoken out against both the gondola and road widening. **(32.2.2PP)**

As many others have proposed, I would like to see alternatives such as an expanded bus system without road widening. **(32.2.9A)** There should be tolling that is based on use. **(32.2.4A)** The more private vehicles up the canyon, the more expensive the toll. This would encourage carpooling and utilizing the bus. It has been shown to work in many other areas. There may even need to be a capacity limit on private vehicles. **(32.2.2L)** On the heaviest of use, beyond a certain number, they would need to take the bus. **(32.2.2B and 32.2.2K)** Unlike the gondola or road widening, these efforts would be highly dynamic. They can be adjusted based on need.

Both alternatives proposed have a catastrophic impact on my main use the canyon, bouldering. It's hard to explain to someone who doesn't climb how important these boulders are to us. We develop relationships with them that challenge and help us to grow physically, mentally, and even spiritually. The thought of them being destroyed or having access impacted makes me sick. **(32.4A and 32.4B)**

Both alternatives only benefit one use of the canyon and two private companies. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I encourage you to take a step back and think about what will be best for everyone living in this great state and for every use (year round) rather than what is best for a single group during a small portion of the year. **(32.1.2C and 32.29G)**

**COMMENT #:** 12560  
**DATE:** 9/3/21 11:20 AM  
**SOURCE:** Website  
**NAME:** Thornton Garcia

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**COMMENT:**

Hi - i am in favor of the bus option more because it is the more reasonable short term solution and is season efficient. **(32.2.9A)** I am more apt for a rail service though because this would greatly reduce traffic, provide options for all communities, be more economic and environmentally friendly, be convenient option for compact area, and better connect to other roadways. **(32.2.9F and 32.2.2I)** Also it is awesome.

**COMMENT #:** 12561  
**DATE:** 9/3/21 11:22 AM  
**SOURCE:** Website  
**NAME:** Brett Bloxom

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**COMMENT:**

Both options destroy the history and recreation opportunities in Little Cottonwood Canyon. **(32.2.9C, 32.2.9E, 32.15B, 32.4A, and 32.4B)** There is one user group that benefits and dozens that will be permanently hurt as a result. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Please consider more than just skiers from out of state driving up and down this canyon. Expanding the road and the gondola are both horrible ideas that will cause permanent damage and overall will negatively impact the local economy as you destroy the recreation opportunities for every other user group. **(32.4I, 32.6A, and 32.6D)** Please do the right thing and take the time to reconsider the options. These two options are not good for anyone.

**COMMENT #:** 12562  
**DATE:** 9/3/21 11:23 AM  
**SOURCE:** Website  
**NAME:** Dean Petersen

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**COMMENT:**

Nope, hard to believe either of these are the options landed on. And yes I've watched all the marketing provided by your team. Of the two, widening seems smarter but still seems excessive. **(32.2.9C and 32.2.9E)** The gondola literally only benefits the ski resorts given they have just the two stops. **(32.2.6.5G, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** And why are people going to take that when they don't even take the busses now? Why not toll the road, provide more buses first and then if it still doesn't help, spend 600 million. **(32.2.4A, 32.2.9A, and 32.29R)** It's like the local government has tax money that is burning a hole in their pocket. Let's either tax me less or improve in areas that make more sense, better bang for buck and serve a greater number of society. So to be clear, I don't think the city/state should go through with either and will hopefully make my voice known to the local elected officials to stop this mess. I have not talked to a single friend anywhere that thinks this is a good idea.

**COMMENT #:** 12563  
**DATE:** 9/3/21 11:26 AM  
**SOURCE:** Website  
**NAME:** Seth Fankhauser

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**COMMENT:**

NO to the gondola. **(32.2.9E)**

Reluctance for road widening in the canyon to accommodate bus service **(32.2.9B or 32.2.9C)**

Require ski resorts to limit day passes **(32.2.2K)**.

**COMMENT #:** 12564  
**DATE:** 9/3/21 11:27 AM  
**SOURCE:** Website  
**NAME:** Whitney McReynolds

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**COMMENT:**

First of all UDOT needs to assess the true capacity of LCC and what it can handle. **(32.20B)** The canyon is already too busy and maxed out at trailheads and during winter powder storms (not to mention summer traffic - especially during snowbird octoberfest). The gondola is an absurd alternative (with ridiculously high towers and lights) that only benefits the ski resorts. **(32.2.9E, 32.17A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** It does not provide access to our public lands and trailheads throughout LCC. **(32.2.6.5G)** Therefore I am in favor of the enhanced bus alternative. **(32.2.9A)** The canyon is in need of snow sheds for avalanche safety and if UDOT can minimize its footprint all the better. **(32.2.9K)** I am not in favor of jamming more people up LCC however with road widenings on wasatch etc. **(32.2.6.2.2A and 32.2.2L)** All of those people cannot fit up the canyon and the road widening should be based on an accurate capacity assessment (not just an extrapolation). **(32.1.2B and 32.2.6.3B)**



**COMMENT #:** 12565  
**DATE:** 9/3/21 11:28 AM  
**SOURCE:** Website  
**NAME:** Eduardo Carvalho

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**COMMENT:**

This is a world class climbing area! Please don't take it from us! **(32.4A and 32.4B)**

**COMMENT #:** 12566  
**DATE:** 9/3/21 11:29 AM  
**SOURCE:** Website  
**NAME:** Stefan Zumbrennen

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**COMMENT:**

Build the gondola for Little Cottonwood **(32.2.9D)**

**COMMENT #:** 12567  
**DATE:** 9/3/21 11:31 AM  
**SOURCE:** Website  
**NAME:** Dan Urban

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**COMMENT:**

Both proposals are extravagantly wasteful financially while also severely damaging to the ecology and character of Little Cottonwood. **(32.2.9C, 32.2.9E, 32.13A, 32.13B, and 32.4I)** Before any such extreme alternative is implemented, lighter touch solutions should be tried. Incentivize carpooling and existing bus use through a toll system and better parking at the bottom of the canyon. **(32.2.9A and 32.2.4A)** This could be implemented almost immediately, and the results of its efficacy could be evaluated in just a couple of years. **(32.2.7C and 32.29R)** Please do not dramatically and forever alter this amazing landscape before trying other and totally viable means of limiting car traffic. **(32.4I)**

**COMMENT #:** 12568  
**DATE:** 9/3/21 11:32 AM  
**SOURCE:** Website  
**NAME:** Ashley LaPoint

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**COMMENT:**

As a concerned Utahn I would like to discuss the two options that UDOT is offering for Little Cottonwood Canyon as grossly negligent of critical thought. **(32.2.9C and 32.2.9E)** Neither option is environmentally friendly considering Little Cottonwood could limit cars, require permits, and/or fine those for having incorrect tires or no chains. **(32.2.2L, 32.2.2K, and 32.2.2M)** There are many solutions that would fix the current issues without driving up taxes and/or expanding a road that would ruin climbing in the canyon. **(32.4A and 32.4B)** There should be an environmental impact report run on both options before even beginning to consider them as viable. **(32.1.5C)**

**COMMENT #:** 12569  
**DATE:** 9/3/21 11:33 AM  
**SOURCE:** Website  
**NAME:** Brian Oldfield

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**COMMENT:**

Don't move the boulders! (32.4A and 32.4B)

**COMMENT #:** 12570  
**DATE:** 9/3/21 11:34 AM  
**SOURCE:** Website  
**NAME:** Michelle Ludema

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**COMMENT:**

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, 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 #:** 12571  
**DATE:** 9/3/21 11:38 AM  
**SOURCE:** Website  
**NAME:** Scott Osborn

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**COMMENT:**

I do NOT want a tram going up little cottonwood Canyon. **(32.2.9E)** Stop catering to these big companies and listen to the people. **(32.2.7A and 32.2.9N)** I love skiing but it shouldn't be the main deciding factor for what happens to the canyon. **(32.1.2B)**

**COMMENT #:** 12572  
**DATE:** 9/3/21 11:40 AM  
**SOURCE:** Website  
**NAME:** Steve Forchelli

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**COMMENT:**

My preferred enhancement would be the gondola solution. **(32.2.9D)**



**COMMENT #:** 12573  
**DATE:** 9/3/21 11:41 AM  
**SOURCE:** Website  
**NAME:** Brenda Ryan

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**COMMENT:**

I am against the gondola. **(32.2.9E)** I do believe we need better transportation options that are safer. However, there are other issues at hand. I believe a bus system would allow stopping at other places such as trailheads where a gondola is selfishly just servicing the ski resorts. **(32.2.6.3C, 32.2.6.5G, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I also think there should be some limit to the number of people in the canyon on any given day. **(32.20B and 32.2.2L)** There are some days that I believe are just too busy. Everyone wants a good experience, but no one gets it. The ski resorts can handle quite a few people, but not limitless. **(32.20A and 32.20C)** Little Cottonwood Canyon is a treasure, but it will continue to get pounded by people as the population of the Wasatch Front grows. The experience by everyone will continue to decline as will the health of the canyon itself. Other natural places limit visitors to preserve the natural area and the experience. **(32.20B)** I would much prefer to see a bus system where the crowds could choose several places to explore and limiting the number of people in the canyon itself....even if that meant I could not visit as much either.

**COMMENT #:** 12574  
**DATE:** 9/3/21 11:42 AM  
**SOURCE:** Website  
**NAME:** Andrew Burman

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**COMMENT:**

Have we looked into a toll during the peak times? Weekends, holidays, etc.? And then we could use the toll fund to pay for the expanded bus and valley parking option? **(32.2.4A and 32.2.9A)** These two options seem to benefit the ski resorts greatly without them having to pay the price. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Maybe season pass holders could get toll passes at a discount? **(32.2.4A)** Just trying to limit impact to non canyon users (tax payers) for something that will mostly benefit snowbird and alta. **(32.5A)**

**COMMENT #:** 12575  
**DATE:** 9/3/21 11:42 AM  
**SOURCE:** Website  
**NAME:** Christina Di

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**COMMENT:**

DO NOT PUT IN A GONDOLA. (32.2.9E) Increasing bus times and park and ride space is a much better solution. (32.2.9A, 32.2.6.3N, and 32.2.6.2.1C) Using tax payer dollars to ruin the canyon and disrupt its beauty and change the environmental land scape forever for an expensive and private ski resort is ridiculous and irresponsible. (32.17A, 32.4I, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)

**COMMENT #:** 12576  
**DATE:** 9/3/21 11:42 AM  
**SOURCE:** Website  
**NAME:** Jonathon Nichols

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**COMMENT:**

Please consider alternatives other than these two. **(32.2.9C and 32.2.9E)** These options would permanently alter the canyon for the sole benefit of a ski resort and would only alleviate traffic for a few days a year. **(32.1.2B, 32.1.2D, 32.1.4D, 32.2.7A, 32.7B, and 32.7C)** Please consider ALL users of the canyon and options with much less impact, or rather try those options first before immediately resorting to such drastic measures. **(32.2.2PP and 32.29R)**

**COMMENT #:** 12577  
**DATE:** 9/3/21 11:43 AM  
**SOURCE:** Website  
**NAME:** Logan Gillen

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**COMMENT:**

I support exhausting tolling and other traffic mitigation efforts combined with increased busing to exhaust the least environmentally damaging options first before widening the road or putting in the gondola. **(32.2.9A, 32.2.4A, 32.2.9R, 32.2.9C, and 32.2.9E)** It seems the overall capacity of users per day in peak winter days has already been exceeded. Bringing in more people by other means fails to protect the recreational and watershed resources of LCC. **(32.20A, 32.20C, 32.12A, and 32.12B)**

**COMMENT #:** 12578  
**DATE:** 9/3/21 11:43 AM  
**SOURCE:** Website  
**NAME:** Connor Arrington

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**COMMENT:**

The status quo in Little Cottonwood Canyon (also true for Big Cottonwood Canyon) is unsustainable. It is only going to get worse. Action is needed now. I believe that Gondola Option B is the best choice and appears to have very limited environmental impact and minimal visual impact. **(32.2.9D, 32.4I, and 32.17A)**. Making necessary changes for travel up Little Cottonwood Canyon will only get more and more expensive. We must act now.

**COMMENT #:** 12579  
**DATE:** 9/3/21 11:45 AM  
**SOURCE:** Website  
**NAME:** Isabelle La Motte

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**COMMENT:**

As a Salt Lake resident and a recreator in Little Cottonwood Canyon I think that it would be a true shame to implement a transportation “solution” that imposes environmental harm on a place that we frequent precisely because of the beauty of its landscape. Both the gondola and additional bus lane do just that. **(32.2.9C, 32.2.9E, 32.17A, and 32.17B)** As an Alta Ski Area employee I see first hand that the resources we currently have are not being used to their full potential. So, let’s start there. Let’s create a bus schedule that frequents the canyon more often, as well as additional times earlier in the morning and into the night. **(32.2.6.3N and 32.2.9A)** Let’s incentivize bus riding by taking away the fee and subsidizing the bus system (clearly the funding exists to do so if multi-billion dollar options are on the table). **(32.2.4A)** On storm days let’s put the traction requirements on at the beginning of the day, not just when it begins to snow. **(32.2.2M)** Let’s not just check the type of car but the actual quality of tires on vehicles at the mouth of the canyon.

Additionally, the issue of congestion on storm days only occurs during a few weeks out of the entire year; a stat that is targeted to decrease as climate change affects snowfall amounts. **(32.1.4D and 32.2.2E)** So, why are you so eager to implement irreversible change in the canyon for a problem that is sure to decrease over the years at the rate this warming world is headed? **(32.1.2B)**

It feels as though those in control are jumping to the flashiest options when in reality we haven’t even come close to putting our current systems to the test. **(32.29R)**

**COMMENT #:** 12580  
**DATE:** 9/3/21 11:48 AM  
**SOURCE:** Website  
**NAME:** Catherine Chambless

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**COMMENT:**

For over 50 years my family has enjoyed Little Cottonwood Canyon for many purposes throughout the year: hiking, picnicking, wildflower and animal watching, cross-country skiing, downhill skiing, and dining at Alta and Snowbird. We would like stops at many different spots along the road. **(32.1.2C and 32.2.6.3C)** We prefer the enhanced bus service, either with or without the road widening. **(32.2.9A or 32.2.9B)** This alternative would allow for more stops, cost less, and have less impact on the natural appearance of the canyon. We would support limiting car traffic at certain times of high demand (such as winter ski days) or when conditions block the road; also tolls such as in Millcreek. **(32.2.2L and 32.2.4A)**

This same EIS process is needed for Big Cottonwood and other canyons along the Wasatch Front. We should not allocate a disproportionate share of public resources for a gondola for a single canyon. **(32.1.1A and 32.1.2C)** Enhanced bus service is a modest and sensible solution that could be expanded and used in other nearby canyons.



**COMMENT #:** 12581  
**DATE:** 9/3/21 11:49 AM  
**SOURCE:** Website  
**NAME:** Benjamin Griscom

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**COMMENT:**

As someone who lives out of state a Gondola would be the preferred option. It would enable easier access to the ski resorts and reduce the need for a car, less day prone than a bus, and is easier to use than bus. Driving up in the canyon can be difficult for anyone but especially someone out of the state.  
**(32.2.9D)**

**COMMENT #:** 12582  
**DATE:** 9/3/21 11:51 AM  
**SOURCE:** Website  
**NAME:** Kelli McEwan

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**COMMENT:**

I've thought about all of this long and hard, as well as discussed with people for the gondola, and those against any change. I fall somewhere in the middle. I work up the canyon and I would be the ideal person to benefit from some of these changes however, I feel like we haven't explored the things we need to first in order to move forward with massive change. **(32.2.2PP and 32.29R)**

First off the gondola/train in any form, It's solving for a problem we can solve in other ways. If we have the tax dollars for this then we have money we can use in immediate ways now. **(32.29R)**

Snowbird inadvertently solved congestion this last year with Parking Reservations, that was free and equal opportunity. **(32.2.2K)** A few bugs yes, but it can be worked through, people hired, and provide a guaranteed spots, in a real equal way. With less social distancing restrictions we can really begin to use this method with carpooling. **(32.2.4A)** As an employee I never felt more taken care of with this method, I felt that the resort valued the people over money. It started as a way to social distance on the mountain with Covid, however it worked at such a smaller expense than a gondola would ever cost. The lines in the canyon were greatly reduced, even Alta drivers took notice as they scurried up at 6 am for their parking spots. Less cars were on the road, idling for less time, not to mention it kept the skiing product better. I honestly ski weekdays to stay sane, as the lines on weekends were and still are maddening. I'm looking forward to the singles line and filling up chairs as a way to move things along. That being said we still need a good ski product, 20 minutes in any freshly opened terrain at snowbird gets skied out, with a 30-40 minute reload time, are we really looking for ways to make this worse by getting more people to the resorts? **(32.20C)** I know prices will increase unless we offer it to more people, but more people cheapens the experience. Not to mention that's not a good excuse to expand terrain. We see the long term ploy being played, make the resorts so packed they'll be begging for expansion... is that really what's best for our lands and our people? **(32.20C)** It's a resort, but I'd like to not think of it as Disneyland. Little Cottonwood takes pride in the expertise it takes to ride this mountains, and let's be brutally honest, expertise isn't an excuse for exclusion especially based on money. It feels like conflicting ideas at first, but let's be clear, creating a product that you have to pay extra for better parking, extra for more mountain/pass access, more for places to store your stuff, it all wreaks of classicism. If we want more diversity, lower income people and minorities we have to create real opportunities for them to be included in the sport, so it's beyond me why we want to create a system that forces the lower income into a system that takes more time than driving, makes them store their food and creature comforts farther away which is a way to force resort prices on them when they get here for lockers, things they forgot and resort food costs. **(32.5A and 32.2.3A)**

It's all good intentions but I don't think we've solved any of the issues at the resorts yet. I would LOVE to see some of this gondola/state money used to incentivizes weekday skiing, lower income grants/discounts, free buses for certain groups beyond pass holders, and education for the love of a sport that shouldn't be 7 summits based.

Currently we need to offer better parking with our ski buses, we already have them, we are already paying for them, and no one can get on them after the parking lots fill up. **(32.2.6.2.1C)** The month of the canyon need a pedestrian tunnel or bridge to the parking lot with a pick ant drop off that doesn't have them crossing traffic, or a yield light for down traffic. Riding the bus is tiring, lines are long, takes extra steps (which a gondola would have the same bottleneck at peak times). But it's a system already in place that can be better, before we build something that cannot be unbuilt. **(32.2.9A)** If Alta and Snowbird offered parking reservations that are fair, we should see drastic decrease in traffic, people

can carpool in the se vehicles, and still take the bus if their times don't line up perfectly. **(32.2.2K)**  
Backcountry skiers, shouldn't be punished for the resorts success so they should have access to first  
come serve as well as dedicated reservations.

Overall, I think we just have a too many people want to ski problem, more than a getting people to the  
resort problem and I don't think we've solved for all the cheaper ways yet before we permanently alter  
landscapes.

**COMMENT #:** 12583  
**DATE:** 9/3/21 11:51 AM  
**SOURCE:** Website  
**NAME:** Emma Marshall

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**COMMENT:**

I am firmly against the gondola solution to LCC congestion issues and strongly hope this option does not become a reality in Little Cottonwood Canyon. **(32.2.9E)** I don't think this would solve many of the congestion problems, merely re-locate them. **(32.2.6.5E, 32.7B, and 32.7C)** I also think this would negatively impact the natural setting of Little Cottonwood Canyon in an irreversible way. **(32.17A)** If Snowbird and Alta want a gondola to transport consumers directly to their businesses and nowhere else, they should pay for it. A publicly-funded and administered solution should not prioritize users of for-profit businesses over others. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

**COMMENT #:** 12584  
**DATE:** 9/3/21 11:52 AM  
**SOURCE:** Website  
**NAME:** Sarah Diamond

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**COMMENT:**

To whom it may concern,

As a lifelong resident of Utah, skier at Alta Ski Resort for 30 years, and homeowner in Albion Basin, I am submitting this comment in strong opposition of the gondola option for LCC. **(32.2.9E)** There are pieces of the current DEIS that are a good place to start in solving the congestion to the canyon. Instead of spending half a billion dollars for unproven traffic methods (gondola, train, road expansion), UDOT and the state of Utah should try other methods to alleviate a problem that really only happens several days per year. **(32.1.4D)** This is a complex problem that will only be exacerbated by getting more people up to the ski resorts with the current DEIS proposals. The answer is not to get more people up the canyon! **(32.20A and 32.20C)**

There has not been any holistic attempts at improving traffic up the canyons and it should not start with massive construction projects of gondolas, trains, or even lane extensions. **(32.2.9E, 32.2.9M, and 32.2.9C)** Some proven systems could include: enforcing traction rules, implementing a toll system, limiting the amount of cars up the canyon per day, building a parking structure at the mouth of the canyon with increased funding for public buses, free bus tickets on weekends, and variable lanes that only allow HOV and busses during peak hours. **(32.2.4A, 32.2.2M, 32.2.2L, 32.2.6.2.C, 32.2.9A, and 32.2.2D)** It is a HUGE disservice to the people of Utah and the canyon itself to fund a monstrosity with taxpayer dollars, in terms of money and aesthetics (the gondola), that benefits 2 private businesses during one season of the year without using resources that leverage the existing infrastructure LCC has in place. **(32.17A, 32.1.2C, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** We can accomplish maintaining an environmentally sound canyon with helping people better experience the canyon without massive development in the canyon. From a person who considers this canyon home both literally and figuratively, my strong vote is against a gondola, train, and massive lane extensions that will turn Little Cottonwood Canyon into a money making factory instead of an escape from the exploitation of urban living and the IKON pass. **(32.2.2K)**

**COMMENT #:** 12585  
**DATE:** 9/3/21 11:53 AM  
**SOURCE:** Website  
**NAME:** Ethan MacKay

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**COMMENT:**

Anything but the gondola please **(32.2.9E)**

**COMMENT #:** 12586  
**DATE:** 9/3/21 11:54 AM  
**SOURCE:** Website  
**NAME:** Abraham Kim

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**COMMENT:**

Hello,  
My quick thoughts about this.

You will be building something only to satisfy a certain group of people during a certain season. To satisfy these people, you're willing to do something that cannot be reversed. My question is, are you selling out to money or really looking to improve Utah? **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

**COMMENT #:** 12587  
**DATE:** 9/3/21 11:54 AM  
**SOURCE:** Website  
**NAME:** Jamie Simper

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**COMMENT:**

Voting for gondola (32.2.9D)



**COMMENT #:** 12588  
**DATE:** 9/3/21 11:55 AM  
**SOURCE:** Website  
**NAME:** Jason Quan

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**COMMENT:**

This project will be detrimental to what Utah is based on: outdoor recreation! You're destroying prime boulders used in climbing which will decrease activity in that area. **(32.4A and 32.4B)**

**COMMENT #:** 12589  
**DATE:** 9/3/21 11:55 AM  
**SOURCE:** Website  
**NAME:** Mike Stone

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**COMMENT:**

Absolutely no gondola! (32.2.9E)

**COMMENT #:** 12590  
**DATE:** 9/3/21 11:55 AM  
**SOURCE:** Website  
**NAME:** Melissa McGibbon

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**COMMENT:**

Please do not put a gondola in LCC. **(32.2.9E)** We don't need ways to get more people into the canyon, we need to thin the crowds trying to get up the canyon at the same time. **(32.1.2B, 32.20A, and 32.20C)** Perhaps the impetus should be put on Snowbird and Alta to reduce the traffic competing to get to the resorts by implementing a tee-time lottery system. **(32.2.4A and 32.2.2K)** That way only those who have a 9am tee-time would need to be in the canyon during a specific window of time. There could be several tee times until crowds thin by the afternoon. There's a fair way to do it so that pass holders and day ticket purchasers feel that they are getting value for their money and have equal opportunity for access. **(32.2.2K)** If you put a gondola in, you will irrevocably destroy this place. **(32.4I)** Overcrowding at ski resorts detracts from the experience of every skier and snowboarder. **(32.20C)** We should create a situation that makes for fewer people in the canyons, not more.

**COMMENT #:** 12591  
**DATE:** 9/3/21 11:55 AM  
**SOURCE:** Website  
**NAME:** Galen Peterson

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**COMMENT:**

While skiing brings a huge amount of revenue to the wasatch and Utah generally, lower snow pack and shorter ski seasons bring into question the long term ROI of continued investment into the ski industry by tax payer money. **(32.2.2E)** Instead, the county should be a leader in multi use recreation planning, which includes rock climbing. Climbing is one of the fastest growing sports in the US, and Team USA is based in SLC. It would be short sighted, and counter to state of Utah goals to promote climbing to destroy unique outdoor climbing for a gondola. **(32.4B and 32.2.9E)**

**COMMENT #:** 12592  
**DATE:** 9/3/21 11:56 AM  
**SOURCE:** Website  
**NAME:** Kelsey Adkins

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**COMMENT:**

I strongly oppose the gondola. **(32.2.9E)** One of the best things about spending time in the canyon, whether walking, biking, hiking, or climbing near the mouth and mid-sections of the canyon, or skiing near the upper sections, is being surrounded by nature's beauty within the steep confines of those canyon walls. It's a small wonder to be so close to a city, yet feel such a rugged, alpine connectivity to the mountains. Gondola towers would severely detract from this very special experience for people. **(32.17A and 32.4I)** I can't imagine climbing my favorite routes at the Gate Buttriss, perched at the belay station and look out to the south to see towers, a red car, and hear the whirring of mechanical equipment as opposed to the unobstructed sunlight on the rock faces, birds of prey gracefully riding thermals, and actually hear the rustling of the leaves in the trees by the creek, and for a few moments have escape from the city. **(32.4B, 32.17A, and 32.11D)** To not have this would be the antithesis of why so many people adore little cottonwood canyon. As an avid resort and backcountry skier, I shudder to think how being able to rapidly bring \*even more\* people into the canyon on a given winter day could possibly be a good thing. **(32.1.2B and 32.20C)** This canyon is overcrowded with people already. What about the impact on the wildlife and the environment? **(32.13A)** I am in support of expanded bus service. **(32.2.9A)** If nothing more than it should at least be utilized FIRST before going straight to a solution that has such long term impact on the degradation of the experience for people, and degradation to the mountains and animals themselves because of [too many] people. **(32.29R and 32.4I)**

**COMMENT #:** 12593  
**DATE:** 9/3/21 11:56 AM  
**SOURCE:** Website  
**NAME:** Eva Finn

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**COMMENT:**

Preserve LCC!!! (32.29G)

**COMMENT #:** 12594  
**DATE:** 9/3/21 11:56 AM  
**SOURCE:** Website  
**NAME:** Mackenzie Madsen

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**COMMENT:**

Please, don't make decisions to alter the beauty of this canyon. **(32.29G)** It should be fairly easy to make shuttles to the resorts, forcing those cars to park at lots at the base of the canyon **(32.2.9A and 32.2.4A)**. It would be best to leave the roads for car travel to those climbing & bouldering LCC as well as those hitting the trails. **(32.1.2D and 32.7C)** The resorts are the main source of congestion- perhaps they can help fund the shuttles. **(32.2.7A)**

**COMMENT #:** 12595  
**DATE:** 9/3/21 11:57 AM  
**SOURCE:** Website  
**NAME:** Deborah Platz

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**COMMENT:**

We have skied at snowbird quite a bit and have had season passes for 3 of the past 4 years and will again this season. From our experience skiing most Saturdays of the 2020/2021 ski year, I would like to share that I am hoping that Snowbird is looking at how it can open up it's mountain more efficiently. I know there are limits to how you can control nature and it takes time to make sure the mountain is safe after a big snow storm. But I could foresee a future where one of these two big projects is complete, and lots of users have made it safely up the canyon only to wait in a huge long line at Gad zoom and Mid Gad because the rest of the mountain is not yet safe to open up. This happened quite a bit last year. It was frustrating. I sincerely hope the mountain is looking at this scenario. It think to have a successful project all parties involved need to be working together. **(32.29I)** Thank you.



**COMMENT #:** 12596  
**DATE:** 9/3/21 11:58 AM  
**SOURCE:** Website  
**NAME:** Dylan Spence

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**COMMENT:**

Please do not build a gondola. **(32.2.9E)** LCC is an incredible bouldering destination for many, many climbers. The gondola would have a severe negative impact on an area that is very important to vary many people. **(32.4B and 32.4I)**

**COMMENT #:** 12597  
**DATE:** 9/3/21 11:58 AM  
**SOURCE:** Website  
**NAME:** Jake Gottschalk

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**COMMENT:**

The preferred alternative utilizing the gondola would fail to reduce congestion in Little Cottonwood Canyon, and is clearly a move to increase travel to Alta and Snowbird, acting as a subsidy to those ski resorts. **(32.2.9E, 32.20C, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** While tourism and ski tourism are important to Utah and the Wasatch front, the gondola would fail to reduce congestion for folks using the canyon's lower reaches in both the winter and summer, and will damage climbing areas and other areas of the lower canyon, while also ruining the wild aesthetic of the canyon. **(32.1.2D, 32.4B, and 32.17A)** The gondola is favored for direct tourism gains, and will not benefit the residents of the rapidly expanding Wasatch front who use the canyon to recreate, and should be prioritized **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

**COMMENT #:** 12598  
**DATE:** 9/3/21 11:59 AM  
**SOURCE:** Website  
**NAME:** Michelle Parkinson

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**COMMENT:**

As someone who drives the canyon 5 days a week for the last 11 years, I have been on many road closures and slick roads. The problem with more busses is it doesn't solve the avalanche danger on the road. **(32.2.6.3P and 32.7A)** There will always be slides and closures. Putting more buses will not solve the problem and people don't like riding busses. **(32.2.4A)** If you are going to Alta, you cannot be expected to stop at multiple Snowbird stops. It is long, uncomfortable and not feasible. **(32.2.6.3N)** Traffic will continue and cars with bald tires we still go up the canyon and interfere with more busses. **(32.2.4A)**. Please have the lights on for 4wd 24/7 during the months from Nov. to April. This would be a first step in controlling canyon congestion and slide offs. This costs nothing and would help tremendously. **(32.2.2M)** Widening the road will only cause more problems with more cars on the road. **(32.1.2D)**. Please consider seriously controlling who can go up in what car. Thank you.

**COMMENT #:** 12599  
**DATE:** 9/3/21 12:00 PM  
**SOURCE:** Website  
**NAME:** Elijah Conlee

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**COMMENT:**

Subject: Preserve Iconic Climbing in Little Cottonwood!

The transportation plan (s) as proposed ignore a crucial element of LCC recreation. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** It is shortsighted to presume that skiing access is the primary long-term "best use" - climate change is dramatically altering snow patterns (I'm sure this is not a surprise) and climbing is a HUGE component of LCC and Utah's recreation industry - and it continues to grow exponentially year over year. **(32.2.2E)** Widening the road in favor of motor vehicle/bus access or constructing a Gondola with major impact to key climbing spots in LCC is unacceptable. **(32.4A and 32.4B)** Please consider protection of the climbing in LCC as EQUALLY important to the requests of the major, money-backed ski resorts. **(32.29R)**. The long-term reality of recreation in LCC is a both-and with skiing and climbing, not an either-or. Please adjust plans accordingly. **(32.29G)**  
Many thanks from a climber/skier!

**COMMENT #:** 12600  
**DATE:** 9/3/21 12:02 PM  
**SOURCE:** Website  
**NAME:** Spring McMurray

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**COMMENT:**

The gondola will absolutely ruin the beauty of the canyon. **(32.2.9E, 32.4I, and 32.17A)** Enhanced bus services are definitely the way to go. **(32.2.9A)** There are already enough man made things in that canyon we don't need to add any more that will be an eye sore the entire way up the canyon.

**COMMENT #:** 12601  
**DATE:** 9/3/21 12:02 PM  
**SOURCE:** Website  
**NAME:** Nathan Omer

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**COMMENT:**

Preserving the natural state of Little Cottonwood Canyon as much as possible is crucial to what makes the canyon so great as a natural and economic resource. I DO NOT support the gondola option as it would negatively impact much of what makes LCC so popular and it would not effectively address the congestion problem in the canyon as it would not service any of the canyon's users below Snowbird or in the summertime. **(32.2.9E, 32.17A, 32.4I, 32.1.2B, 32.1.2C, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I also DO NOT support road widening because it would have a very large environmental impact on the canyon and it would only create more road to get more congested. **(32.2.9C, 32.4I, 32.7, and 32.20E)** In order to reduce congestion, UDOT needs to create a system which incentivizes the public to change their travel habits and preferences away from private car use. UDOT needs to reevaluate and create a plan which includes a toll on private vehicle travel in the canyon and an enhanced bus / shuttle service. **(32.2.4A and 32.2.9A)** Please do not implement a plan which will degrade the canyon and poorly address the issue of congestion." **(32.7C)**

**COMMENT #:** 12602  
**DATE:** 9/3/21 12:04 PM  
**SOURCE:** Website  
**NAME:** Jennings Leavell

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**COMMENT:**

Refrain from the gondola and road widening options. **(32.2.9E and 32.2.9C)** Tolling and increased bussing options are much less disruptive and destructive. **(32.2.9A and 32.2.4A)** Traffic is inevitable, but marring the beautiful landscape further with more infrastructure is unnecessary. **(32.17 A and 32.17B)**

**COMMENT #:** 12603  
**DATE:** 9/3/21 12:04 PM  
**SOURCE:** Website  
**NAME:** Elizabeth Leh

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**COMMENT:**

Do nothing. **(32.2.9G)** Use our tax dollars on something everyone can benefit from. Do like Deer Valley and limit the amount of passes sold for the day. **(32.2.2K)** Don't be greedy Alta and Snowbird. Get rid of the Ikon pass. **(32.2.2K)** And yes, I am a Snnowbird pass holder and have been for years.



**COMMENT #:** 12604  
**DATE:** 9/3/21 12:08 PM  
**SOURCE:** Website  
**NAME:** Matthew Sabin

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**COMMENT:**

Please do not build the gondola. **(32.2.9E)** There are more financially wise ways to help reduce canyon congestion. Expand bus services before anything else and put in a toll booth to enter the canyon in order to incentivize using the bus system. **(32.2.9A and 32.2.4A)**

**COMMENT #:** 12605  
**DATE:** 9/3/21 12:08 PM  
**SOURCE:** Website  
**NAME:** Lori Vellinga

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**COMMENT:**

As a local resident, I do not support either option. **(32.2.9C and 32.2.9E)** Increasing capacity and crowds in the canyons at the expense of the environment and the experience is not agreeable to me. **(32.20A, 32.20C, and 32.4I)** Tolling and other less intrusive and expensive options like reservations (as at Zion) to control traffic seem much more logical and agreeable. **(32.2.4A, 32.2.2Y, and 32.2.2B)**.

**COMMENT #:** 12606  
**DATE:** 9/3/21 12:09 PM  
**SOURCE:** Website  
**NAME:** Libby Ellis

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**COMMENT:**

A gondola is definitely not the right option for LCC. **(32.2.29E)** I believe that more busing would be a better option. **(32.2.9A)** I think ideally cars besides workers and residents should not be allowed up the canyon and a train should be used like in European countries. **(32.2.2L and 32.2.9F)**

**COMMENT #:** 12607  
**DATE:** 9/3/21 12:18 PM  
**SOURCE:** Website  
**NAME:** Kathleen Tobey

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**COMMENT:**

My family lives on [REDACTED]. We are progressive and believe in protecting our beautiful canyon, and the gondola will destroy our beautiful neighborhood. **(32.2.9E and 32.17A)** We're in favor of tolls and busing, not a tourist attraction that will financially benefit only a few while literally destroying our neighborhood and filling it with retail space. No gondola! **(32.2.9A, 32.2.4A, and 32.4M)**

**COMMENT #:** 12608  
**DATE:** 9/3/21 12:18 PM  
**SOURCE:** Website  
**NAME:** Carl Duke

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**COMMENT:**

Please do not ruin this canyon with the proposed gondola. **(32.2.9E and 32.4I)** We can not take back the visual scarring, the environmental impact being limited to the base of the gondola towers is disingenuous, the canyon will be torn up to install that. **(32.17A)** The gondola will not be used and we will be back looking for other solutions anyways. **(32.2.4A and 32.7C)** Please do not pursue anything fixed rail or gondola for this area! **(32.2.9M)**

**COMMENT #:** 12609  
**DATE:** 9/3/21 12:19 PM  
**SOURCE:** Website  
**NAME:** Alessandro Rigolon

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**COMMENT:**

I am not in favor of either alternative. **(32.2.9C and 32.2.9E)** Both have tremendous environmental impacts. **(32.4I)** I'd be in favor of a gentler, third way, like better bus all around and banning or strongly limiting cars in the canyon. A shuttle service like in Zion NP would be worth considering. **(32.2.2B)**

**COMMENT #:** 12610  
**DATE:** 9/3/21 12:20 PM  
**SOURCE:** Website  
**NAME:** Heidi Fairchild

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**COMMENT:**

The widening of wasatch and adding a gondola only serves to bring more people to a very finite area. **(32.2.9L, 32.2.6.2.2A, and 32.2.9E)** It brings more pollution, both sound and otherwise to an area that is one of Utah's most beautiful outdoor areas all to benefit development. **(32.4I, 32.11A, and 32.11D)** We need to preserve our landscape, not make it easier for more development to take away from one of Utah's most beautiful areas.

**COMMENT #:** 12611  
**DATE:** 9/3/21 12:23 PM  
**SOURCE:** Website  
**NAME:** Dorota Nowak

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**COMMENT:**

I think that selected alternative should address wider population needs than just ski resorts users. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** It should take into consideration phasing approach like modification/ limitation of cars access to canyon before proceeding with irreversible changes with permanent impact on environment and community. **(32.29R)**. Enhance bus service - instead of proceeding with widening road as first option it should be considered to limit number of cars going into canyon, even closing it for car traffic during peak winter hours. **(32.2.2B, 32.2.9A, and 32.2.4A)** Buses should also give access to other sites in canyon not only to ski resorts to increase a chance for all canyon usages than just resort skiing. **(32.2.6.3C)** Wasatch widening - consider a reversible lane instead of full Wasatch expansion, to allow more traffic flow depending on time of a day that could be dedicated to bus service to promote shared transportation. **(32.2.6.2.2A)**  
Dorota Nowak, Cottonwood Heights resident



**COMMENT #:** 12612  
**DATE:** 9/3/21 12:25 PM  
**SOURCE:** Website  
**NAME:** Jared Bird

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**COMMENT:**

The gondola is not the right move in this situation. **(32.2.9E)** Cheers.

**COMMENT #:** 12613  
**DATE:** 9/3/21 12:26 PM  
**SOURCE:** Website  
**NAME:** Ben Williams

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**COMMENT:**

Hello UDOT - thanks for giving us the ability to comment on a such a wonderful place that is Little Cottonwood Canyon. Having read the various plans I am not sure that I can support either plan in there current state. **(32.2.9C and 32.2.9E)** The expanded bus service is a good start but until the bus is required for all users it will not do anything to help with the canyon tarffic. **(32.2.2B)** The gondola is a start but with out the ability to scale it will be over capacity very quickly. And it will still create tarffic issues as it is not required of all users. **(32.2.9E, 32.2.6.5N, and 32.7C)**

My suggestion would be some form of rail that allows UDOT to add cars or subtract based on user demand. So on big snow days more could be added or on holidays, then removed when not needed. **(32.2.9F)**

As a person who works in LCC over 100 days each ski season, I have seen various different ideas put in place and at the end of the day the merger of the lanes are what causes the issues both going up and down canyon and I have no idea how to remove those unless we remove as many personal vehicles as possible so my preferred solution is that which removes personal cars and allows for users to start the journey in lots of different places around the valley.

Thanks again,

Ben Williams

**COMMENT #:** 12614  
**DATE:** 9/3/21 12:28 PM  
**SOURCE:** Website  
**NAME:** Allan Payne

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**COMMENT:**

I picked up the packet from Cottonwood Height's city office and looked through it carefully. I have two questions.

- 1- Why is the terminal (base station) located in the triangle, behind La Caille restaurant? Why not put the terminal on the north side of the road where there is a large open space? **(32.2.2 MMM)**
- 2- How will traffic get to the terminal from 9400 south? If you widen Wasatch maybe you will need to widen 94th. Also, access to the parking and the terminal seems circuitous. **(32.7E and 32.2.6.2.1C)**

I would appreciate a response.

**COMMENT #:** 12615  
**DATE:** 9/3/21 12:30 PM  
**SOURCE:** Website  
**NAME:** Michael Stark

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**COMMENT:**

A gondola would serve only the patrons of snowbird/alta, and would greatly reduce the accessibility of the area for all others. **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Not only would a gondola only serve these people, but it would not solve the bottleneck problem. **(32.7B and 32.7C)** In my opinion the only feasible solution is to improve park to ride services. **(32.29D)**

**COMMENT #:** 12616  
**DATE:** 9/3/21 12:30 PM  
**SOURCE:** Website  
**NAME:** Eric Balken

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**COMMENT:**

As a lifelong resident of Salt Lake, and a skier for most of that life, I appreciate any efforts to manage the growing pressures in LCC. However, neither of the alternatives presented in this EIS will solve the traffic issues in the canyon, nor will they do anything to promote long-term sustainability for the canyon's recreational, watershed, and natural qualities. **(32.2.9C, 32.2.9E, 32.4A, 32.4B, 32.12A, 32.12B, and 32.4I)** The very purpose and need of this EIS is so focused on getting more people up the canyon, it overlooks a more comprehensive solution, like expanded bus service throughout the Salt Lake Valley, or acknowledging total user capacity, which is figure that needs to be established to ever reach a comprehensive solution. **(32.1.2B, 32.1.1C, 32.2.2I, and 32.20B)**

The Gondola Alternative is a tax-payer funded tourist attraction and not a transportation solution. **(32.2.7A and 32.7C)** If a Gondola is built without restricting further development at Alta and Snowbird then the transportation problem on the roadway will be the same as it is now, characterized by gridlock. **(32.2.4A and 32.7C)** The Gondola does not have the capacity to solve the problem;**(32.2.6.5N0 it is likely to be very expensive and cater to tourists, while locals are stuck in traffic on the highway. Further, the Gondola Alternative does nothing for dispersed recreation throughout the Canyon- it only serves two private companies that have operational problems due to congestion 20-30 days out of the year. I would like you to imagine the reality of how poorly the Gondola will be received after it is widely recognized that gridlock in the Canyon is as bad as it has ever been. (32.1.2B, 32.1.2D, 32.1.4D, 32.2.7A, 32.7B, and 32.7C)**

The roadway widening alternative threatens climbing and hiking resources throughout the canyon and is not acceptable nor necessary. **(32.2.9C, 32.4A, and 32.4P)** There are many smaller, easy-to-implement improvements that the State of Utah can make to address the situation without forcing taxpayers to foot an enormous bill.

I highly recommend a fiscally responsible phased approach to solving the transportation dilemma. **(32.29R)** This includes implementing tolling; eliminating single-occupancy vehicles with exemptions for residents and employees; enforcing winter tire standards and AWD vehicle requirements; incentivizing bus use; and improving the bus experience. **(32.2.4A, 32.2.9A, and 32.2.2M)** These are relatively inexpensive and can be implemented soon. Many of these improvements can be scaled "throughout the year. **(32.2.7C and 32.2.6.3D)**

Thanks,

Eric

**COMMENT #:** 12617  
**DATE:** 9/3/21 12:30 PM  
**SOURCE:** Website  
**NAME:** Mike Andrews

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**COMMENT:**

Gondola (32.2.9D)

**COMMENT #:** 12618  
**DATE:** 9/3/21 12:32 PM  
**SOURCE:** Website  
**NAME:** Auriana Flinders

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**COMMENT:**

I have been a lifelong resident of Utah and have enjoyed the canyons year round for many different activities. My favorite thing about Utah is the passion people have to protect our public lands and not have it become commercialized for tourism. From the moment I heard about the gondola/widen lane proposal I have been extremely diss appointed in our officials. **(32.2.9C and 3.2.9E)** We need to save our canyons and protect our wildlife/flora and fauna. **(32.13A and 32.13B)** Also, the canyons are not just for skiers. They are for everyone who enjoy all activities like hiking, running, birding, and climbing. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The fact that the proposed ideas will destroy trails and climbing routes is extremely frustrating. **(32.4A and 32.4B)** Please, consider other options that protect our lands. **(32.2.2PP)** Talk to environmentalists and people who are actually in the field of protecting and preserving our lands. Get rid of the ikon pass **(32.2.2K)**. Limit people up the canyon. **(32.20B and 32.2.2L)** Stop playing into the hands of the CEOs of the ski resorts (who don't even live in Utah) and listen to the actual citizens who have enjoyed this land for their entire lives. We don't want to see gondola poles up our canyon or more pavement. **(32.2.9N and 32.4I)** We want to see trees and all the natural beauty. Different ideas can and SHOULD be implemented. Please listen to us. Don't ignore us.

**COMMENT #:** 12619  
**DATE:** 9/3/21 12:35 PM  
**SOURCE:** Website  
**NAME:** Jake Jensen

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**COMMENT:**

I'm am strongly against the gondola project based on environmental, recreational, financial, visual, and cultural detriments it will cause **(32.2.9E, 32.4I, 32.4B, 32.2.7A, and 32.17A)**



**COMMENT #:** 12620  
**DATE:** 9/3/21 12:35 PM  
**SOURCE:** Website  
**NAME:** Troy Vellinga

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**COMMENT:**

I'm a Salt Lake County resident and live near the mouth of LCC and use the canyon frequently in all four seasons. I do not support enhanced bus service or the gondola and strongly encourage the use of light rail service. **(32.2.9C, 32.2.9E, and 32.2.9F)** As a visitor to the Alps mountain range in Europe I can say the Germans, French, Swiss and other countries have wisely used light rail to solve the same traffic problems through canyons to ski resorts and other points of use. Rail systems with snow sheds are safe from avalanches, carry large numbers of people, interconnect with other public transportation networks and best of all usage fees don't pad the pockets of a few special interest owners. **(32.2.2I)**

**COMMENT #:** 12621  
**DATE:** 9/3/21 12:37 PM  
**SOURCE:** Website  
**NAME:** Rebecca Ruda

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**COMMENT:**

As a user of Little Cottonwood Canyon for many of the recreation opportunities, it has to offer, including bouldering, I think it would be detrimental to the quality of life for many of its outdoor users to expand the road or to install a gondola in the canyon. **(32.2.9C, 32.2.9E, and 32.4I)** I frequent the canyon to hike and boulder with my family. This allows us to get outside a short drive from our house and disconnect for a little while. Both the expanded road and gondola would destroy boulders I frequent with my family. **(32.4A and 32.4B)** Adding the gondola and expanded road only benefits the already rich ski resort owners. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** There are many other users in the canyon other than people who access the ski resorts. Other recreation users need to be considered before an expensive project is started in the canyon. Thanks for your time and consideration

**COMMENT #:** 12622  
**DATE:** 9/3/21 12:37 PM  
**SOURCE:** Website  
**NAME:** Tobias Larson

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**COMMENT:**

Remove all vehicular traffic and return LCC to human and beast powered only. **(32.2.2B and 32.29D)**

**COMMENT #:** 12623  
**DATE:** 9/3/21 12:38 PM  
**SOURCE:** Website  
**NAME:** Bradley Cottle

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**COMMENT:**

Climbing is one of the fastest growing sports in the US and Salt Lake is becoming a climbing Mecca. Many of the most boulders that are right off the road are the most accessible location and difficulty wise in the Salt Lake area. Removing these features would be a huge blow to the community and make it more difficult for the average climber to find suitable bouldering problems. **(32.4A and 32.4B)**

**COMMENT #:** 12624  
**DATE:** 9/3/21 12:38 PM  
**SOURCE:** Website  
**NAME:** Jacob S

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**COMMENT:**

I really object to the proposed idea of the new Gondola. **(32.2.9E)** While ski season is a major part of the canyon it seems like the traffic is really only bad during good powder and peak ski season. **(32.1.4D)** The gondola would be a forever structure that would not be necessary during off season times. **(32.17A and 32.1.2C)** I would take away from the beauty of the canyon. While I understand that more and more people are using the canyon, I believe that we should take care of what we have and try to preserve it and not turn it into a public outdoor Utah Disneyland. Similar solutions could be considered like what Zion NP has done by restricting how many cars are allowed and allowing people to travel up by bus if they still desired to go up during peak season. **(32.2.2B)** Expanding the road is also another unnecessary step that further takes away from the beauty of the canyon. **(32.2.9C and 32.17B)** Implementing something similar to what Zion NP has done I believe would be best for this canyon. **(32.2.2B)** Please no Gondola! ICON has already ruined our ski resorts, don't turn our mountains into a theme park!

**COMMENT #:** 12625  
**DATE:** 9/3/21 12:38 PM  
**SOURCE:** Website  
**NAME:** Lynn Petersen

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**COMMENT:**

No on both options. **(32.2.9C and 32.2.9E)** Cap the capacity caps! **(32.20B and 32.2.2K)** It should be about protecting the canyons and the users experience, not the promotion of a few profiteers. They capping the capacity of the resort parking lots and users will enhance the users experience and protect the integrity of the canyons. Electric buses and private vehicle tolls, car pooling and canyon passes should be the solution. **(32.2.9A and 32.2.4A)** Our shorter snow seasons will be the norm. **(32.2.2E)** Why throw this money at a solution that only serves a few developers! **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

**COMMENT #:** 12626  
**DATE:** 9/3/21 12:39 PM  
**SOURCE:** Website  
**NAME:** Cheryl Krusko

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**COMMENT:**

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**.

Sincerely,  
Cheryl Krusko  
SALT LAKE CITY, UT

**COMMENT #:** 12627  
**DATE:** 9/3/21 12:39 PM  
**SOURCE:** Website  
**NAME:** Jonathan Spira

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**COMMENT:**

I am a resident of Holladay and 30+ yr little cottonwood skier and support the development of the Gondola system to protect the fragile ecosystem of the Wasatch. **(32.2.9D)**



**COMMENT #:** 12628  
**DATE:** 9/3/21 12:39 PM  
**SOURCE:** Website  
**NAME:** Michal Cukier

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**COMMENT:**

1. DO NOT WIDEN WASATCH BLVD nor Little Cottonwood road. This is irreversible change which would disrupt unique landscape of Wasatch front **(32.2.9L)**
2. Instead implement reversible lanes system on Wasatch Blvd, use of which is indicated by signals. The centre lane changes direction to accommodate for traffic patterns. Use Lions Gate Bridge in Vancouver BC as an example **(32.2.6.2.2A)**
3. Enhance bus services without widening roads **(32.2.9A and 32.2.9C)**
4. Limit car traffic entering canyon during resort peak hours. Make people to use bus services (or gondola) instead **(32.2.4A and 32.2.2B)**
5. Take into consideration interest of all groups including residents of Sandy and Cottonwood Heights but also tourist who appreciate current state of nature in canyons, not only ski resorts which seem to be the biggest beneficiary of the both proposals at the moment. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**.
6. Gondola is an option (as opposed to widening roads) that would require further assessment **(32.1.5C)**
7. Do consider solution that can be extended to BCC (enhanced bus service, forcing people to use it by expanding Park & Ride facilities, limit individual cars traffic in canyon) **(32.1.1A)**

**COMMENT #:** 12629  
**DATE:** 9/3/21 12:42 PM  
**SOURCE:** Website  
**NAME:** Julie Davenport

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**COMMENT:**

My comment raises issues with UDOT's conclusion that Gondola Alternative B best meets the project purpose of improving reliability. These issues include lack of consideration of required gondola closure periods; lack of analysis of the safety or reliability of gondola towers placed in avalanche paths; and the erroneous assumption that people will change their behavior to take the gondola if the road is congested based purely on the length of the trip. **(32.2.6.5K and 32.2.4A)**

For the gondola to be more reliable than either of the Enhanced Bus alternatives, it needs to be subject to fewer hours of closure than the road, and the DEIS fails to acknowledge or account for certain periods of required gondola closure. The DEIS implies that some gondola towers would be placed within avalanche paths ("[gondola tower locations] were optimized to avoid being affected by avalanche paths to the extent feasible" and "designing stronger towers if they would be placed in avalanche paths" (Section 2.3.2 Gondola Design)). During avalanche control, even if UDOT uses fewer artillery shells than they would in the No Action Alternative, some may be used, and "some of the gondola towers and parts of the alignment would be within an area where there might be artillery shell fragments" (Section 2.6.4.1.1 Winter Gondola Service). Section 3.1.2.2.4, Level 1 Screening Results, then states that "the gondola would need to be out of service only during the time artillery is in use and could immediately operate after active avalanche-control operations cease." This conflicts with later statements in the DEIS that "after avalanche mitigation using artillery is completed, the cables would be inspected by cameras and magnetic imaging devices, and the towers would be inspected by video, to ensure that no damage has occurred" (Section 2.6.4.1.1 Winter Gondola Service). If some gondola towers and cables are within areas that could be affected by artillery shell fragments, then at least occasionally, the gondola would need to be stopped for inspection, therefore affecting the entire gondola system and negatively affecting reliability. Furthermore, the DEIS fails to provide a basic level of detail on who will conduct such inspections, how long such inspections will take, the effectiveness of such inspection methods in periods of extreme and/or inclement weather, and what steps would be taken if the gondola towers or cables did not pass "the inspection. **(32.2.6.5H and 32.2.6.5K)**

Section 2.6.4.1.1 Winter Gondola Service also states that "the gondola cabins would not be on the cable within the fragmentation zone when artillery is being used (gondola cabins can be stored at the nearest station)." Would the gondola cable need to be cleared of cabins before any artillery work could be completed? How would that affect passengers (would they be stranded at the nearest station) and UDOT's ability to respond quickly to dangerous avalanche situations (would they need to wait to fire artillery until all gondola cabins are safely at stations, and how long would that process take)? **(32.2.6.5K)**

The only time the gondola could be considered more reliable than the buses is if the road is closed due to avalanches and the gondola could still run. If the gondola system is stopped for inspection after use of artillery, then it is not more reliable than the road when artillery is being used. The only time the inspection would not take place, then, is if an artillery shell were not used, but the road was still closed, like after a natural avalanche. In this case, the DEIS does not adequately demonstrate that it would be safe to operate the gondola under these conditions. The DEIS fails to document the resilience of gondola towers placed within avalanche paths ("stronger pole towers might be required in some avalanche paths" (Figure 2.6-24)), nor does it demonstrate that the gondola system or cabins would be capable of withstanding a powder blast from an avalanche, which the DEIS concedes "can extend over 200 feet in the air, creates high forces and can exert excessive pressures on the gondola cabins" (Section 2.3.2 Gondola Design). **(32.2.6.5K)**

The DEIS also assumes, without rationale, that the “visibly faster gondola” (Section 2.6.9.1.2 Gondola Alternative B) will prompt people to switch from their personal vehicles to the gondola if the road is congested. **(32.2.4A and 32.1.4D)** The assumption that speed is the only factor people will consider in their choice of transportation mode is too narrow and doesn’t consider that other factors like a heated vehicle, the ability to sit down, the lack of shared space with non-family members (particularly relevant during the COVID-19 pandemic), and the ability to carry additional gear are likely significant in a person’s choice to drive their personal vehicle. **(32.2.4A)**

**COMMENT #:** 12630  
**DATE:** 9/3/21 12:44 PM  
**SOURCE:** Website  
**NAME:** Cynthia Blair

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**COMMENT:**

As a native Utahn, long time Cottonwood Heights resident, skier, and hiker, I agree with Mayor Jenny Wilson's perspective on the options for Little Cottonwood Canyon. I dislike both the gondola proposal and the added bus lane. **(32.2.9C and 32.2.9E)** I support increasing bus transportation hubs throughout the valley, using electric buses, and limiting the number of people/vehicles in the canyon on crowded days. **(32.2.2I, 32.2.6.3F, and 32.2.4A)**

**COMMENT #:** 12631  
**DATE:** 9/3/21 12:45 PM  
**SOURCE:** Website  
**NAME:** Amy Ellis

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**COMMENT:**

I would prefer a toll system in conjunction with the timed tickets that the ski resorts are using in the winter. **(32.2.2Y and 32.2.2K)** In the summer, the toll system, pay-per-use, would be good as well. **(32.2.4A)** It has minimal costs compared to a gondola or road transformations.

**COMMENT #:** 12632  
**DATE:** 9/3/21 12:47 PM  
**SOURCE:** Website  
**NAME:** Allison Ambrose

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**COMMENT:**

Too many people and cars are going up the canyon. Getting more people up the canyon should not be the priority. **(32.1.2B)** Take a look at how Denali NP runs, for a good example. In Denali each person must buy a ticket to ride a shuttle bus and only so many people are allowed in each day. If we think our canyons are special (which they are) we need to treat them like they are special, and not overload them and ruin them. Limiting usage and cars is the only way. **(32.2.2L, 32.2.2K, and 32.2.4A)**

**COMMENT #:** 12633  
**DATE:** 9/3/21 12:49 PM  
**SOURCE:** Website  
**NAME:** Craig Steury

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**COMMENT:**

Hello,

I am a 67 year Salt Lake City resident and retired Software Engineer, who has skied, hiked and biked in the Wasatch Mts for 36 years in all seasons. I am a season-pass holder at Alta/Snowbird and still back-country ski and hike in the Wasatch on a regular basis. I came here to go to the University and stayed in Salt Lake City largely because of the incredible multi-season access to the Wasatch Mts.

I am opposed to a Gondola being built in Little Cottonwood Canyon for the following reasons: **(32.2.9E)**

- It would be an eyesore and forever change the appearance and the experience of LCC for the majority of people permanently. **(32.17A and 32.4I)**
- It only partially solves the congestion/access problems and then *\*only\** for the Alta/Snowbird resorts and the people who ski there. Snowbird's claims to the contrary, most snowy days which have road closures have limited or no skiing due to avalanche danger and run closures for the majority of the resort. **(32.1.2B, 32.1.2D, 32.1.4D, 32.2.7A, 32.7B, and 32.7C)**
- It will be incredibly expensive and the expense will mostly be borne by people who will not benefit from it. **(32.2.7A, 32.1.2D, and 32.2.7C)**
- It provides no solution for trail head access to other destinations in Little Cottonwood (eg White Pine, Lisa Falls, etc), either for hiking and/or skiing. **(32.2.6.5G)**
- Parking capacity in the well-to-do neighborhoods near the mouth of the canyon is limited and likely to remain that way. **(32.2.6.5J)**

I believe a greatly enhanced and expanded bus service could solve most of the congestion and access in a more cost-effective and equitable **(32.2.9A)** manner. Here are some of my suggestions and relevant comments:

- Improve ski bus capacity and return to implement easy-to-use external ski/snowbird storage. **(32.2.9A and 32.2.6.3N)**
- Build snow tunnels in the most common/dangerous avalanche areas. **(32.2.9K)**
- Increase number and types of bus service. For example, implement express bus service to the resorts and "local" routes (which also stop at trailheads). These should leave/return from distributed locations to reduce parking near the mouth of the canyons. A lot of enhanced bus service could be paid for using the amount of money that would be spent in constructing a Gondola and/or road widening. **(32.2.6.3C and 32.2.2I)**
- Work towards a future goal of "restricting *\*all\** private car access, similar to what is done in Zion Natural Park and/or Zermatt, Switzerland. Note that this will *\*only\** work with greatly enhanced bus service (as described) and that runs year-round **(32.1.2C, 32.2.2B and 32.2.2L)**.
- In the meantime, enforce traction laws on private vehicles to limit congestion due to inadequately equipped vehicles. **(32.2.2M)**
- Add managed and reversible lane options depending on traffic, times of day/year, etc. **(32.2.2D)**
- Implement tolls to encourage people to ride the bus. Perhaps Snowbird/Alta could subsidize bus passes for its customers, (similar to what they currently do for season-pass holders). **(32.2.4A)**

Thank you for the opportunity to provide my input to this process.  
Craig Steury

**COMMENT #:** 12634  
**DATE:** 9/3/21 12:50 PM  
**SOURCE:** Website  
**NAME:** Liam Purtle

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**COMMENT:**

Please don't approve the gondola, let's try more buses first and then we think it. It's not terrible yet!  
(32.2.9C and 32.2.9A)



**COMMENT #:** 12635  
**DATE:** 9/3/21 12:51 PM  
**SOURCE:** Website  
**NAME:** Pete Williams

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**COMMENT:**

The gondola would be both the least environmentally impactful and the best transportation solution. For those reasons, I support the gondola option. **(32.2.9D)**

**COMMENT #:** 12636  
**DATE:** 9/3/21 12:51 PM  
**SOURCE:** Website  
**NAME:** Jacob Crigler

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**COMMENT:**

I strongly disagree with this project **(32.2.9G)**

**COMMENT #:** 12637  
**DATE:** 9/3/21 12:52 PM  
**SOURCE:** Website  
**NAME:** Nathan Maples

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**COMMENT:**

Both of the preferred alternatives negatively impact dispersed recreation (such as hiking/running, bouldering, and snowshoeing) in the lower canyon. **(32.4A, 32.4B, and 32.4P)** The communities who partake in these activities will permanently lose access to many popular areas along SR 210. Less impactful options exist, such as the proposed expanded bus services without road widening, and should be implemented before choosing an alternative that destroys high value areas. **(32.2.9A)**

**COMMENT #:** 12638  
**DATE:** 9/3/21 12:52 PM  
**SOURCE:** Website  
**NAME:** Kathleen Fillnow

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**COMMENT:**

I vote no to gondola, yes to increased public transit and the potential of it being a toll road (**32.2.9E, 32.2.9N, 32.2.9A, and 32.2.4A**)

**COMMENT #:** 12639  
**DATE:** 9/3/21 12:52 PM  
**SOURCE:** Website  
**NAME:** Travis Mullen

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**COMMENT:**

I am a 10 year resident of sugarhouse and season pass holder at Alta for 7 of those years. I have two kids, 5 and 7 who have grown up skiing at Alta. My son skied Main Shute with me twice last year., My 5 year old was sad when we spent the weekend camping in Albion basin and we didn't even get to ski once. We ski Alta EVERY weekend and have for the past 7 years. We have long hours in traffic with kids counting our diapers and wondering if we had enough for the evening. I understand the traffic is a problem and it sucks.

However, in NO WORLD I LIVE IN can I support spending over 500 billion dollars of money on a Gondola that will create more problems then in solves. **(32.2.9E)** I am sure it will get a lot more people to the ski areas but that good for anyone but the resorts profit. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The canyon is already filled to capacity with skiers. **(32.20C)** The Gondola does not solve the hard truth that not everyone who wants to ski can ski at Alta / Snow bird. There just isn't room and moving people faster up the Canyon does NOTHING to solve that issue. **(32.9B and 32.7C)** Not to mention it permanently alter the canyon in a negative way, destroying the things that make lower LCC great and come at a unimageable cost of tax payer money **(32.4I, 32.17A, and 32.4B)**.

Instead lets focus on realistic options that benefit all users, including those in BCC without lining the pockets of the ski resorts. **(32.1.1A)**

1. Limits on capacity. There is an upper limit of people who can ski on a given day. No one wants to talk about this but we are getting close to maximum capacity as it is. The Gondola only moves the problem **(32.20B and 32.20C)**
2. Getting private cars out of the canyon. Tolling and restricted parking can start NOW. **(32.2.2Y and 32.2.2K)** In fact it already has. Also, enforce the traction requirement. No snow tires, no entry no questions. Even on clear days. Every time we've spent hours stuck in traffic is because of cars with all season tires. They are a hazard and have NO place in the canyons EVER. The worst days are when it is clear in the morning with an afternoon storm. If you don't have winter tires the ski resorts should not allow you to park ! **(32.2.2M)**
3. Improve the bus service. We have busses, we have a road. We need more busses and more than that we need realistic parking options. On busy ski days there is literally NOWHERE to park to take the bus even if I wanted too. 6200S Wasatch, swamp lot, mouth of LCC or BCC everything is full and roadside parking isn't allowed near any the park and ride lots near the canyons. Build parking that allows people to park somewhere that it makes sense, run buses often and directly to the resort - skip all of the Snowbird stops to cut the travel time to Alta or run an Alta bus and a snowbird bus subsidies the cost on the tolls / parking charges and people will ride the bus. **(32.2.6.2.1C and 32.2.6.3N)**
4. Snow sheds. Avalanche danger is a problem - some snow sheds will help with this. If we can fix the red snake though busses, cars that don't slide off the road and understanding that some days the weather is the boss and maybe we can't ski we can have a safer experience **(32.2.9K)**

**COMMENT #:** 12640  
**DATE:** 9/3/21 12:53 PM  
**SOURCE:** Website  
**NAME:** Tyler Whitehead

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**COMMENT:**

I think the bus solution is the better option. **(32.2.9A)** While a gondola sounds 'cool', it's not scalable like buses are and the time to ascend/descend is longer than what a bus would take. **(32.2.9E and 32.2.6.5A)** Especially as bus travel continues to become more sustainable I think expanding the bus system is the right decision.

**COMMENT #:** 12641  
**DATE:** 9/3/21 12:54 PM  
**SOURCE:** Website  
**NAME:** Carter Quinn

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**COMMENT:**

The gondola is a taxpayer funded subsidy for Alta and Snowbird that does nothing to improve traffic or increase user access down canyon. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

**COMMENT #:** 12642  
**DATE:** 9/3/21 12:54 PM  
**SOURCE:** Website  
**NAME:** Joseph Zanetell

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**COMMENT:**

The proposed lane expansion and or with gondola project that would be built on alter and potentially destroy for ever the future recreational opportunities of all humans for the specific purpose of Boulder rock climbing will be felt by the climbing community nation wide and even globally. **(32.2.9C, 32.2.9E, 32.4A, and 32.4B)** This is a loss that everyone who cares about the recreational opportunities and the benefits that go with them will be harmed by and in a time when these resources are finite and also threatened by other future land development both here and everywhere and also in the path of potentially destructive and forever changing and more common wild fires. Stop the project or forever here our pain we will never let this go we might even take more drastic measures to protect this national resource. **(32.2.9G, 32.4I, 32.4A, and 32.4B)**



**COMMENT #:** 12643  
**DATE:** 9/3/21 12:55 PM  
**SOURCE:** Website  
**NAME:** Thomas Hamilton

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**COMMENT:**

The Gondola will not stop more cars from traveling up the canyon. It simply offers another option for more people to travel into an already infrastructurally stressed environment. **(32.1.2B, 32.2.4A, 32.7C, and 32.20C)** The same locals and tourists will always drive into the canyon and more will do so as well as the ski areas become more popular and the population grows. **(32.2.4A)** Different and more effective mitigation strategies need to be at the forefront of this discussion. Simply offering a different transportation issue will not fix problems in Little Cottonwood Canyon. **(32.1.2D, 32.7B, and 32.7C)** The purpose of these new solutions need to focus on mitigation plans rather than expansion.

**COMMENT #:** 12644  
**DATE:** 9/3/21 12:55 PM  
**SOURCE:** Website  
**NAME:** Chris Dawson

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**COMMENT:**

I think this will make life easier getting up the canyons (32.29D)

**COMMENT #:** 12645  
**DATE:** 9/3/21 12:56 PM  
**SOURCE:** Website  
**NAME:** Tom Hamilton

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**COMMENT:**

The Gondola will not stop more cars from traveling up the canyon. It simply offers another option for more people to travel into an already infrastructurally stressed environment. **(32.1.2B, 32.2.4A, 32.7C, and 32.20C)** The same locals and tourists will always drive into the canyon and more will do so as well as the ski areas become more popular and the population grows. **(32.2.4A)** Different and more effective mitigation strategies need to be at the forefront of this discussion. Simply offering a different transportation issue will not fix problems in Little Cottonwood Canyon. **(32.1.2D, 32.7B, and 32.7C)** The purpose of these new solutions need to focus on mitigation plans rather than expansion.

**COMMENT #:** 12646  
**DATE:** 9/3/21 12:57 PM  
**SOURCE:** Website  
**NAME:** Erik Reid

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**COMMENT:**

Do not proceed with a gondola in LCC. **(32.2.9E)**

If the gondola does not run during avalanche mitigation or interlodge there is little difference to “reliability” and “mobility” vs ground transport. **(32.2.6.5H and 32.2.6.5K)**

A gondola will significantly impact the natural landscape and the expanding views of the canyon during the entire year for a structure that will only be relevant with established goals during the winter months. **(32.17A)**

A gondola will only allow access of the canyon at end points (i.e. ski resorts). **(32.2.6.5K)**

A gondola will not “expand” to meet increased use. As its capacity is fixed by number of gondola cars.

**(32.2.6.5N)** Buses can be increased and decreased as useage varies for time of day or time of year.

The UDOT recommendations are only specific to LCC and it’s current volume of use. There is no consideration to the issues related to BCC, which are the exact same issues and root cause for LCC, at the Wasatch Blvd and at the BCC resorts. **(32.1.1C and 32.20D)**

Please continue with bus transportation while exploring a more permanent solution. **(32.2.9A and 32.29R)** Please consider a solution that is comprehensible, for the Wasatch as a whole, expandable and available for users at multiple access points year round.

Thank you Erik

**COMMENT #:** 12647  
**DATE:** 9/3/21 12:58 PM  
**SOURCE:** Website  
**NAME:** Carissa Uribe

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**COMMENT:**

I think bus is a much better solution than gondola. (32.2.9A and 32.2.9E)

**COMMENT #:** 12648  
**DATE:** 9/3/21 12:59 PM  
**SOURCE:** Website  
**NAME:** Ian Brown

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**COMMENT:**

No gondola or road widening for LCC please! **(32.2.9E and 32.2.9C)** Enhanced park and rides, gravels pull outs and even bus system would make much more of an impact year round without ruining what me and many others find as a beautiful and amazing place. **(32.2.9A and 32.1.2C)** Not to mention the many boulders that so many climbers like me hold near and dear to there hearts. Please preserve what natural beauty is left in LCC!!! **(32.4A, 32.4B, 32.17A, 32.17B, and 32.4I)**

**COMMENT #:** 12649  
**DATE:** 9/3/21 1:00 PM  
**SOURCE:** Website  
**NAME:** Jeff Peterson

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**COMMENT:**

Any solution that promotes the road won't fix the issue. More buses won't work - avalanches will still threaten the roads, and many people will still opt to drive themselves. **(32.2.9C, 32.7B, 32.7A, and 32.2.4A)**

I also don't buy the argument that one of the downsides of the gondola is that it does not have "off-ramps" anywhere in the canyon except the resorts. I'd venture that 95% of the those going to LCC are headed to Snowbird or Alta in the winter, and a small group is not. **(32.1.2D)** That would be the same case with buses. Don't let the tail wag the dog on this one.

The gondola is the best option in my opinion. **(32.2.9D)**

**COMMENT #:** 12650  
**DATE:** 9/3/21 1:00 PM  
**SOURCE:** Website  
**NAME:** Christian Sperry

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**COMMENT:**

This is a horrible idea! This Gondola only destroys the wonder of the canyon all for a business? Tax payer money has no business in this horrible idea. **(32.2.9E and 32.2.7A)**



**COMMENT #:** 12651  
**DATE:** 9/3/21 1:02 PM  
**SOURCE:** Website  
**NAME:** Adriana Carbajal

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**COMMENT:**

I vote for the enhanced bus service to be implemented **(32.2.9A)**

**COMMENT #:** 12652  
**DATE:** 9/3/21 1:03 PM  
**SOURCE:** Website  
**NAME:** Barbara Braeden

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**COMMENT:**

My preference is for the cog rail. Although expensive, it is a long-term solution to traffic up Little Cottonwood Canyon. **(32.2.9F)**

**COMMENT #:** 12653  
**DATE:** 9/3/21 1:03 PM  
**SOURCE:** Website  
**NAME:** Brittany Griffith

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**COMMENT:**

Please consider an option that does not solely prioritize profits for ski resorts, but one that recognizes the canyon as a prized natural resource attracting not only skiers, but bikers, hikers, runners, climbers and other backcountry users. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The proposed gondola is an expensive project that will ultimately not contribute significantly to the alleviation of traffic in the canyon, and will serve only to funnel customers to ski resorts. **(32.2.9E, 32.1.2D, 32.7B, 32.7C, and 32.20C)** Global warming, current droughts and future water shortages will likely affect snowpack levels which will result in fewer and fewer days of operations at the resorts. **(32.2.2E)** The taxpayer should not be responsible for funding a project that serves to benefit a private enterprise, especially one that is already so lucrative and, in their current methods of operations, unsustainable. **(32.2.7A)** Widening the road will have a large environmental impact, and will lead to the loss of several areas where local and visiting climbers recreate. **(32.2.9C, 32.4I, and 32.4A)** The least impactful, most cost-appropriate solution would be to enhance bus use and limit cars entering the canyon during the busiest winter months. **(32.2.9A and 32.2.4A)** Please consider this as a solution before making landscape altering permanent damage.

**COMMENT #:** 12654  
**DATE:** 9/3/21 1:05 PM  
**SOURCE:** Website  
**NAME:** Ann Boyle

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**COMMENT:**

I am opposed to the Gondola. **(32.2.9E)** I believe most people in Utah will not give up the convenience of using their vehicle. **(32.2.4A)** In snowy conditions and cold weather, most people will remain in their car, and hope others will use the Gondola. In addition, the Gondola will only increase the traffic to Little Cottonwood Canyon (LCC), as tourists will use it for the scenic experience. **(32.20A and 32.20C)** We need to save our canyons and preserve it for future generations. I believe we need a complete ban on all private vehicles during the winter months, except for residents, forcing the public to use public transportation. **(32.2.2B)** Also, require the resorts to provide free shuttle service for their guests and staff.

**COMMENT #:** 12655  
**DATE:** 9/3/21 1:06 PM  
**SOURCE:** Website  
**NAME:** James Alero

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**COMMENT:**

Please do not ruin the landscape of the canyon with a gondola. **(32.2.9E and 32.17A)** In my opinion a better option would be to charge money to drive up the road. **(32.2.2Y)** Also I think getting rid of ikon pass would reduce traffic. **(32.2.2K)** Resorts charging more for lift tickets would encourage more people to go other places. Resorts may not like getting rid of ikon pass but if resorts actually cared about nature and the canyon they would. More for lift tickets and a charge for driving on the road would help reduce the amount of people going up the canyon. Putting a gondola would ruin the natural beauty of the canyon and ultimately ruin the canyon.

**COMMENT #:** 12656  
**DATE:** 9/3/21 1:08 PM  
**SOURCE:** Website  
**NAME:** Benjamin Wood

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**COMMENT:**

It appears the EIS is attempting to trade congestion on SR-210 for congestion in vulnerable neighborhoods at the mouth of Little Cottonwood Canyon. This is an untenable proposal and unjust shifting of an externality to a small neighborhood. My family's safety and quality of life should not be sacrificed to give back minutes to those commuting to the canyons. **(32.2.6.5E and 32.4M)**  
The approach seems incredibly close-minded and ill-informed of other much more sustainable options such as expedited bus service from multiple locations in the valley. **(32.2.2I)** We need to step back and stop pretending the two options presented are the only two options, especially since others proffered are significantly more cost-effective, sustainable, and better for the local neighborhoods who would be disproportionately affected **(32.2.2PP)**.

**COMMENT #:** 12657  
**DATE:** 9/3/21 1:08 PM  
**SOURCE:** Website  
**NAME:** Jack Wicks

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**COMMENT:**

Hello from newzealand cotton wood has gained international attention over the possibly of it being destroyed. Destroying it for a road would be like destroying an ancient temple this is something that we will never get back and is extremely precious no amount of money can re-make cotton wood **(32.4I)**

**COMMENT #:** 12658  
**DATE:** 9/3/21 1:09 PM  
**SOURCE:** Website  
**NAME:** Tori Steely

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**COMMENT:**

The climbing in little cottonwood canyon is world class. It can't be found anywhere else in the world. It would be a shame to choose a method such as the gondola or widened bus lanes and alter the canyon and eliminate such an area. **(32.2.9C, 32.2.9E, 32.4A, and 32.4B)** There are other methods that can be used that will keep the entire outdoor community in mind. We should try these methods first before resorting to such landscape altering ones **(32.2.2PP and 32.29R)**



**COMMENT #:** 12659  
**DATE:** 9/3/21 1:10 PM  
**SOURCE:** Website  
**NAME:** Paul Nicholson

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**COMMENT:**

Dear UDOT EIS,

I am a Salt Lake City resident born in Utah and I strongly oppose the gondola proposal and recommend enhanced bus service with no roadway widening. **(32.2.9E and 32.2.9A)** I am primarily a backcountry skier, although I occasionally ski at both Alta and Snowbird. The gondola primarily serves these two resorts and does not serve the public for the varied activities that people go into Little Cottonwood Canyon for. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** An enhanced bus service on the other hand is flexible and can be tailored to fit the specific needs of our community. **(32.2.9A and 32.2.6.3C)** I think the best option would be to make bus service mandatory from November to April similar to how Zion Canyon operates. **(32.2.2B)** Additional options could use a toll system on private cars and free or discounted bus fare that was paid for by the toll. **(32.2.4A)** Either way an enhanced bus system must be heavily incentivized for people to use it.

Thank you,

Paul Nicholson, Salt Lake City resident, avid skier, hiker and lover of all things Little Cottonwood Canyon, and father of the next generation of Utah skiers.

**COMMENT #:** 12660  
**DATE:** 9/3/21 1:10 PM  
**SOURCE:** Website  
**NAME:** Anna Wendt

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**COMMENT:**

I urge UDOT to disregard the option of constructing a gondola in Little Cottonwood Canyon until further intensive environmental impact surveys can be completed in order to come up with a solution that does not directly damage a large and important portion of the canyon. **(32.2.9E, 32.1.5C, and 32.2.2PP)** The creation of such transportation would change the canyon forever and not in a beneficial way.

Not only is it unclear how such an addition would affect an important watershed, the destruction of hundreds of bouldering problems and related trails, along with all the surrounding vegetation, is not a viable solution to the canyon's traffic issues. Other significant changes would also need to be made to the canyon to reach the goal of reducing 30% of cars. **(32.12A, 32.4B, 32.13A, and 32.7B)**

The construction of a gondola benefits an incredibly small portion of the population. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** And for what? Incredible portions of the canyon to be destroyed so that a very limited number of people will be able to go ski? **(32.4I)** It's simply not a viable option for reducing impact as it negatively affects the land and the many people who wish to enjoy all parts of the canyon - not just the ski resorts. **(32.4I, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

**COMMENT #:** 12661  
**DATE:** 9/3/21 1:12 PM  
**SOURCE:** Website  
**NAME:** Jacob Evans

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**COMMENT:**

The Gondola should not even be in the slightest of consideration it will destroy the ecosystem and the canyon as we know it. **(32.2.9E, 32.13A, and 32.4I)** This is about saving the pride and joy of Utah not making it better for the corporate executives of Alta and Snowbird. A real bus service needs be put in place where it actually works and is effective. **(32.2.9A and 32.2.6.3N)** IKON pass holders should be required to ride a bus or have at least 5 people in 4WD equipped vehicle. **(32.2.4A)** Don't ruin Utah for the locals like California is already doing. Make the right choice for the people not the cult controlled state government.

**COMMENT #:** 12662  
**DATE:** 9/3/21 1:13 PM  
**SOURCE:** Website  
**NAME:** James Simmons

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**COMMENT:**

This proposal is completely unacceptable. The destruction of so many culturally classic climbs to cater to a one group of canyon users is not only irresponsible, it is repugnant. I, (and many other Snowbird season pass holders like me), am fully opposed to this proposal. **(32.4A, 32.4B, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

**COMMENT #:** 12663  
**DATE:** 9/3/21 1:14 PM  
**SOURCE:** Website  
**NAME:** Michael Shaw

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**COMMENT:**

I would prefer park and rides. **(32.2.6.2.1C)**

**COMMENT #:** 12664  
**DATE:** 9/3/21 1:15 PM  
**SOURCE:** Website  
**NAME:** William Hahnenberger

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**COMMENT:**

I feel the gondola/tram option only benefits the ski areas. The time, inconvenience and expense doom it to failure. (32.2.9E, 32.2.4A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)

**COMMENT #:** 12665  
**DATE:** 9/3/21 1:16 PM  
**SOURCE:** Website  
**NAME:** James Frame

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**COMMENT:**

I am writing against the proposals the gondola or road widening plans in the little cottonwood canyon **(32.2.9C and 32.2.9E)**. As a longtime member of the Alta winter community, i am concerned by the permanent irreparable changes the gondola proposal makes to the canyon. **(32.4I)** There are several features which I believe are highly problematic:

The costs associated with each plan are incredibly high at a whopping projected \$592 million for the gondola and \$510 for the road widening. **(32.2.7C)**

These costs are at the taxpayers expense while not all taxpayers are using the service. This is a resort driven problem. The resorts are the main drivers behind the use of the canyon. An Alta taxpayer, I have to pay a large share of the ems budget for our town even though 98% of ems calls are for resort skiers who are not residents. You are asking the tax payers of Salt Lake City to take on the lions share of the cost associated for them not to even use the service. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

A road tolling approach might be a better option, leaving the burden of the costs associated with road maintenance to those who actually use the canyon and its resorts, and also push more to consider carpooling and bus routes to reduce the expense. **(32.2.4A and 32.2.9A)** Residents of either Alta or Snowbird might be exempt from tolling or receive a credit given they do not have essential services up in the canyon and therefore require travel down canyon to fulfill those essential needs.

Both approaches create a lasting permanent impact on the canyon which cannot be erased. **(32.17A, 32.17B, and 32.4I)** One should not act hastily to establish either is the right path forward until every other common sense and available alternative is explored and substantiated to be unsuccessful.

**(32.29R)** A wider road increases the need for asphalt and road repairs and certainly pollutes the canyon. **(32.12B)** A gondola residues piers, tons of cement and rebar, cable and the addition of not one but two day lodges (one at each resort) which will leave a lasting impact on our canyon visually but will also be likely to have impact on the watershed for years to come. **(32.17A and 32.12A)**

**COMMENT #:** 12666  
**DATE:** 9/3/21 1:17 PM  
**SOURCE:** Website  
**NAME:** Emily Ponder

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**COMMENT:**

I am a resident of Sandy, Utah and a year-round visitor to Little Cottonwood Canyon. I am strongly opposed to the Gondola options for Little Cottonwood Canyon. **(32.2.9E)** I am in favor of Enhanced Bus Services for improving mobility in Little Cottonwood Canyon. **(32.2.9A)** I believe increasing buses, improving parking and implementing tolls should be the first course of action. **(32.29R)** I am in favor of limiting personal vehicles on peak travel days in Little Cottonwood, not allowing single passenger vehicles other than Little Cottonwood employees and residents, and implementing a toll. **(32.2.4A)** The impact of a gondola and placing such substantial infrastructure in Little Cottonwood Canyon should be avoided at all costs. One of the things that makes the Cottonwood Canyons unique is the wilderness experience so close to the Salt Lake valley. By building a gondola, we remove the wilderness experience that is so valuable to the visitors of Little Cottonwood Canyon. **(32.17A and 32.4I)**



**COMMENT #:** 12667  
**DATE:** 9/3/21 1:18 PM  
**SOURCE:** Website  
**NAME:** Nick Firmani

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**COMMENT:**

The EIS does not entirely consider a national park style shuttle system, like that used in Zion. **(32.2.2B)** On major traffic days, the canyon should be restricted to private vehicle traffic entirely, and shuttles ran from top to bottom. Build the gravel pit park and ride, the snowsheds, and do not modify the road further. **(32.2.6.2.1C and 32.2.9K)** Trail users will simply flag down the shuttles as they traverse the canyon. **(32.2.6.3C)**

**COMMENT #:** 12668  
**DATE:** 9/3/21 1:18 PM  
**SOURCE:** Website  
**NAME:** Caroline Martin

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**COMMENT:**

I am an outdoor recreationalist and I frequently travel to Salt Lake to ski, rock climb, and hike. As someone who spends a lot of money traveling to and supporting the SLC outdoor industry, I would be devastated if the LCC boulders were destroyed. **(32.4A and 32.4B)** The boulders are a unique treasure and should be preserved. The fact that those boulders are so close to the city is one of the huge reasons I travel to SLC so often. My partner and I would definitely make fewer trips to the area if the boulders no longer existed, and we would choose to travel to and support a state that values protecting land and maintaining access to climbing areas (like Colorado). **(32.29G)**

**COMMENT #:** 12669  
**DATE:** 9/3/21 1:19 PM  
**SOURCE:** Website  
**NAME:** Jesse Mease

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**COMMENT:**

The proposed solution seems to only serve users of Snowbird and Alta. What about other recreational areas of the canyon? **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

**COMMENT #:** 12670  
**DATE:** 9/3/21 1:21 PM  
**SOURCE:** Website  
**NAME:** Randy Szkola

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**COMMENT:**

That is the most environmentally friendly way Gondala is it **(32.2.9D)**

**COMMENT #:** 12671  
**DATE:** 9/3/21 1:22 PM  
**SOURCE:** Website  
**NAME:** Dale Bondaruk

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**COMMENT:**

I vote for the bus alternative. **(32.2.9A)**

**COMMENT #:** 12672  
**DATE:** 9/3/21 1:23 PM  
**SOURCE:** Website  
**NAME:** Collin Putnam

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**COMMENT:**

I am a concerned resident of Cottonwood Heights & an avid canyon-goer, & I would like to voice my opinion that we should NOT permanently alter the canyon before exploring ALL options such as tolling for single rider vehicles, & stricter winter road conditions restrictions. **(32.2.2Y and 32.2.2M)** Only when these non-physical interventions are proven to be unsustainable should we explore physical changes to LCC. **(32.29R)**

Thank you.

**COMMENT #:** 12673  
**DATE:** 9/3/21 1:24 PM  
**SOURCE:** Website  
**NAME:** Colby Ashcroft

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**COMMENT:**

Little Cottonwood Canyon Draft Environmental Impact Statement Public Comment

Dear UDOT,

Thank you for the opportunity to submit comments on the Little Cottonwood Canyon EIS. I appreciate your efforts to make this a transparent public process that takes into consideration a variety of interests. I stand with Salt Lake County, Salt Lake City, and numerous other local municipalities that have asked UDOT to adopt innovative, less expensive transportation solutions with fewer environmental impacts. **(32.2.2PP)** With this as a starting principle, I offer the following specific comments on the Little Cottonwood Canyon EIS.

Introduction

John Muir, the father of American conservation, stated that the Wasatch mountains were by far the grandest series of glacial monuments this side of the Sierra. At the Central Wasatch sits Little Cottonwood Canyon, a spectacular granite glacial trough carved by alpine glaciers during the last ice age approximately 15,000 years ago. The grandeur of Little Cottonwood Canyon, recognized by Muir nearly 150 years ago, has made Little Cottonwood Canyon a world class natural, scenic, and recreational resource. The canyon, which also has rich mining and pioneer history, provides a dramatic backdrop to the Salt Lake Valley and sustains the life and economic livelihood of its residents. As a critically protected watershed, the Canyon provides Utah's largest city with an estimated 15 percent of its culinary water supply.

In addition to providing an arid city located on the edge of the Great Basin important drinking water, Little Cottonwood Canyon is surrounded on three sides by 15 peaks extending over 11,000 feet in height. Within the walls of the Canyon are two Congressionally Designated Wilderness Areas- the Twin Peaks Wilderness, which includes the knife edged Cottonwood Ridge, and Utah's first Wilderness--the Lone Peak Wilderness, designated in 1978 as part of the Endangered American Wilderness Act. The Canyon is inseparably connected to quality of life for local residents and is also a world class destination for hiking, climbing, biking and skiing. In the summertime, visitors are attracted to the canyon by the spectacular display of wildflowers in places such as the Albion Basin; high alpine lakes such as Cecret, White Pine, Red Pine, and Maybird; and a chance to summit rugged peaks rising over 5,000 feet above the Salt Lake Valley. Roadside and backcountry visitors are graced with the opportunity to see moose grazing in aspen stands and wet meadows or mountain goats climbing sparsely vegetated cliffs. Because of these unique opportunities, the canyon serves as a local destination and as a home to multiple summertime sporting and cultural events including the Wasatch wildflower festival, Octoberfest, the Speedgoat trail race, and America's hardest cycling event, the Tour of Utah.

While summertime recreation opportunities are limitless, Little Cottonwood Canyon's steep terrain and snow conditions are what make the area truly unique. Storms crossing the Wasatch Range with a northwesterly flow routinely drop feet of snow in a single storm cycle resulting in an average annual accumulation of over 500 inches. These unique conditions are what give Utah its claim to the "Greatest Snow on Earth." At top of the Canyon, partially situated on National Forest System lands, sit two ski areas, Alta and Snowbird, that are consistently ranked amongst North America's premier resort destinations. While these areas provide a unique lift service ski experience, outside of the resort boundaries Utah's Little Cottonwood Canyon provides unparalleled access, extensive and variable terrain, and near perfect snow conditions that quite literally make it the best place for backcountry skiing in all of North America.

Given the natural, scenic, economic, and cultural value of Little Cottonwood Canyon to residents and non-residents alike, government agencies and elected officials should strive to identify innovative transportation solutions that result in the least amount of change possible. **(32.2.2PP)** As stewards of

this unique canyon, we cannot let our consistent thirst for growth and economic development lead to further industrialization that degrades the values that connect people to this unique landscape and environment.

Little Cottonwood Canyon is not a commuter canyon and should not be treated as such. **(32.1.2B)**

Rather, it is a terminal canyon that services a small community and provides recreation access.

Canyons that have been widened to accommodate traffic throughout the state (e.g., Sardine, Weber, Spanish Fork, Provo, and Parley's) have lost their scenic quality and recreational appeal. Canyons with two-lane roads that have retained their identity (e.g., Logan, Big Cottonwood, American Fork, Maple, and Zion) are the treasured landscapes that make Utah a global recreation destination.

General

Expansion of Little Cottonwood Canyon and/or construction of a gondola would degrade important values and resources and should be deferred until other transportation solutions that would result in less significant impacts to the human environment have been tried and tested. **(32.29R, 32.2.9C, and 3.2.9E)** Existing road and parking infrastructure, with some minimal changes, is sufficient to accommodate recreational use on all but a limited number of holidays, weekends, and powder days during the year (10-20 days per calendar year). An initial investment of over \$500 million dollars in either a gondola or upgraded road system is an unnecessary, permanent, and expensive solution to an intermittent problem. Additionally, road development and/or construction of a gondola would result in increased human traffic in Little Cottonwood Canyon exacerbating rather than resolving current over use problems including litter, graffiti, vandalism, trail proliferation, trail erosion, watershed degradation, wildlife disruption, and human waste contamination. **(32.4I, 32.20A, 32.20C, 32.12A, 32.12B, 32.13A, and 32.13B)** With this in mind, UDOT should select an alternative that includes the following:

- Instituting a toll system that discourages vehicle travel and partially subsidizes the cost of bus transportation. **(32.2.4A)**
- Eliminating all roadside parking and working with resorts to create paid parking to further incentivizing use of bus transportation. **(32.2.9Q and 32.2.2K)**
- Creating and supporting ride share applications and programs and identifying preferred resort parking for vehicles with three or more people. **(32.2.4A and 32.2.2K)**
- Strictly enforcing existing chain, tire, and vehicle restrictions when snow is projected in the forecast reducing delays related to slide-offs and vehicle accidents. **(32.2.2M)**
- Providing free bus transportation from multiple valley locations west of Wasatch Blvd at 3-5 minute intervals. **(32.2.2I)**
- Building snowsheds at avalanche prone locations as identified in the EIS increasing the safety and reliability of the existing ground transportation network. **(32.2.2K)**
- Working with Salt Lake County and the Utah legislature to institute a transportation tax on lift tickets and other ski area amenities to cover the costs of transportation solutions. **(32.29Z)**
- Limiting the number of lift tickets sold at Alta and Snowbird ensuring that there is a known upward limit on the number of vehicles entering the canyon on a daily basis. **(32.2.2K)**
- Creating additional bus stops at high use recreation sites including the White Pine trailhead.

Alternatives **(32.2.6.3C and 32.2.6.5G)**

The Little Cottonwood Canyon EIS fails to consider an adequate range of alternatives. UDOT dismissed from analysis an alternative that would limit the number of lift tickets per day on the basis that this would not alleviate traffic congestion during peak hours or on peak days. **(32.2.2K)**

Multiple ski resorts across the United States, including two in Utah (Deer Valley and Powder Mountain), have established limits on lift ticket sales in an effort to retain the visitor experience and manage issues associated with resort access, parking, and accommodations (lodging, lift and base facilities). Arapahoe Basin located on Colorado's Front Range provides a direct and reasonable comparison to the Little Cottonwood Canyon resorts. Similar to Alta and Snowbird, A-Basin operates on National Forest Systems lands under a special use permit with limited opportunities to capitalize on real estate developments or increase the size of its base facilities based on land ownership patterns. Yet despite these constraints, the Colorado based resort has been able to establish daily limits on lift tickets while remaining an economically profitable operation.

In addition to the aforementioned examples of limited ticket entry, as result of COVID-19, ski areas across the nation identified increased safety measures during the 2020-2021, including limiting the



number of skiers and eliminating walk-up ticket sales. These measures proved to be reasonable and effective. **(32.2.2K)**

Finally, multiple National Parks, including Yosemite, are now requiring a permit for day use entry as a means of protecting human health and safety and preserving the visitor experience. Without conducting a complex capacity study (something UDOT has repeatedly refused), limiting the number of skiers at Alta and Snowbird would create an upward limit on canyon traffic and assist UDOT planners with the identification of effective transportation solutions. **(32.2.2K and 32.20B)** While as a stand-alone alternative this may not meet the overly narrow purpose and need identified within the EIS, when considered in conjunction with other alternatives (see above series of alternative recommendation), it is a reasonable alternative that must be analyzed in detail. **(32.1.2B, 32.2.2K, and 32.2.2I)**

#### Cumulative Impacts

The EIS fails to include the construction of an interconnect lift system as a reasonably foreseeable future action. **(32.1.5B)** A new lift system connecting Deer Valley to Solitude via Guardsman Pass and Solitude to Alta via Grizzly Gulch has been proposed multiple times and remains a distinct possibility. Concepts such as SkiLink, once introduced for approval through Federal legislation, and more recently OneWasatch, sadly remain viable options that could be constructed with a limited number of lifts and minimal federal approvals in a space of less than a year. With Alterra Mountain Resorts acquisition of Solitude and Deer Valley, and with the inclusion of Alta and Snowbird in the IKON pass, industry interest in connecting the Salt Lake and nearby Summit County resorts is higher than ever. Alta's recent decision to withdrawal its private lands in Grizzly Gulch from the land exchange proposed in the Central Wasatch National Conservation and Recreation Act to "accommodate future growth within their special use permit and private lands" is direct evidence that an interconnect lift system is no longer speculative, but a reasonably foreseeable future action that must be taken into consideration in the EIS. **(32.1.5B)**

Construction of an approximately 8-mile \$529-million-dollar gondola from the Salt Lake Valley through relatively undeveloped portions of Little Cottonwood Canyon would increase pressure from industry and the legislature to approve and build an interconnect lift system. Construction of a gondola would be a gateway drug leading to additional addictive lucrative developments in the Wasatch's remaining backcountry environments. In addition to adversely impacting scenic, recreational, and natural resources throughout the entire central Wasatch Mountains, the Little Cottonwood Gondola could eventually be used as a transportation hub that supports access to 5-7 ski resorts, dramatically increasing traffic congestion in the canyon, on Wasatch Blvd, and at proposed transportation hubs located at the Highland, gravel pit, and La Caille transfer stations. **(32.1.5B)** If a Gondola or improved road is constructed in conjunction with an interconnect lift system, traffic could substantially exceed UDOT's current projections. Given the probability of an interconnect lift system, the EIS must evaluate the potential impacts of ski resort expansion on private lands outside existing permit area boundaries, including the environmental consequences of an interconnect lift system and associated traffic. **(32.20A, 32.20C, and 32.1.5B)**. UDOT's EIS fails to consider the direct, indirect, and cumulative impacts that transportation solutions for SR210 will have on SR190. Big and Little Cottonwood Canyons, both accessed via Wasatch Blvd, have inseparably connected transportation systems. **(32.1.1A and 32.20D)** When Little Cottonwood Canyon is closed for avalanche mitigation, backcountry and front county ski traffic significantly increases in Big Cottonwood Canyon. This issue has become more prevalent since Alta, Snowbird, Brighton and Solitude became accessible to local skiers with purchase of a single IKON pass. Instituting a toll system in Little Cottonwood Canyon may shift additional winter vehicle traffic to Big Cottonwood Canyon rather than incentivizing skiers to use mass transportation unless similar tolling and bus systems are simultaneously introduced on SR190. **(32.20D)**

Increased traffic in Big Cottonwood Canyon would be problematic given current congestion and the fact that Solitude and Brighton have less available parking than either Alta or Snowbird, despite having similar uphill skier capacity.

Importantly, instituting a toll system in Little Cottonwood Canyon during peak summer season would also increase traffic in Big Cottonwood Canyon at already congested trailheads including Mineral Fork, Mill D, Butler Fork, Mill-B (S-Curves), Spruces/Days Fork, Willow Heights, and Brighton. Visitor use at these trailheads already routinely exceeds available parking capacity. **(32.2.4A and 32.20I)** Finally, if summer time tolling is instituted in Little Cottonwood Canyon, Big Cottonwood would be the only "fee

free” canyon in the Central Wasatch since general access fees are already required in neighboring Millcreek and American Fork Canyons. Therefore, the EIS must consider the cumulative impacts of any and all transportation solutions on Big Cottonwood Canyon. **(32.1.1 and 32.2.4A)**

#### Socioeconomics

The EIS fails to discuss how construction of the gondola would be funded. **(32.2.7A)** While ski resorts and other private developers have indicated that they would assist with the costs of construction and operation, the industry has not disclosed how much they would contribute toward the project. Without this information, the EIS must assume that the public would be required to subsidize the full costs construction. The EIS fails to disclose the direct cost of transportation solutions to taxpayers in Salt Lake County or Utah. This information must be disclosed and taken into consideration prior to making an informed decision. **(32.2.7A)**

Utah residents collectively should not be responsible for covering the costs of transportation, especially when the primary beneficiary is two for-profit private corporations operating on public lands. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Additionally, the primary public beneficiaries are alpine skiers, that on average, have a greater annual income than the average American with 92.9% of skiers making in excess of \$50,000 per year and 46.1% making in excess of \$100,000 year compared to the median American income of \$49,777 (National Ski & Snowboard Retailers Association: Snowboarding and Skiing Participation Report, 2010).

The EIS also fails to include the estimated costs of riding the gondola and who would be responsible for long-term maintenance and operation costs. **(32.2.4A and 32.2.6.5Q)** UDOT does not experience or expertise operating complex lift systems, which indicates that the gondola would be operated by the ski resorts or a private entity. The effectiveness of the gondola as an alternative transportation system is entirely contingent convenience and individual rider fees. **(32.2.4A)** UDOT, through nearly 30-years of experience with light rail and high speed rail has learned that rider fares cover less than 20 percent of operating costs. Unexpected short-falls in revenue projections would likely result in decreased services during the summer season and on routine business days when the road can handle ski traffic (reduced service has occurred with UDOTs rail systems to account for revenue short falls). **(32.1.2C)**

Finally, the EIS fails to disclose how the reliability of the gondola as a transportation system was calculated, especially when few if any gondolas of similar length exist globally. The EIS does not specifically address how lightning storms (frequent in summertime and wintertime high alpine environments), ice storms, or wildfires could disrupt system reliability. **(32.2.2K and 32.2.6.5BB)**

Climate change has resulted in decreased snowpack, increased rain and flashflood events, and increased wildfire risk in Utah’s alpine environments. The reliability of a gondola in the face of these realities must be considered and explained in the EIS. **(32.2.2E and 32.2.6.5K)**

#### Conclusion

State of Utah politicians have a history of supporting decision-making at the local level, except when local viewpoints run contrary to the legislature’s broader political objectives. Residents of Salt Lake County, Salt Lake City, and Cottonwood Heights have overwhelmingly expressed opposition to UDOTs preferred transportation solutions **(32.2.9N)**. While the state legislature appears eager to fund construction of the gondola because it presents an opportunity to further tax revenues by marketing Salt Lake as a unique ski destination, deference should be given to those that routinely use the canyon, are most impacted the decision, and deal with current traffic problems. Make no mistake about it, the gondola is a little more than a glorified amusement park attraction masked as a transportation solution that would benefit a handful of private corporations. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The gondola alternative is a costly, unproven, and unnecessary solution to an intermittent ski traffic problem. **(32.1.2B and 32.1.4D)**. Expansion of Little Cottonwood Canyon road would have equally if not greater impacts then the gondola to the natural, scenic, and recreation values that make Little Cottonwood Canyon such a special place. **(32.2.9C, 32.4I, and 32.17B)** If a four lane road isn’t needed in Yellowstone, Grand Teton, Zion, Bryce, Glacier, Rocky Mountain, or Yosemite National parks, it isn’t needed in Little Cottonwood Canyon either. **(32.2.6.3B)** If traffic to the Maroon Bells (a non-National Park Service example) can be successfully managed through an efficient bus system, so can traffic to this equally beautiful place. **(32.2.2B)**

Based on the information included in this comment letter and the comment letters submitted by many other concerned citizens, non-governmental organizations, and local governments, UDOT must go

back to the drawing board and evaluate pragmatic, measured, cost effective, and forward thinking transportation solutions that would preserve Little Cottonwood Canyon. **(32.2.2PP)**

**COMMENT #:** 12674  
**DATE:** 9/3/21 1:25 PM  
**SOURCE:** Website  
**NAME:** Ryan Kendrick

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**COMMENT:**

While a gondola is certainly the "sexier" option, practically speaking the buses make much more sense. **(32.2.9E and 32.2.9A)** The buses can serve more than just the two ski resorts, and can scale up/down according to demand. **(32.2.6.3C and 32.2.6.3D)** And should ski resorts go away due to climate change, we won't be left with all of this gondola infrastructure serving nobody. **(32.2.2E)** I really dislike the notion of taxpayer money paying to build a gondola that only services for-profit ski resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** At least buses could theoretically stop along the way at various trailheads. **(32.2.6.3C)**

**COMMENT #:** 12675  
**DATE:** 9/3/21 1:25 PM  
**SOURCE:** Website  
**NAME:** Glenn Johnson

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**COMMENT:**

I am a resident of east Sandy and live within [REDACTED]. I am a regular user of the Canyon for recreation. On a day-to-day basis, what happens with this project will affect me and my neighbors more than it will tourists and politicians. We are down to two alternatives at this point, and of those two, I recommend the Enhanced Bus alternative. **(32.2.9B)** Enhanced Bus Alternative will cost \$82 Million less than Gondola B, will have better travel-time to the Canyon. In addition (and I did not see this discussed in the community presentations I've seen) any bus-service alternative has the advantage of long-term flexibility. Bus service could be easily be altered in the future as Canyon use changes. **(32.2.6.3D)** The Gondola will have just two stops in the canyon, and that will never change without tremendous additional capital expenditure. **(32.2.6.5A and 32.2.6.5G)** It will also have a greater adverse impact on traffic along Wasatch Drive in Sandy as it will send much more traffic to La Caille so that people can get up the canyon in 43 minutes rather than 1 hour. **(32.2.6.5E)**

But it is not just the cost and service advantages that makes bus service the clear choice. Gondola B is at best a vanity project. At worst, it is a boondoggle whose primary beneficiaries will be moneyed interests. Those in position to benefit most are the resorts (and it is my understanding that they will not be spending a dime on this) and other moneyed interests such as former elected officials who shrewdly used their connections to buy La Caille, and then lobbied UDOT to consider that property as the Gondola Base. The Gondola B alternative is not the best use of Utah taxpayers' money - and it is not in the best interests of the residents of Sandy. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

**COMMENT #:** 12676  
**DATE:** 9/3/21 1:25 PM  
**SOURCE:** Website  
**NAME:** Benjamyn Ward

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**COMMENT:**

Out of the two options proposed by UDOT, I am more in support of the "bussing and road widening plan. **(32.2.9B)** However, I would rather that the road widening aspect of it be abandoned in favor of using electric busses and tolling cars that are not using these busses to incentivize usage of the bus system, which could drastically reduce traffic on the way to the ski resorts. **(32.2.9A, 32.2.6.3F, and 32.2.4A)**

The reason I am in favor of this is because I am an avid climber and hiker. Both of the proposals will impact the land that is being used for other activities. Expanding the road will impact 29 boulders and building the Gondala system will impact 35 boulders according to this Climbing.com article **(32.4A and 32.4B)**

<https://www.climbing.com/news/utah-little-cottonwood-canyon-boulders-destroyed/>

If you decide to revamp the proposals, please consider all of the other activities that occur in the canyon beyond snow sports. **(32.29G)**

**COMMENT #:** 12677  
**DATE:** 9/3/21 1:26 PM  
**SOURCE:** Website  
**NAME:** Julia Geisler

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**COMMENT:**

Note: I did not receive confirmation that the SLCA's comments were recorded and received. I've submitted them three times via this portal and also emailed to Josh Van Jura. Please confirm the SLCA's comments have been entered into the Federal Registry. **(32.29D)**

**COMMENT #:** 12678  
**DATE:** 9/3/21 1:26 PM  
**SOURCE:** Website  
**NAME:** Jeffrey Hatch

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**COMMENT:**

I am opposed to UDOT alternatives. **(32.2.9C and 32.2.9E)** They are too massive and leave many traffic problems unsolved. **(32.7B and 32.7C)** We should take smaller steps with buses, a few wide places for 3 lanes. **(32.2.9A and 32.2.2D)** For “rush” hours, have one-way traffic for half hour segments. We also need economic costs for private cars to get more use of public transit. **(32.2.9A)**



**COMMENT #:** 12679  
**DATE:** 9/3/21 1:27 PM  
**SOURCE:** Website  
**NAME:** Brodie Mead

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**COMMENT:**

UDOT must find a new alternative based on an expanded electric bus service coupled with tolling and other traffic mitigation strategies that includes dispersed recreation transit needs before any permanent changes are made to Little Cottonwood Canyon that will forever alter the landscape. **(32.2.9A, 32.2.4A, 32.2.6.3C, 32.1.2D, and 32.4I)**

**COMMENT #:** 12680  
**DATE:** 9/3/21 1:27 PM  
**SOURCE:** Website  
**NAME:** Chris Mulhern

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**COMMENT:**

I favor the preferred alternative. The gondola option will have negative visual impacts and increase travel times at higher costs. **(32.2.9E and 32.17A)**

**COMMENT #:** 12681  
**DATE:** 9/3/21 1:29 PM  
**SOURCE:** Website  
**NAME:** Ellie Strong

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**COMMENT:**

The construction of the gondola and expanding the road system will permanently change the canyon, and will only solve the problem temporarily as the popularity of the canyon grows. **(32.2.9C, 32.2.9E, 32.4I, 32.7B, and 32.7C)** Before destroying the canyon in an act that cannot be reversed, UDOT should consider less permanent options to see how that helps, such as expanding the bus system without widening the road. **(32.2.9A)** To encourage the use of public transportation, the lockers at the resorts could be expanded and be free to use, so people don't feel like they have to bring their own vehicle just to store all their stuff. **(32.2.3A)** The resorts benefit quite a lot from the currently proposed options, and it would be nice to see them help the canyon out. **(32.2.7A)** Another option could be implementing a sticker system that verifies the car is not a rental or someone from out of state with no former experience driving the car to prevent accidents. The four wheel drive mandate should be in place all winter long as well. **(32.2.2M)**

**COMMENT #:** 12682  
**DATE:** 9/3/21 1:30 PM  
**SOURCE:** Website  
**NAME:** David Stone

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**COMMENT:**

I am against the gondola. **(32.2.9E)**

I don't like the idea of seeing rock climbing resources destroyed and such a big visual impact of a gondola before trying to do an expanded bus service. I know it is a big plus for the resorts and tourism, but I feel like the value this place holds to locals should play a part, even if they don't bring in as much money. **(32.17A and 32.2.9A)**

It seems like the gondola doesn't really help locals who like to boulder (it would remove some opportunities), backcountry ski/hike (it wouldn't drop off to intermediate places), or locals who get up early to catch the bus. **(32.4B, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I'm also worried that the gondola is really only necessary for a handful of weekends during the peak ski season. **(32.1.4D)** But unfortunately, it can't be taken down in between when it is needed. Busses do seem to offer that benefit, in that service can be modified to fit demand. **(32.2.9A and 32.2.6.3D)**

The gondola does seem to have high capacity, but I can't help but feel that the bottleneck to get up the canyon is really not the only crowding problem. **(32.1.2B)** I might suggest that some work or barrier to entry actually isn't necessarily a bad thing. For example, if we had the technology to simply teleport anyone instantly from their home to the resort, removing all effort required to get there, we would still have a problem because then the bottleneck would be the lift lines and other services at the resort. **(32.20C)**

As a resort, the state of Utah, or anyone else who stands to make money off of more people getting up canyon, I can see how you may want to tip the balance towards as many people as possible. Even if some people reduce usage due to the crowding itself, the group most likely to stop visiting are the locals who don't spend as much. But as a local myself I can't help but see this as a bad thing for my interests. **(32.20C and 32.7C)**

Unfortunately, I don't think I have much say, because as a local I don't have as much monetary value, but I do feel that the gondola is the wrong choice for me. If we use overcrowding as a deterrent to usage, locals and the beauty of the canyon lose out. If we use an early alarm clock (and admittedly some frustration) as a limiting factor, those willing to work hardest will benefit, and we preserve the canyon in many ways from the impact of the gondola. **(32.4I)** Thank you for considering comments.

**COMMENT #:** 12683  
**DATE:** 9/3/21 1:30 PM  
**SOURCE:** Website  
**NAME:** Edwin Greer

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**COMMENT:**

Gondola Please (32.2.9D)

**COMMENT #:** 12684  
**DATE:** 9/3/21 1:31 PM  
**SOURCE:** Website  
**NAME:** Thomas Fuller

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**COMMENT:**

I am totally against any gondola being placed in LCC. **(32.2.9E)** I am not in favor of even expanding the roadway up the canyon at this time. **(32.2.9C)** I think there should be a very gradual, cautious approach to changing anything other than possibly starting with tolls. **(32.29R and 32.2.2Y)** We should not subsidize Snowbird and Alta; let them cough up a sizeable sum of money **(32.2.7A)**. Thank you.

**COMMENT #:** 12685  
**DATE:** 9/3/21 1:31 PM  
**SOURCE:** Website  
**NAME:** Tim OBrien

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**COMMENT:**

Please vote to construct this gondola project. Utah has the opportunity to set a benchmark in the future of mountain transportation. This gondola will create safe passage for people to get to their jobs and back to their families. Please be a leader in developing new technology rather than sticking with the same old thing. **(32.2.9D)**

**COMMENT #:** 12686  
**DATE:** 9/3/21 1:31 PM  
**SOURCE:** Website  
**NAME:** George Vargyas

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**COMMENT:**

Greetings LCC DEIS Team,

I have lived in and near the canyon for 24 years. I am a 24 year Snowbird passholder, work on the Snowbird Ski Patrol as a medical advisor, volunteer for Wasatch Backcountry Rescue, and am a backcountry user as well. My wife and two children are resort season passholders also.

The main issues with the two choices pros and cons is, I believe, well represented by community members. I am in favor of incremental improvement to achieve the desired goals of many. **(32.29R)** Up until now, more aggressive interventions to deal with the congestion have not been pursued with real effort. Tolling with revenues to subsidize the travel hubs and bus improvements, real world traction policy and enforcement, minimizing single occupancy vehicles during peak times, creative directional flow enhancements, are just a few of the things never before implemented with any seriousness. **(32.2.4A, 32.2.9A, 32.2.6.3N, 32.2.2M, and 32.2.2D)**

The gondola, which will be the longest and most expensive in the world, is a huge impact that is inconsistent with the current watershed policies and 2003 USFS plan. **(32.2.9E, 32.4I, and 32.12A)** And this is a waste of taxpayer dollars because the RELIABILITY is overstated. Multiple issues like artillery fire, interlodge, lightning, icing events, wind - will impair it's operating time. **(32.2.6.5H and 32.2.6.5K)** In addition, backcountry access and egress sites impacted by the 8 mile gondola has not been analyzed with enough detail. **(32.4B and 32.4G)**

I would like to discuss concerns around FAA policies and aircraft safety with the proposed towers and wires. As a search & rescue volunteer, ski patroler, plus having medical involvement in medical helicopter transport as an emergency physician, I want to point out some safety concerns.

Helicopter medical transport is a regular occurrence in the canyon. Both at the resorts, and in the backcountry. In January 1998, during an air medical rescue and transport, the weather was variable and challenging. In the end, 3 rescuers and the victim crashed into the canyon wall and died. They departed from White Pine parking lot. Here is a news reference:

<https://www.deseret.com/1998/1/12/19357426/4-die-in-crash-of-u-medical-copter>  
(Deseret News, Jan 12, 1998, Donaldson and Collins, 4 die in crash of U. medical copter)

I am concerned that the gondola towers and wires will interfere with flight patterns in a extremely challenging flight environment. **(32.2.6.4A)** That helicopter crash did not have to deal with the complexities the enormous towers and wires introduce. I believe these structures will impair air medical transport safety in the canyon. This has not been adequately examined in the DEIS, and needs investigation and transparency. I realize the gondola could potentially facilitate some medical evacuation efforts, primarily from the resorts, but from White Pine and lower, there is no benefit, only harm. An unstable patient in a gondola box for 30 minutes is undesirable to most medical providers, and unwise. On balance, likely impaired emergency air medical transport is the greater concern.



Installing lights on the towers as per FAA policies, will greatly detract from the dark sky nature of the landscape that was not analyzed adequately. As a Scenic Byway, this compounds the potential impact. **(32.17A)**

In addition, please recognize that the indirect and cumulative impacts around the known increased visitation from the proposals is a necessary step (needs study/examination) to better fulfilling the purpose and need, and improve safety, reliability, and mobility. **(32.20A and 32.20C)** Underestimating the capacity increase will result in increasing pressure on resort expansion and subsequent conflict with dispersed users. Backcountry recreation is THE fastest growing segment of the ski industry for many years now, and is well documented. The proposals will negatively impact both the resorts and backcountry users with overcrowding, and resulting in further unwanted development. See Wasatch Canyons Tomorrow study by Envision Utah, 2010. Among studies used in the analysis, this one not referenced and no explanation provided as to why. Reputable design and metrics. **(32.3D, 32.20A, and 32.20C)**

Thank you

George Vargyas, MD FACEP  
SLC, UT

**COMMENT #:** 12687  
**DATE:** 9/3/21 1:32 PM  
**SOURCE:** Website  
**NAME:** Kendra Van Horsen

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**COMMENT:**

It will ruin the canyon if you put the gondola in. **(32.2.9E)** Make it a toll like Millcreek Canyon, use more buses... please no gondola **(32.2.4A and 3.2.9A)**

**COMMENT #:** 12688  
**DATE:** 9/3/21 1:33 PM  
**SOURCE:** Website  
**NAME:** An Anderson

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**COMMENT:**

LCC is a beautiful canyon that should not be destroyed for private industry. I am against both the gondola and the widening of the road. **(32.2.9E and 32.2.9C)** There have been many alternatives suggested that seem to be getting completely ignored in a rush to satisfy big business at the taxpayers expense. I am for increased bus service. **(32.2.9A)** There are many hubs already that are not being fully utilized. Please consider ways to get people using public transportation which not only solves the parking problem but helps with emission issues. **(32.2.4A)**. Don't destroy the beauty of LCC just to satisfy the insatiable desires of the ski resorts. **(32.1.2B)**

**COMMENT #:** 12689  
**DATE:** 9/3/21 1:37 PM  
**SOURCE:** Website  
**NAME:** Brenda Biesinger

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**COMMENT:**

Hi I'm in favor of the gondola. Thank you. (32.2.9D)

**COMMENT #:** 12690  
**DATE:** 9/3/21 1:37 PM  
**SOURCE:** Website  
**NAME:** Andrew Gagnon

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**COMMENT:**

I am hereby voicing my support for the “gondola option” as opposed to expanding public transportation in Little Cottonwood Canyon. **(32.2.9D and 32.2.9C)** I believe firmly that carbon remissions need to be reduced in the canyon - this is something I believe more firmly given the heat and increased air pollution we are experiencing this year. **(32.10A)** Thank you.

**COMMENT #:** 12691  
**DATE:** 9/3/21 1:39 PM  
**SOURCE:** Website  
**NAME:** John Kennington

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**COMMENT:**

As a final set of comments:

-Thank you for allowing me to comment on this most important issue.

-After hearing others' comments over several weeks I'm more convinced than ever that the Gondola alternative is the most destructive and invasive to the Little Cottonwood Canyon and is least favored.

**(32.2.9E and 32.4I)** The enhanced bus alt is a step in the right direction, as the ROW already exists, and it can serve all canyon users, which the gondola won't. **(32.2.9B, 32.2.6.3C, and 32.2.6.5G)**

But both are quite invasive, as such, less invasive measures should be tried first, like tolling, prohibition of single occupant vehicles, better tire inspections and more funding for busses, during busy times for 2-3 seasons. **(32.2.4A, 32.2.2M, 32.2.9A, and 32.2.9R)** The idea would be to change people's behavior towards using mass transit. THEN a design for additional infrastructure needed should be implemented to match the recreational capacity for the canyons, per a study that would be conducted concurrently with the 2-3 season pause to test the less invasive infrastructure. This could potentially save millions of \$\$ in construction and operating costs.

-For the scale of LCC the only tram related tourist infrastructure needed already exists with the Snowbird tram. Any more such infrastructure would overwhelm the size of the canyon. In addition, the scale of the proposed bottom gondola terminal would overwhelm the local area around it with commercial development, and cause more traffic on Wasatch Bl., which the local citizens don't want.

**(32.2.6.5E and 32.20H)**

-Thank you very much.

**COMMENT #:** 12692  
**DATE:** 9/3/21 1:39 PM  
**SOURCE:** Website  
**NAME:** Angie Andrus

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**COMMENT:**

Decidedly against **(32.29D)**

**COMMENT #:** 12693  
**DATE:** 9/3/21 1:39 PM  
**SOURCE:** Website  
**NAME:** Bryan Ganz

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**COMMENT:**

I'm for the gondola. (32.2.9D) Thanks.



**COMMENT #:** 12694  
**DATE:** 9/3/21 1:40 PM  
**SOURCE:** Website  
**NAME:** Eugene Weymouth

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**COMMENT:**

I want the gondola. (32.2.9D)  
Thank you.

**COMMENT #:** 12695  
**DATE:** 9/3/21 1:40 PM  
**SOURCE:** Website  
**NAME:** Charles Scotch

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**COMMENT:**

Please don't change anything! The canyon should be left alone. We need to reduce the number of people we're allowing to move to our state and tax non-residents higher for using our open and public spaces! **(32.2.9G)** Thanks!

**COMMENT #:** 12696  
**DATE:** 9/3/21 1:40 PM  
**SOURCE:** Website  
**NAME:** Emily Meadows

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**COMMENT:**

Hello,

I am a Utah native and have my degree in Environmental Science and Urban and Regional Planning. I am currently pursuing my Master's in Ecological and Sustainable Planning at the U and must share my thoughts regarding the two options outlined in the EIS. Additionally, as an avid outdoor climber, hike, trail runner, biker, and skier, I am passionate about protecting the natural environment we still have. Utah is a state known for its outdoor recreation, yet big corporations want to exploit and take advantage of the land and water to benefit themselves. I study the very interconnected and complex issues that LCC is facing on a daily basis in my degree and I cannot support either of the alternative options as they stand. **(32.2.9C and 32.2.9E)** They do not promote equitable access, ecological preservation, and sustainable practices. I plead you to reconsider and reevaluate the huge impact both a gondola and extending the road will do. **(32.29G)** It will contaminate the only water source salt lake valley has to rely on. **(32.12A and 32.12B)** It will destroy natural ecosystems that we can NEVER rebuild. **(32.13A and 32.13B)** It will only increase single-car traffic and in effect, increase and worsen air pollution. **(32.2.4A, 32.1.2D, and 32.10A)** We need to find solutions that will serve everyone in Salt Lake Valley. More frequent and year-round bus systems that can connect people to the mountains can provide more equitable access to residents on the west side of the valley. **(32.5A and 32.2.2I)** Toll roads that require private cars to pay when not carpooling will incentivize taking public transit. **(32.2.4A)** The answer is not to build more infrastructure, but to improve that which already exists. Please consider the consequences associated with more environmental degradation. **(32.29G)** We NEED the ecosystem services the forests and mountains provide. We need cleaner air, we need water to survive the summer droughts, we need to make the smart choice now to save these special places for future generations. Lastly, I came from a low socioeconomic background and never had access to outdoor recreation until college. It was the one healthy method I found to help me combat depression and anxiety. The one place I could find peace, quiet, and beauty. Please do not ruin that with crowds of people driving, parking, taking a gondola that does not belong in nature. **(32.4I)** Do not make the mistakes many have made before. Thank you for listening. I hope this makes a difference

Best,  
Emily Meadows

**COMMENT #:** 12697  
**DATE:** 9/3/21 1:41 PM  
**SOURCE:** Website  
**NAME:** Adelinn Cook

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**COMMENT:**

The boulders and routes of LCC forge the character of our local climbing community. They are a connection between our historic legacy and the potential of our future climbing generations. Under UDOT's plans for a gondola or additional lanes, over 100 iconic boulders will be impacted and the natural beauty of the canyon forever altered **(32.2.9E, 32.2.9C, 32.4A, 32.4B, 32.17A, and 32.17B)**. 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. **(32.11D)**

Additionally, UDOT's LCC gondola and additional lanes proposals contribute to environmental injustice in the Wasatch Front. These proposals disproportionately burden lower income residents - particularly those that hold marginalized racial and ethnic identities - thereby perpetuating environmental marginalization and injustice. **(32.5A)**

Less destructive options exist, such as UDOT's Enhanced Bus without Roadway Widening proposal. **(32.2.9A)** Transportation infrastructure that physically and permanently alters the canyon should only be considered after less impactful options have been implemented and shown to be ineffective. **(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, and 32.2.6.3C)**

**COMMENT #:** 12698  
**DATE:** 9/3/21 1:42 PM  
**SOURCE:** Website  
**NAME:** Joshua Warner

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**COMMENT:**

the options of rail, gondola, and road widening with snow berms are NOT in the best interest of the future of Little Cottonwood Canyon. **(32.2.9M, 32.2.9E, and 32.2.9C)** While they potentially could answer some problems, they do not solve all the problems and definitely create new problems. These solutions are only in the best financial interest of Snowbird and Alta. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Both ignore the preservation, beauty and user experience of both locals and tourists alike within the canyon. Some reasons why I feel these solutions are not in the best interest of the public or the canyon is that these solutions have completely ignored Big Cottonwood Canyon which is struggling with the same issues. **(32.1.1A)** how can both canyons struggle with the same issue but the only proposed solutions only address one canyon? **(32.1.1C)** second is these solutions cut out all other users of the canyon except those skiing Alta and snowbird. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** All summer users, Hikers, climbers, and bikers are ignored with the proposed solutions along with backcountry skiers and snowshoers in the winter. **(32.1.2C)** Precious world class Bouldering will be destroyed with the road widening and snow berms. **(32.4A and 32.4K)** It seems that UDOT and taken into account of what the environmental impact of implementing any of these solutions would be but ignores the future impact as a result the implemented solutions i.e., the canyons capacity for people, development etc. **(32.20A, 32.20B, and 32.20C)**

Are there not more immediate, less expensive, less permanent and less harmful options to try before we implement one of these solutions?

what about a tolling system? **(32.2.4A and 32.2.2Y)**

what about actually enforcing the traction law (I had the UDOT sticker indicating my vehicle was equipped with proper snow tires and 4X4 drive train but was never checked nor saw other cars being checked and I drive up the canyon 3-5x per week in the winter season) **(32.2.2M)**

Funding for more busses, shuttles, vans, and restricting single occupancy cars on peak days. **(32.2.9A and 32.2.4A)**. No one disputes the need for reform and new systems to alleviate congestion and traffic in the canyons, but it is clear that the Gondola, Cog Rail and Road widening are not driven to provide the best solution for our community and state but for snowbird and Alta to exponentially increase their profits even though they are already thriving and would also benefit from solutions that have the entire community in mind.

**COMMENT #:** 12699  
**DATE:** 9/3/21 1:42 PM  
**SOURCE:** Website  
**NAME:** James Speed

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**COMMENT:**

I am against a Gondola. **(32.2.9E)** I believe it will impact the environment too much and distract from the natural beauty of the canyon. **(32.4I and 32.17A)** I would rather see an expanded bus lane with electric buses like they have in park city. **(32.2.9A and 32.2.6.3E)** I understand the economic importance the ski resorts have in Utah, however we have to balance nature with the greed and profits of the resorts. I think the Bus option is best.

**COMMENT #:** 12700  
**DATE:** 9/3/21 1:45 PM  
**SOURCE:** Website  
**NAME:** Joey Campanelli

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**COMMENT:**

More people up canyon? No. We need less. **(32.20A, 32.20B, and 32.20C)** Besides service vehicles, handicap, employees, and hotel guests (with road fee) **(32.2.2B)** Close the road at the mouth and then everyone else can hike. We are the problem. If an amusement park is what you want to keep progressing towards, a gondola would be cool. **(32.2.9E)**

**COMMENT #:** 12701  
**DATE:** 9/3/21 1:45 PM  
**SOURCE:** Website  
**NAME:** Yancy Zimmerman

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**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 #:** 12702  
**DATE:** 9/3/21 1:45 PM  
**SOURCE:** Website  
**NAME:** Peri Brimley

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**COMMENT:**

The gondola proposal is a heinous idea. **(32.2.9E)** It prioritizes the desires of the ski resorts and individuals over the needs of the land. Utah has always been a state that prioritizes the safety and sustainability of its public lands before the desires of tourists, and it is extremely disappointing to see the state consider a proposal that only represents the interests of for-profit companies. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** As a Salt Lake native I am distraught at the idea of the environmental blight this gondola proposal would cause, and **STRONGLY** urge the state the adopt the enhanced bus system. **(32.4I, 32.17A, and 32.2.9A)** Thank you.

**COMMENT #:** 12703  
**DATE:** 9/3/21 1:46 PM  
**SOURCE:** Website  
**NAME:** Taylor Meadows

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**COMMENT:**

Hello,

Thanks for taking comments during this review period. I hope they are carefully and thoughtfully weighed.

I oppose both proposed solutions. **(32.2.9C and 32.2.9E)** Both are unfit to solve for the root problem, which is car-caused congestion and traffic on a handful of peak days throughout the winter months. **(32.1.4D, 32.7B, and 32.7C)** By building a gondola or widening the road, we fail to eliminate standard traffic lanes, which will go on in use just as much as they have been in recent years. User behavior won't change if the same options we are comfortable with are just as readily available as before. **(32.2.4A)**

Referring to the user experience of using the gondola or enhanced bussing to go skiing, we must recognize the shortcomings that will quickly become blatantly obvious. It won't take long for a family of four or even an individual local to realize how broken and inefficient the system is when they get stuck in bumper to bumper traffic to get to a parking lot or garage, then transport onto a canyon-access bus, then onto a canyon bus or gondola, then onto another gondola if transferring all the way to Alta via gondola option. The hassle, quite frankly, will not be worth it. We will spend \$1 billion dollars to create a system that no one will want to use more than once. **(32.2.4A, 32.2.6.2.1D, 32.2.6.5J, and 32.2.6.5E)**

Sure, there may be a number of tourists who would come ride the gondola for the scenic ride in the summer, but are we even solving for the original problem at that point?

If we want to create change to congestion on peak days in the winter, we have to attack the root of the problem, not increase the available usage of the canyon beyond its carrying capacity. **(32.20A, 32.20B, and 32.20C)**

Let's try disincentivizing cars with heavy tolling and subsidized bussing. **(32.2.4A and 32.2.9A)** Let's try a zion shuttle system with expanded rapid transit throughout the valley. **(32.2.2B and 32.2.2I)** Let's try countless other options that aren't a Hail Mary \$1 billion dollar approach that fails to address the root problem.

And perhaps most importantly, let's stand up against lobbying ski resorts that are self-interested. Of course they'd love a free scenic Disney ride that increases their daily numbers. Why would they say no to more money in their pockets when it's on the taxpayers' dime? **(32.2.7A)** Easy answer for them, but tough reality for the environment, locals, residents, frequent canyon users, and countless others.

Thank you and may we choose prudently how we protect a canyon like none other.

Taylor Meadows

**COMMENT #:** 12704  
**DATE:** 9/3/21 1:46 PM  
**SOURCE:** Website  
**NAME:** Vance Smith

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**COMMENT:**

I do not think they should make a gondola or widen the road just for a few busy days out of the whole year. **(32.2.9E, 32.2.9C, and 32.1.4D)** Most of the time, the gondola or widened road won't even be used. **(32.2.4A)** The canyon is supposed to be for recreation and experiencing nature. Developing the canyon more is only going to benefit the private ski resorts at the expense of the people who live here. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The canyons are also where we get our water from so adding a gondola or more road will pollute the water more. **(32.12A and 32.12B)** The land should be allowed to be used by the public and benefit everyone, not just the private ski resorts.

**COMMENT #:** 12705  
**DATE:** 9/3/21 1:47 PM  
**SOURCE:** Website  
**NAME:** Madelin Ortiz

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**COMMENT:**

These proposals primarily serve the ski resorts while negatively impacting other user groups like climbers, backcountry skiers, hikers, birdwatchers, etc. as well as causing a tremendous impact on the environment. **(32.2.9C, 32.2.9E, 32.4I, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** It would be great if UDOT invested in the existing mediocre public transportation options before spending \$500 million to build a gondola or widen the road. **(32.2.9A)**

**COMMENT #:** 12706  
**DATE:** 9/3/21 1:47 PM  
**SOURCE:** Website  
**NAME:** Timothy Coats

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**COMMENT:**

My preferred option is enhanced bus service with no additional lanes added. **(32.2.9A)** I also favor tolling for travel up Highway 201 with a floating scale based on # of passengers, paid resort parking as well as charging for back country winter and summer parking all to encourage car pooling and use of the existing mass transit. **(32.2.4A, 32.2.2K, and 32.1.2C)**

**COMMENT #:** 12707  
**DATE:** 9/3/21 1:49 PM  
**SOURCE:** Website  
**NAME:** Katie Talbert

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**COMMENT:**

I am in favor of neither the Granola or widening the route. **(32.2.9E and 32.2.9C)** I support a more advanced bus system to include additional buses, parking hubs, direct stops, live bus tracking app, etc. **(32.2.9A, 32.2.6.2.1C, and 32.2.6.3N)**

**COMMENT #:** 12708  
**DATE:** 9/3/21 1:49 PM  
**SOURCE:** Website  
**NAME:** Angela Isaacs

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**COMMENT:**

The gondola option serves a limited sector of our community, irrevocably changes the nature and beauty of the canyon, disrupts or does not serve other recreation in the canyon (such as hiking, bouldering, backcountry use), and overall serves the canyon and our community poorly. **(32.2.9E, 32.13A, 32.17A, 32.2.6.5G, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** It does not appear capable of accomplishing many of the stated needs in the EIS (Chapter 1.2, pg 1-8: Purpose and Need); namely I do not see how it will decrease traffic on Wasatch Boulevard. **(32.2.6.2.2A and 32.7B)** It may, very occasionally, increase mobility during peak travel periods, but I am skeptical even of this. With longer travel times, parking, and cost, it may only be used by some on the best of powder days to two single resorts. **(32.2.4A and 32.7C)** It will not address rapidly growing backcountry usage and diverse activities in the canyon. **(32.2.6.5G, 32.1.2D, and 32.7C)** And it cannot even run during avalanche mitigation, which will obviously be ongoing, so it does not seem to solve the problem of bypassing avalanche hazard, as some assert. **(32.2.6.5H and 32.2.6I5K)** We will still have so many people using the roads and we will obviously still have to have avalanche mitigation. **(32.2.4A)** It does not do anything to solve limited parking at trailheads and usage of the road by cyclists and pedestrians - as again, it only serves two single ski resorts, and I am very skeptical that it will even remove the amount of traffic from the road that the EIS shoots for (which is shockingly low for any lasting solution considering our air quality and population growth). **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** It will alter the canyon forever without solving our traffic problem. **(32.4I)** It is not adaptable and scalable, and it is the worst possible solution for Little Cottonwood. **(32.2.6.5A)** Our local government know that, the CWC knows that, and many other organizations who have truly studied the traffic problem and solutions know that. UDOT must also know. Right?

We need a solution that promotes Salt Lake residents and visitors to use transit in our canyons. We need a solution that is adaptable and long-lasting. We need a solution that considers the health and beauty of the canyon. There should be affordable options so that we close no one off from access to the canyons. But it is also ok if not everyone who wants to make it to Snowbird on a powder day can easily make it. I value our resorts; we should make getting to them safer and easier. We also should not continue to change the character of the canyon so that we can shuttle the most people possible into the canyons. **(32.20A and 32.20C)** Natural barriers are ok. Keeping our canyons the beautiful places that they are is ok. I am disappointed with what seems to be a lack of actual study and consideration of environmental impact in the scope of this EIS. **(32.1.5C)** My preference is that we limit cars and use buses that are integrated with a better public transit system in the valley. **(32.2.9A and 32.2.4A)** This should absolutely be an option we try first. **(32.2.9R)** It benefits those using the canyons, and also those just living life and working every day in the valley. Expand public transit! But barring our willingness to think that broadly, let's not build a gondola that meets none of our needs and is so short-sighted! I guess if I have to pick one of the preferred alternatives, let's add a dedicated bus lane that will allow people to take the buses to the ski resorts on winter weekends safely and efficiently, and allow us to reduce our traffic into the canyons and provide access to all in all months of the year. **(32.2.9B, 32.1.2C, and 32.2.6.3C)** I think we should use our existing roads first and limit cars, but let's try buses first!

**COMMENT #:** 12709  
**DATE:** 9/3/21 1:49 PM  
**SOURCE:** Website  
**NAME:** Bryan Haakenson

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**COMMENT:**

I'd like to see additional options available other than the two proposed. **(32.2.2PP, 32.2.9C, and 32.2.9E)** I think parking structures that are larger and in the same footprint as the existing ones with technology allowing users to understand spaces available. **(32.2.6.2.1C)** Car pool only lanes and car pool exclusive parking would be incredible and less money than a tram. **(32.2.4A)** Other options need to be explored than just these. **(32.2.2PP)**



**COMMENT #:** 12710  
**DATE:** 9/3/21 1:50 PM  
**SOURCE:** Website  
**NAME:** Casey Arrington

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**COMMENT:**

The Gondola and lane widening proposals would both create an irreversible impact on one of our greatest treasures. **(32.2.9E, 32.2.9C, and 32.4I)** Little Cottonwood canyon is so much more than just home to 2 ski resorts. Many tax payers who recreate and enjoy the canyon, do so without having ever entered the ski resorts. I believe an improved bus system is the option that makes the most sense (if something must be done), though when it comes to catering to the money hungry ski resorts and their patrons, I could honestly care less how convenient things are for them. **(32.2.9A)** As a “dawn patrol” skier and rock climber, I have never been inconvenienced by traffic in anyway. Keep things the way they are.

**COMMENT #:** 12711  
**DATE:** 9/3/21 1:52 PM  
**SOURCE:** Website  
**NAME:** Ryan Brown

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**COMMENT:**

I understand that the roadway up to the ski resorts is much too small for modern day use, this issue is mainly just during the winter season. As a climber that loves the beauty of the canyon. It would be a tragedy to have the boulders and climbing areas destroyed or damaged. An option would be possibly moving the boulders? ( yes they are gigantic) maybe creating an alternate route up the canyon from a different side? **(32.4A and 32.4B)**

**COMMENT #:** 12712  
**DATE:** 9/3/21 1:52 PM  
**SOURCE:** Website  
**NAME:** Tanya Mitchell

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**COMMENT:**

Choose the gondola option please! **(32.2.9D)**

**COMMENT #:** 12713  
**DATE:** 9/3/21 1:54 PM  
**SOURCE:** Website  
**NAME:** Jordan Anderson

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**COMMENT:**

Hey maybe don't ruin Utah. That would be really great, thanks in advance. (32.29G)

**COMMENT #:** 12714  
**DATE:** 9/3/21 1:54 PM  
**SOURCE:** Website  
**NAME:** Matthew Morriss

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**COMMENT:**

I do not believe that any of the available options will balance both increased traffic and greater access. It appears that the value of multiple uses is also not well balanced as the widening of the road AND the gondola options would impact and irrevocably damage some prime climbing areas. **(32.4A and 32.4B)** Moreover, the fact that the tax payers would be shouldering the burden of building something that specifically supports the ski industry is morally questionable and I do not agree with this use of tax payer funds. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Any option needs to support multi-use and other trailhead access. **(32.1.2B, 32.1.2D, 32.2.6.3C, and 32.2.6.5G)**

**COMMENT #:** 12715  
**DATE:** 9/3/21 1:57 PM  
**SOURCE:** Website  
**NAME:** Daniel Ernst

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**COMMENT:**

After review of the proposed options, I'm in support of option Gondola plan B. **(32.2.9D)** I'm in favor of this option for the following reasons:

A - vehicle reduction through providing alternate access to the canyon, supported with vehicle access fees

B - Year round service, not just seasonal

C - Reduce/nearly eliminate weather related delays of access and return.

D - Promotes mind set and behavioral changes moving people out of their cars and into public transportation.

E - It emulates similar transportation modes used in Europe to access mountain recreational activities.

I first visited Little Cottonwood Canyon in 1960 as a young person and have visited subsequently over the years. I've heard arguments of diminished views with any of the options. **(32.17A and 32.17B)** I want to point out the views and impact the canyon has been substantial through the years. The single largest impact has been the growth of the private and commercial buildings and the need to support them. The roadway has been expanded to accommodate increase demands and is at a point now a decision is needed to move in a different and possibly uncomfortable direction for some. With these points and looking forward, I support the Gondola Plan B option.

**COMMENT #:** 12716  
**DATE:** 9/3/21 1:59 PM  
**SOURCE:** Website  
**NAME:** Katie Weiner

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**COMMENT:**

As someone Who has drove up Cottonwood Canyon for the last 11 years at least five or six days a week I believe that the gondola is not the option. **(32.2.9E)** Taking a stronger look at the bus option especially starting buses earlier in the season and keeping them going later and with more frequency you could alleviate a lot of traffic. **(32.2.9A and 32.2.6.3N)** Every time I wanted to take the bus there is no parking, a long wait, or the buses haven't started for the season. Find the space to make bigger parking lots and increase the bus service by starting here. **(32.2.6.2.1C)** If the new bus system with more parking and more frequency of buses is a success and there's still issues in the canyon then look onto the option of widening the road. **(32.2.9R)**

**COMMENT #:** 12717  
**DATE:** 9/3/21 1:59 PM  
**SOURCE:** Website  
**NAME:** Alicia Mae

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**COMMENT:**

The only way I see this gondola system working is if it is free, included in the cost of a ski pass and nearly free to the public. **(32.2.4A)** Frankly, Snowbird and Alta should NOT be benefitting from a \$500 MILLION project solely supported by public funds. Both resorts should assume their share of financial responsibility and contribute a portion of ski pass and ticket sales back to the project. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Further, it doesn't seem like anyone has considered how this impacts summer traffic. **(32.1.2C)** Is there going to be a mid-way stop for those using the gondola to hike mid canyon? **(32.2.6.5G)** It will not help traffic at all if there are only two options, Snowbird or Alta. **(32.7B and 32.7C)** This won't impact traffic in the winter, either, if it's as cost prohibitive as the bus system is. **(32.2.4A)** It costs my family \$30 round trip to ski one day if using the UTA bus system, and it's frankly just easier to drive, even though sometimes the traffic is terrible. Another ongoing issue is where do people who use public transport sit, converse, put their skis and clothing on, and where do they store lunches and their stuff? **(32.2.3A)** If the gondola doesn't come with some SERIOUS places to enjoy getting ready, sitting around, and eating, it will be a tragic \$500M loss as people will still need their cars. I understand that Snowbird is deeply vested in the public supporting their business to the tune of hundreds of millions of dollars, and a pathetic effort to give over unusable ski terrain for non-use is a sad effort to conceal the massive freebie they're getting with the gondola. With snowbird's end goal seeming to be a massive expansion into the back canyons and into American Fork, it seems as though they should commit to return some of their profits in the forms of major subsidies to gondola riders for decades to come. **(32.20A and 32.20C)** In addition to these issues, what about workers in the mountain? How will they get up and down, will there be a toll or cost? **(32.2.4A)** We all know there's a problem with transportation, but this doesn't feel like it's been honestly vetted for the best PUBLIC outcome. In order for this to be good public use, it MUST be free or nearly free. Has anyone yet told the public the anticipated cost per rider yet? **(32.2.4A)**



**COMMENT #:** 12718  
**DATE:** 9/3/21 2:01 PM  
**SOURCE:** Website  
**NAME:** Steven Cutler

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**COMMENT:**

I like the Gondola system up the canyon **(32.2.9D)**

**COMMENT #:** 12719  
**DATE:** 9/3/21 2:03 PM  
**SOURCE:** Website  
**NAME:** Wyatt Barrett

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**COMMENT:**

I want a Gondola. **(32.2.9D)** It works when we have a lot of snow and that is when me and my family want to go up the canyon.

**COMMENT #:** 12720  
**DATE:** 9/3/21 2:07 PM  
**SOURCE:** Website  
**NAME:** Lynda Murray

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**COMMENT:**

I think an expanded bus lane would be the best way to go about this. (32.2.9B)

**COMMENT #:** 12721  
**DATE:** 9/3/21 2:13 PM  
**SOURCE:** Website  
**NAME:** Hayden Wyatt

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**COMMENT:**

I am submitting my comment in support of the bus expansion option for LCC. **(32.2.9B)** As a recreationist who enjoys the canyon in both summer and winter, I believe the gondola would heavily impact the outdoor experiences people have in the canyons. **(32.4I)** Having a flashy gondola running up the canyon will change the ability for people to get away from the chaos of SLC. **(32.17A)** This gondola will also impact the rock climbing of LCC in a disproportionate way. **(32.4B)** It seems the gondola is most supported by the ski areas as a means of improving LCC attractiveness for visitors rather than an option that considers all users and locals priorities in the canyon. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Thank you for your consideration.

**COMMENT #:** 12722  
**DATE:** 9/3/21 2:13 PM  
**SOURCE:** Website  
**NAME:** Susan Rea

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**COMMENT:**

I live [REDACTED] Little Cottonwood Canyon in the old Granite township, now Sandy City. We don't need elaborate gondolas or expansion of the roadways that damage the magnificent Wasatch Mountains. **(32.2.9E, 32.2.9C, and 32.4I)** There is no evidence that skiers will use a gondola, versus driving up with all their gear in the convenience of their parked car. **(32.2.4A and 32.7C)** SR 201 is not too busy except on the big snow days. **(32.1.4D)** It was manageable on powder days until ski resorts sold passes that work at multiple resorts, so that everyone flocks to LCC when the storm favors it. The resorts actually caused the "crisis", which they wish to remediate by building a gondola, which they will advertise like crazy to attract more business and traffic. **(32.20A and 32.20C)** Utah taxpayers will pay, continue to experience heavy traffic at the base of the canyon on snow days in ski season, and see degradation of the Wasatch and the watershed. **(32.7B and 32.12A)**

I am a skier in LCC and a resident who values LCC for its beauty, year round recreation and as our water source. I believe there are less costly and less destructive solutions to travel on SR 201 during ski season. First, the highway needs constant work to ensure safety. Lets make it as safe as possible for traffic during all seasons. Visible lane markers or dividers, rails where there are steep drops, signage for more pull outs in case drivers must read a text message or other distractions, signage on the danger of distracted driving, and better enforcement of speed limits and unsafe driving would help. **(32.2.2M)** A few amenities and parking lots at ends and along the way would help when avalanche or wrecks clog up the highway so that people can comfortably and safely wait, versus getting cold, hungry and agitated while they sit in cars or buses. Educate drivers to have some emergency items in cars driving up. As many others have mentioned, charge a toll on cars during ski season. **(32.2.4A)** Encourage multiple passengers per car. Increase the fine for going up without appropriate tires or 4 wheel drive. **(32.2.2M)**

We could try to have better, cheaper bus service first. I suggested years ago: There is free UTA service downtown. Try free buses shuttling to the resorts, for everone. That should cost much less than the massive construction projects. I do not see that softer, people centered solutions have been tried. These are easy to implement on a trial basis. **(32.29R, 32.2.9A, and 32.2.4A)**

There are many softer solutions than hammering our way through LCC and destroying the beauty, ecosystem, and some of the thrill of the mountains just to make skiing easier to attain for tourists or others in too much hurry for the mountain conditions. I have not perceived a problem, beyond usual mountain highway maintenance, except on big snow days, particularly when they occur on weekends. The local residents should have the attention of decision makers, especially elected officials. We live here and pay taxes. I do not believe we want to be a Park City or an Aspen, CO, versus being Sandy City or Salt Lake County, Utah.

On the other hand, if you decide to install a gondola, you better make sure most skiers will actually wait to park, carry all their stuff and kids and kids' stuff to the gondola line, exit at one of only two destination resorts, board buses if they are headed to a hotel, condo or back country and repeat at the end of the day. My family often want to take lawn chairs and a cooler, too, for apres ski. I think the gondola developers must be planning more around resort hopping tourists and a new attraction to advertise rather than any inconveniences to locals by occasional heavy canyon traffic.

Lets try simpler, incremental, resident focused solutions to the year-round transportation, recreation and conservation issues confronting our watershed canyons. **(32.2.2PP and 32.29G)**

Sincerely,  
Susan Rea  
Sandy City, Utah

**COMMENT #:** 12723  
**DATE:** 9/3/21 2:13 PM  
**SOURCE:** Website  
**NAME:** Jessica Stevens

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**COMMENT:**

Hello, I live near [REDACTED] and recreate there regularly. I am opposed to putting in a gondola. **(32.2.9E)** I think it will be ineffective and will destroy the beauty of our canyon. **(32.7B, 32.7C, and 32.17A)** It's also permanent and a waste of tax payer dollars. I think that of the two proposed options, improving the busing is by far the better of the two. Please protect our canyon and don't put in an eyesore that will forever scar the canyon. **(32.2.9B, 32.29G, and 32.17A)**  
Thank you,  
Jessica Stevens

**COMMENT #:** 12724  
**DATE:** 9/3/21 2:16 PM  
**SOURCE:** Website  
**NAME:** Jeanne Hansen

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**COMMENT:**

Yes, as very long time skier of Little Cottonwood Canyon, I support the Gondola B Alternative. It will help preserve our beautiful canyon. I do believe besides the ski resort stops, there should be a White Pine stop for the hikers and cross country skiers **(32.2.9D and 32.2.6.5G)**.  
Thank you for your consideration!



**COMMENT #:** 12725  
**DATE:** 9/3/21 2:17 PM  
**SOURCE:** Website  
**NAME:** Heather Dance

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**COMMENT:**

I have many comments about what is happening with Big and Little cottonwood Canyon because of snow fall and traffic. I live [REDACTED] and am greatly impacted by the traffic. I also ski (back country and resort) and use these canyons regularly throughout the year for numerous activities. I care about my community. I care about the mountains and environment here in Utah.

I am strongly against a gondola being built up little cottonwood canyon. **(32.2.9E)** This seems like a complete waste of funds that will not fully solve the problem. **(32.1.2D, 32.7B, and 32.7C)** Shuttling people up the canyon in small gondola cars will need a parking lot as large and Alta and Snowbird combined! Where will this go? **(32.2.6.5J and 32.6.2.1C)** An enormous structure built in a neighborhood changes this community permanently and drastically forever! We do not need to overbuild our communities. The proposal for parking is unrealistic and inaccurate at best of what will actually need to be built do house that many cars. **(32.4M)**

People will still want to drive up the canyon to save money and have their own vehicle. **(32.2.4A)** The gondola will not be top option unless there are heavy snow days (commenting about further down). The traffic on Wasatch to park for the gondola will still be a mess on those high use days. **(32.2.6.5E)**

Traffic on Wasatch is a problem in and of its self. I Do NOT want to see 5 lanes of traffic to become another freeway or Bangerter. **(32.2.9L and 32.2.6.2.2A)** There are countless kids who live on the east side of Wasatch that need to cross for school, activities, and friends. I already find it unsafe for my kids to cross at the cross walks. Death and accidents happen all the time on this road. The speed limit needs to be lowered and NOT expand. **(32.2.6.2.2A)**

This gondola benefits no one but the ski resorts! **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Why are tax payers the ones who are set to pay for this when the resorts are the sole beneficiaries. Backcountry skiing is hurt in this scenario. How do they get up the canyon to where they need to go? **(32.4G)** The road? Well, why build the gondola then if the road will be in full use? **(32.2.4A)**

The beauty of our canyons should be strongly considered. These giant huge towers are an eye sore! Huge impact to the mountain environment around each tower. Access to these towers for maintenance is also mandatory and ugly. Is the probability 0 for people being stuck inside of these during bad storms mechanical issues, etc? If so that's not acceptable either. **(32.17A and 32.2.2K)**

Building better snow sheds over the more sketchy parts of little cottonwood road is the solution. **(32.2.9K and 32.7A)** This has little impact of the canyon as a whole. The rode is already there. Why not improve upon it rather than add something new? It's not going away regardless so why not improve it and make it functional with MUCH less money. Much less eyesore, and much less impact on our canyons. This way everyone can access the canyon with whatever activity they want to do.

And quite honestly, global warming is happening weather we accept it or not. Sadly and realistically how long will we have snow in these mountains to ski? This is a very valid and important point. **(32.2.2E)** By the time this giant eye sore of a gondola will be built, there could very much be limited skiing and NO avalanche days all together!

I feel like the idea for the gondola is a novelty at best and solution at worst. Please think about long term and cost for our taxes!

**COMMENT #:** 12726  
**DATE:** 9/3/21 2:19 PM  
**SOURCE:** Website  
**NAME:** Karen Claridge

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**COMMENT:**

Spend half the year in Alta. Want to look at the mountains NOT at a gondola that will have a huge impact on the beauty of LCC! **(32.2.9E and 32.17A)** Added bus lane is the way to ease congestion. **(32.2.9B)** I also support winter-long traction mandate. One ill-equipped vehicle can make a tremendous traffic jam. **(32.2.2M)**

**COMMENT #:** 12727  
**DATE:** 9/3/21 2:20 PM  
**SOURCE:** Website  
**NAME:** David Grainger

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**COMMENT:**

Neither the gondola option or bus option are well-conceived options with scalable futures, or much creativity for diverse demands on canyon recreation demands and user interests. **(32.2.9E and 32.2.9C)** They are knee-jerk obvious immediate solutions, each with unique compounded environmental problems that reduce the scenic value, recreational attributes and future of Little Cottonwood canyon. **(32.17A, 32.17B, 32.4A, 32.4B, 32.4G, and 32.4I)** I urge all stakeholders to go back to the drawing board, really consider the holistic value of this canyon and this opportunity to make a real solution that accommodates year-round recreational demands and commercial interests without permanent unsightly infrastructure and aerial obstruction. **(32.2.2PP and 32.1.2C)** Simply moving automobile congestion to the canyon mouth does not address car congestion and emissions issues. **(32.2.6.5E and 32.10A)** A non-partisan, apolitical holistic approach is needed. Thanks.

**COMMENT #:** 12728  
**DATE:** 9/3/21 2:22 PM  
**SOURCE:** Website  
**NAME:** Caroline Jackson

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**COMMENT:**

Hello,

I am an avid skier of Little Cottonwood Canyon, both at the resorts and as a backcountry skier. I am very familiar with our traffic. I whole heartedly agree the implementation of a toll road and allowing residents to buy a season pass, similar to how Millcreek currently operates. **(32.2.4A)** What I'm not in favor of is having a multi-billion dollar project undertaken for the benefit of two privately owned resorts without any sort of guarantee or willingness on their end to cap the number of visitors. **(32.2.2K, 32.20A, 32.20B, and 32.20C)** If cars are still allowed to come up the road and additional parking is added at the base of the canyon, we are only further aggregating the problem. **(32.2.4A, 32.7B, and 32.7C)** The canyon has a limit and it can only hold so many people. While I know this was not one of the listed purposes of the study, it seems like a huge thing to overlook and not consider the environmental impacts of a canyon at full capacity. **(32.20A, 32.20B, and 32.20C)** While it seems like a big jump to build the gondola, I do see the value in an option with less environmental impact than widening of the road. However, I do hope that UDOT and the Forest Service will seriously consider having the resorts enter into some kind of agreement to cap their daily number of visitors as a compromise. After all, we are trying to cap the traffic problem, not add thousands of more people to it in a given day.

Thank you for your time,  
Caroline Jackson

**COMMENT #:** 12729  
**DATE:** 9/3/21 2:22 PM  
**SOURCE:** Website  
**NAME:** Thomas Peters

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**COMMENT:**

As a climber that recreates on the boulders and cliffs of LCC, I oppose the current options for transportation development that UDOT has proposed. (3.2.9C and 32.2.9E) Not only will the climbing terrain change forever, but the aesthetics of the canyon will be changed. **(32.4A, 32.4B, 32.17A, and 32.17B)** We can do better and find options that meet the needs of all recreation groups. **(32.2.2PP, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Thank you.

**COMMENT #:** 12730  
**DATE:** 9/3/21 2:23 PM  
**SOURCE:** Website  
**NAME:** Nicole Day

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**COMMENT:**

Gondola > widening road **(32.29D)**

**COMMENT #:** 12731  
**DATE:** 9/3/21 2:28 PM  
**SOURCE:** Website  
**NAME:** Zach Anderson

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**COMMENT:**

Neither of the preferred alternatives should be adopted. (3.2.9C and 32.2.9E) Neither option achieves the goal of the project purpose as stated in the EIS summary - "meet the needs of the community" and "preserve the values of the Wasatch mountains." (32.1.2B) The "community" that is paying for this is the entire state of Utah, while far from the majority of Utahans actually recreate at snowbird or alta in the winter months. So how are these alternatives meeting the needs of the community that is paying for the project? They aren't. Most taxpayers don't have any need for either option, so they should not be burdened to pay hundreds of millions of dollars to improve the upper-echelon's experience of getting to alta. (32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C) Also, neither option "preserves the values of the Wasatch Mountains." Adding a gondola to the canyon would remove the true western-US mountain feeling and promote an Alp-like culture. (32.17A and 32.4I) We value that the Wasatch is a relatively wild mountain range and is not covered with gondolas and restaurants, like the Alps. Widening the road would remove almost half of the bouldering in the canyon, which would degrade, not "preserve" the valued climbing in Little Cottonwood canyon (32.4A).

While I am in support of some of the support measures (snow sheds, mobility hubs, increased bus service, tolling, SOV fees during peak use, improved trailhead parking, improvements on Wasatch Blvd.), none of these measures have been tried in earnest and absolutely need to be fully implemented and assessed prior to bringing immensely expensive and unsightly options (the preferred alternatives) to the table. (32.29R, 32.2.9A, 32.2.4A, 32.2.9K, and 32.2.9O)

Lastly, why spend \$500 million dollars of taxpayer's money to alleviate an issue that is only a problem for maybe 30 days of the year, and only a serious problem for maybe 15 days a year? (32.1.4D) This point is only exacerbated by the fact that climate change will likely mean less and less "powder days," which means less and less days each year that congestion is an issue. (32.2.2E) The mountains are a naturally inhospitable environment, especially in the winter. Patrons of snowbird and alta need to realize they are entering (or attempting to) such an environment and respect that. Sometimes the mountains don't want to let you up into their realm, and sometimes they don't want to let you leave. It's just the way it is when you enter these types of places. Get used to it.

**COMMENT #:** 12732  
**DATE:** 9/3/21 2:28 PM  
**SOURCE:** Website  
**NAME:** Austin Williams

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**COMMENT:**

Build more ski resorts or skiable terrain to make this project worth anything. I would prefer to Ski at the Bird but I hear it all gets skied out in 10 mins. I dont want to ski where there are lines of 15-20 skiers at gates to open new terrain. If you arent expanding the skiable terrain this will projet is worthless. **(32.29M and 32.20C)**



**COMMENT #:** 12733  
**DATE:** 9/3/21 2:29 PM  
**SOURCE:** Website  
**NAME:** Dean Ellis

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**COMMENT:**

As a neighbor I hope you will not do this project that only helps the ski resorts and hurts the locals. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** With so many other solutions to try first, UDOT jumps to \$592 million taxpayer funded gondola or \$355 million road widening to solve our 15 heavy ski days out of the year. **(32.2.9E, 32.2.9C, and 32.1.4D)** The gondola can only perform one job and that is delivering skiers to private ski resorts. Is UDOT prioritizing businesses over Utah citizens?

**COMMENT #:** 12734  
**DATE:** 9/3/21 2:31 PM  
**SOURCE:** Website  
**NAME:** Kimberly Summers

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**COMMENT:**

I'm against the proposed expansion for Wasatch Blvd. **(32.2.9L)** We need to preserve our state's natural beauty and find a better way to accomplish what needs to be done. **(32.2.2PP)**

**COMMENT #:** 12735  
**DATE:** 9/3/21 2:31 PM  
**SOURCE:** Website  
**NAME:** Alta Skier

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**COMMENT:**

Little Cottonwood Canyon needs something to be done fast. I believe that the gondola is the best way to go when it comes to Little Cottonwood. **(32.2.9D)**

First off, the existing road as is needs to change. Many drivers don't listen to the chains and 4x4 required for the road. It results in too many accidents that the road is simply unsafe if we don't do anything to it. This should rule out the option of just busses without a road upgrade. **(32.2.2M)**

Even with a road upgrade, I still don't think it would be enough. It would be hard to widen such a road, along with a crazy high environmental impact with the earth moving required to do such a thing. The road is where all of our problems occur and removing the road from public use entirely should be done. **(32.2.2B and 32.2.2L)**

Let's start with the busses. While it would cause less accidents to just do the busses, the fact is that no one uses the existing busses. **(32.2.4A)** With the road as bad as it is, more busses won't do anything to help the congestion. **(32.7B and 32.7C)** While busses are cheaper, they don't give you as much good as they do cost. To operate 24 busses, 24 certified drivers are needed for this. 24 people employed on something that we aren't sure if it would be used by most people? **(32.2.4A and 32.2.7C)**

While sure, a bus lane will move the busses through faster, but widening the road for this just isn't worth that. People in Utah don't like to use the existing busses in Little Cottonwood, I have no reason to think that this will change with another lane added. **(32.2.4A)**

But if the gondola were chosen...

I will start with the capacity of such a lift. A gondola in Little Cottonwood would most likely be an 8 passenger or a 10 passenger gondola. The capacity listed **(3299 people per hour)** is nowhere close to the maximum capacity of such a lift. Doppelmayr, a major company who builds lifts like this, says that a 10 person gondola can move up to 4500 pph. Even an 8 person gondola at its full capacity can carry 3600 pph, 400 pph more than what is listed in the report. This is talking about the bare minimum gondola that could be built here. **(32.2.6.5N)**

Most of what I am seeing is alluding more to a 3S gondola (See Doppelmayr's website). The capacity of one of those is 5500 pph, which is greater than 2000 pph more than the other options, which guarantees almost no wait time for such a lift. Even if the cost of such a lift is a bit high, you can start with 3299 pph and work your way up to 5500 pph (adding more gondola cabins to the lift) when it is necessary. **(32.2.6.5N)**

That is just the numbers alone! Let's look at employment now. With only 3 stations, only 6 trained lift operators are needed to be hired. While mechanics are necessary, they aren't needed every day on the job.

In terms of safety, the road shouldn't even be needed in the winter. **(32.1.2D)** These lifts can carry anything that is needed to be brought to the resorts at any time. No snow sheds need to be built for this lift either. **(32.2.6.5Z)** In terms of environmental impact, this option is the most environmentally friendly. In other cities, gondola transportation has been used because of it being environmentally friendly. The

only impact of this lift would be the towers and with the road closed in the winter, there would be less endangered species ending up as roadkill. **(32.13A)**

A gondola isn't out of character for the area either! **(32.17A)** These access lifts to the base area of resorts is a very common practice in Europe and has been since the 60s. A whole village at the base of the gondola is something that could boost the area's economy even more and concessions and lockers would be ideal for the skier's experience.

A gondola is the solution for Little Cottonwood and I feel that it will serve the purpose just right.

**COMMENT #:** 12736  
**DATE:** 9/3/21 2:31 PM  
**SOURCE:** Website  
**NAME:** Andrea Ellis

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**COMMENT:**

As a neighbor in [REDACTED] I hope you will not do this project that only helps the ski resorts and hurts the locals. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** With so many other solutions to try first, UDOT jumps to \$592 million taxpayer funded gondola or \$355 million road widening to solve our 15 heavy ski days out of the year. **(32.2.9C, 32.2.9E, and 32.1.4D)** The gondola can only perform one job and that is delivering skiers to private ski resorts. **(32.1.2D and 32.2.6.5G)** Is UDOT prioritizing businesses over Utah citizens?

**COMMENT #:** 12737  
**DATE:** 9/3/21 2:32 PM  
**SOURCE:** Website  
**NAME:** Emily Pitsch

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**COMMENT:**

This document "Climate Change Considerations in Project Level NEPA Analysis" from January 13, 2009 outlines how to address climate change in project level NEPA analysis, as the title says.

- The effect of a proposed project on climate change (GHG emissions and carbon cycling). Examples include: short-term GHG emissions and alteration to the carbon cycle caused by hazardous fuels reduction projects, GHG emissions from oil and gas field development, and avoiding large GHG emissions pulses and effects to the carbon cycle by thinning overstocked stands to increase forest resilience and decrease the potential for large scale wildfire. **(32.2.2E and 32.10J)**

- The effect of climate change on a proposed project. Examples include: effects of expected shifts in rainfall and temperature patterns on the seed stock selection for reforestation after timber harvest and effects of decreased snow fall on a ski area expansion proposal at a marginal geographic location, such as a southern aspect or low elevation. **(32.2.2E)**

How has UDOT evaluated the potential decrease in snowfall in ski areas or the treat to the LCC ecosystem during the construction process? **(32.2.2E, 32.13A, 32.13B, and 32.19A)** Currently we are in a D4 drought and this is obviously a decrease in rainfall. Less water in our watershed means more concentrated pollutants. Did UDOT's analysis consider higher concentration of pollutants if the drought persists? **(32.12A and 32.12B)**

I think the GHG analysis is insufficient because UDOT reports annual CO2 emissions for the gondola as 140 days of operation when the gondola will run year-round. The EIS fails to evaluate the gondola's or road's contribution to climate change or how climate change will affect the construction projects. **(32.2.2E and 32.10A)**

**COMMENT #:** 12738  
**DATE:** 9/3/21 2:32 PM  
**SOURCE:** Website  
**NAME:** Grant Howard

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**COMMENT:**

Gondola! + carpooling/busses only. Remove as many cars from the equation as possible. **(32.2.2W)**

**COMMENT #:** 12739  
**DATE:** 9/3/21 2:32 PM  
**SOURCE:** Website  
**NAME:** Anna Allphin

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**COMMENT:**

The widening of Little Cottonwood Canyon and placement of a gondola would not only be a detriment to the beautiful nature that is one of the sole reasons people come and stay in Utah but it would also crush an entire community of climbers. **(32.2.9C, 32.2.9E, 32.17A, 32.17B, 32.4A, and 32.4B)** Little Cottonwood is a place for people to fall in love with climbing and the beauty that is Utah and that should take precedence over a gondola. **(32.29G)**



**COMMENT #:** 12740  
**DATE:** 9/3/21 2:33 PM  
**SOURCE:** Website  
**NAME:** Alta Skier

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**COMMENT:**

Not sure if the original comment posted, so I am saying this again

Little Cottonwood Canyon needs something to be done fast. I believe that the gondola is the best way to go when it comes to Little Cottonwood. **(32.2.9D)**

First off, the existing road as is needs to change. Many drivers don't listen to the chains and 4x4 required for the road. It results in too many accidents that the road is simply unsafe if we don't do anything to it. This should rule out the option of just busses without a road upgrade. **(32.2.2M)**

Even with a road upgrade, I still don't think it would be enough. It would be hard to widen such a road, along with a crazy high environmental impact with the earth moving required to do such a thing. The road is where all of our problems occur and removing the road from public use entirely should be done. **(32.2.2B and 32.2.2L)**

Let's start with the busses. While it would cause less accidents to just do the busses, the fact is that no one uses the existing busses. **(32.2.4A)** With the road as bad as it is, more busses won't do anything to help the congestion. **(32.7B and 32.7C)** While busses are cheaper, they don't give you as much good as they do cost. To operate 24 busses, 24 certified drivers are needed for this. 24 people employed on something that we aren't sure if it would be used by most people? **(32.2.4A and 32.2.7C)**

While sure, a bus lane will move the busses through faster, but widening the road for this just isn't worth that. People in Utah don't like to use the existing busses in Little Cottonwood, I have no reason to think that this will change with another lane added. **(32.2.4A)**

But if the gondola were chosen...

I will start with the capacity of such a lift. A gondola in Little Cottonwood would most likely be an 8 passenger or a 10 passenger gondola. The capacity listed **(3299 people per hour)** is nowhere close to the maximum capacity of such a lift. Doppelmayr, a major company who builds lifts like this, says that a 10 person gondola can move up to 4500 pph. Even an 8 person gondola at its full capacity can carry 3600 pph, 400 pph more than what is listed in the report. This is talking about the bare minimum gondola that could be built here. **(32.2.6.5N)**

Most of what I am seeing is alluding more to a 3S gondola (See Doppelmayr's website). The capacity of one of those is 5500 pph, which is greater than 2000 pph more than the other options, which guarantees almost no wait time for such a lift. Even if the cost of such a lift is a bit high, you can start with 3299 pph and work your way up to 5500 pph (adding more gondola cabins to the lift) when it is necessary. **(32.2.6.5N)**

That is just the numbers alone! Let's look at employment now. With only 3 stations, only 6 trained lift operators are needed to be hired. While mechanics are necessary, they aren't needed every day on the job.

In terms of safety, the road shouldn't even be needed in the winter. **(32.1.2D)** These lifts can carry anything that is needed to be brought to the resorts at any time. No snow sheds need to be built for this lift either. **(32.2.6.5Z)** In terms of environmental impact, this option is the most environmentally friendly.

In other cities, gondola transportation has been used because of it being environmentally friendly. The only impact of this lift would be the towers and with the road closed in the winter, there would be less endangered species ending up as roadkill. **(32.13A)**

A gondola isn't out of character for the area either! **(32.17A)** These access lifts to the base area of resorts is a very common practice in Europe and has been since the 60s. A whole village at the base of the gondola is something that could boost the area's economy even more and concessions and lockers would be ideal for the skier's experience.

A gondola is the solution for Little Cottonwood and I feel that it will serve the purpose just right.

**COMMENT #:** 12741  
**DATE:** 9/3/21 2:34 PM  
**SOURCE:** Website  
**NAME:** Cori Richards

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**COMMENT:**

Having worked and skied in LCC for over 30 years we want to see this precious environment preserved for our children and beyond. We put our voice behind the gondola option- not bus! **(32.2.9D and 32.2.9C)**

**COMMENT #:** 12742  
**DATE:** 9/3/21 2:37 PM  
**SOURCE:** Website  
**NAME:** Lyndsey Anderson

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**COMMENT:**

No gondola! **(32.2.9E)** Prioritize optimizing buses and designing routes that will help get people from around the valley to the mountains quickly efficiently **(32.2.2I)**

**COMMENT #:** 12743  
**DATE:** 9/3/21 2:37 PM  
**SOURCE:** Website  
**NAME:** Anna Robling

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**COMMENT:**

To whom it may concern:

My name is Anna. I vote, live, and work in Little Cottonwood Canyon year round. Alta is the town on my drivers license. Little Cottonwood is my neighborhood and my community. I want to share this beautiful landscape with all of those who want to recreate. It is not my intention to gatekeep or restrict access to land that belongs to all Americans (at least the Wasatch National Forest).

I know that there are many more people who live Down Valley and need to get up the canyon. The reality is, they all can't come up at once, alone, in their own car.

With respect to the two options proposed in the DEIS, I reluctantly "support" the bus plan. **(32.2.9B)** The gondola is a waste of taxpayer money and unnecessary. **(32.2.9E)** It is antithetical to preservation and conservation efforts. **(32.4I)** Also, who votes on this? It seems that leverage and corporate interests are the strongest and smallest voices. Why is there no quantitative way to see what the people want? Who gets to have a say in what happens to this land? I say we all do. And we must protect it. **(32.2.9N and 32.2.9G)**

Why Bus Plan: The positive aspect of the bus plan is that it leverages existing infrastructure. Beyond that, it is inadequate and seems to be constructed with failure in mind so that the gondola prevails. **(32.7B, 32.7C, and 32.2.6.3N)**

Why No Gondola: It's excessive, ugly and wasteful. **(32.17A)** There are less expensive, less impactful solutions. It creates more problems than it solves. It does not serve any communities unless you're talking about communities of investors. Actually, one could argue that it serves business interests far more than any community- Cottonwood Heights or LCC. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

All places have a carrying capacity. Here are some suggestions from within my communities that I'm sure many other voices have replicated:

- Tolling. **(32.2.4A)**
- Single occupancy vehicle restrictions. **(32.2.4A)**
- Enforced traction laws. **(32.2.2M)**
- Incentives to bus. **(32.2.4A)**
- Permit lottery to cap the number of non-employee, non-resident cars that can come up SR-210. No permit=bus. **(32.2.2B, 32.2.2L, and 32.2.2K)**
- Busses need to be an accessible choice that people can feel good about taking.

More important than anyone that lives here or recreates here is this precious land we share. Those who profit off of it want us to fight one another out of resisting their botched conceptions of travel solutions. Neither of these plans seem to comprehensively do justice to the fact that this alpine environment was here before we were, and we want it to be here after we are gone. Temperance, common sense and pragmatism will serve the land and the people who love it.

In gratitude for all the work that has gone into this EIS, and for all the work that I hope will go into another one that gives more consideration to existing infrastructure, let's protect this beautiful ecosystem we care about. **(32.2.9G)** And hopefully enable those who want to share it to share it without

sitting in traffic or packed like sardines into a gondola that might not even get them to the Public Land they want to explore.

Sincerely,

Anna Robling  
3 September 2021  
Alta, Utah

**COMMENT #:** 12744  
**DATE:** 9/3/21 2:38 PM  
**SOURCE:** Website  
**NAME:** Daniel Fale

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**COMMENT:**

I am very concerned with the proposition of a Gondola going up to LCC. **(32.2.9E)** As a climber and someone who enjoys the outdoor space, I cannot imagine Gondolas running across the mountain range all the way to LCC. **(32.4B, and 32.17A)** This would destroy the aesthetics of the climbing environment and much of the hiking environment while catering to the ski crowd at the cost of all others. **(32.17A)** Please stick to the buses and don't approve the Gondola? **(32.2.9A and 32.2.9E)**

**COMMENT #:** 12745  
**DATE:** 9/3/21 2:39 PM  
**SOURCE:** Website  
**NAME:** Jaclyn Fuller

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**COMMENT:**

We don't need big fancy gondolas, we need flexible solutions that can start working as soon as this year. **(32.2.9E, 32.2.2PP, and 32.2.7C)**



**COMMENT #:** 12746  
**DATE:** 9/3/21 2:39 PM  
**SOURCE:** Website  
**NAME:** James Garrett

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**COMMENT:**

Please, no, no, no to the gondola proposal in LCC. **(32.2.9E)** The reasons against are many. The benefits for serve to publicly fund a lift that only is a plus for Alta and Snowbird Ski Areas. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

**COMMENT #:** 12747  
**DATE:** 9/3/21 2:39 PM  
**SOURCE:** Website  
**NAME:** Michelle Suitor

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**COMMENT:**

LCC is unique in that it is a glacier carved canyon which is evident from the beautiful view at it's base. Especially at sunrise. Please do not destroy this with a gondola. **(32.2.9E and 32.17A)** Buses are more versatile and can be used in other areas of the state in case of emergency. **(32.2.6.3E)** transportation options that are only useful in one area don't solve the problem **(32.7B and 32.7C)**. thank you

**COMMENT #:** 12748  
**DATE:** 9/3/21 2:41 PM  
**SOURCE:** Website  
**NAME:** Beck Locey

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**COMMENT:**

Thank you for your efforts to evaluate the impacts to the canyons and the various solutions. I very much support the proposed gondola solution. **(32.2.9D)** Thanks

**COMMENT #:** 12749  
**DATE:** 9/3/21 2:41 PM  
**SOURCE:** Website  
**NAME:** John Pikus

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**COMMENT:**

As a Cottonwood Heights resident I want to share my thoughts on the proposed options to improve the traffic problem in Little Cottonwood Canyon. I appreciate the time and thought being put into solving these issues, however I believe that neither of these options will solve the problem while permanently altering the character of a very special and beloved place. **(32.2.9C, 32.2.9E, and 32.4I)** I support a phased approach that will combine multiple, less destructive options that will provide a scalable solution. **(32.29R)**

While the gondola looks enticing on paper it has several drawbacks. It cannot operate during avalanche control activity which severely limits its stated benefit of being able to run while the road is closed. **(32.2.6.5H and 32.2.6.5K)** Additionally, I have my doubts that it will substantially improve the traffic problem. **(32.7B and 32.7C)** Traffic and congestion will spread into the residential neighborhoods of Sandy and Cottonwood Heights, while likely remaining on the canyon road as the Gondola's stated capacity of 1,000 riders per hour will not be sufficient to meet the demand at peak hours. **(32.2.6.5N)** Considering forecasted population growth (as well as a potential increase in traffic to Alta and Snowbird as the Park City resorts become less viable options due to climate change) a substantial number of people will still choose to drive on the road even with a large toll imposed on upper canyon users. **(32.2.4A)** I worry as well that the gondola applies a 2020 solution to a 2050 problem. By 2050, the gondola technology will likely be clunky and outdated. Elon Musk's boring company provides an example of one of many exciting new transportation options that will likely become more widespread and affordable as time goes on. Why permanently change the beautiful and peaceful ambience of the lower and middle canyons for this when less destructive options exist? **(32.2.2C, 32.2.2PP, and 32.1.2B)**

I encourage UDOT to look into alternative options centered around increased bus service with multiple mobility hubs. These mobility hubs should be scattered throughout the Salt Lake Valley so that traffic is spread out rather than concentrated in one place. **(32.2.2I)** Incentivize users to take public transit by making it by far the cheapest option to get to Snowbird and Alta (consider a toll for private vehicles traveling in upper LCC.) **(32.2.4A)** Create lockers for ski equipment storage both at the mobility hubs and at Alta Snowbird (increase their existing capacity) to make the bus ride as comfortable and enjoyable for people as possible. **(32.2.3A)** I know that it is not fun to ride a bus in ski boots while trying to manage skis and other equipment for the day. These mobility hubs could also help the economy in the Salt Lake Valley by becoming gathering places with bars, restaurants, and other amenities. The bus service will also be scalable based on demand, unlike the Gondola option. **(32.2.2I)**

On winter weekends and holidays it may be necessary to close the road to private vehicles and create a Zion-style shuttle system. **(32.2.2B)** While we will all give up some personal freedom, this will preserve the beautiful and peaceful nature of the canyon. It has worked very well in Zion which has almost 4.5 million annual visitors. Electric buses could be used to decrease the carbon footprint of Little Cottonwood's booming ski industry. **(32.2.6.3F)** This will have the added benefit of preserving the watershed and having minimal impact to wildlife travel corridors.

At the least, we need competent and consistent enforcement of tire traction laws in both Cottonwood Canyons. Despite very clear signage, traffic is routinely ground to a halt by incidents involving cars and trucks with tires that do not satisfy traction requirements. This is a simple and effective solution that will have major benefits on high traffic powder days. There needs to be better collaboration between UDOT, the resorts, and Cottonwood Heights/Unified police to make this happen. Perhaps a sticker or

permit system could be used for residents and rental cars to create a quick and easy way to verify if a car has appropriate tires or not. **(32.2.2M)**

I urge UDOT to consider these or other less impactful options to improve transportation in Little Cottonwood. If they do not work as well as intended perhaps then we should consider actions that would permanently change the character of the canyon. **(32.29R)** Little Cottonwood Canyon is an amazing place not only due to the world class resort skiing but also for many other activities such as hiking, backcountry skiing, snowshoeing, and rock climbing. Both proposed options will forever change the user experience for all of these activities, and in some cases completely destroy the recreational resource (in the case of bouldering areas that will be eliminated for "oadway widening or gondola towers.)**(32.4I, 32.4A, and 32.4B)** We should at least give other options an honest try before making a decision that will devastate so many user groups of Little Cottonwood Canyon. **(32.29R)**

**COMMENT #:** 12750  
**DATE:** 9/3/21 2:43 PM  
**SOURCE:** Website  
**NAME:** Mary Clark

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**COMMENT:**

I would like to ask that you support the Enhanced Bus Service option instead of the Gondola option. **(32.2.9A and 32.2.9E)** The reason for suggesting this option is that it is less costly to operate and allows the most access to individuals trying to enter the Little Cottonwood Canyon. In addition to prohibitive costs to use the Gondola for most Utah residents, the Gondolas become an eye sore and take away some of the beauty of the Canyon. **(32.17A)** Thank you, Mary Clark

**COMMENT #:** 12751  
**DATE:** 9/3/21 2:44 PM  
**SOURCE:** Website  
**NAME:** Terri Harris

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**COMMENT:**

There is no easy answer, but the least expensive and least intrusive would be to add more buses.  
**(32.2.9A)**

**COMMENT #:** 12752  
**DATE:** 9/3/21 2:44 PM  
**SOURCE:** Website  
**NAME:** Shannon Whitaker

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**COMMENT:**

As a lifelong county resident who spent childhood and adulthood recreating in Little Cottonwood Canyon, hiking, skiing, snowshoeing, and otherwise enjoying the natural treasure, I strongly object to any plan that damages the beauty of the canyon. The gondola plan is especially objectionable because it will destroy the view of the canyon from the valley and the view of the canyon while hiking and skiing. **(32.2.9E and 32.17A)** As a current resident of Sandy who lives near the mouth of Little Cottonwood Canyon, it is devastating to imagine our beautiful canyon marred by a gondola to support the for profit businesses that have overbuilt their business for the capacity of the canyon roads. **(32.17A and 32.2.7A)** The tax payers should not be responsible for paying to solve a problem that the ski resorts have created and in doing so, ruining our canyon. Please do not do irreparable harm to the few natural treasures we have near our cities. I urge you to come up with a different plan that will not forever destroy the canyon that so many of us love. **(32.4I and 32.2.2PP)** Save our canyons and keep them wild so that we can keep enjoying nature. **(32.29G)** Thank you."



**COMMENT #:** 12753  
**DATE:** 9/3/21 2:49 PM  
**SOURCE:** Website  
**NAME:** Genevieve Smith

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**COMMENT:**

Please protect this canyon. It is sacred and we have already destroyed enough of this beautiful state  
**(32.29G)**

**COMMENT #:** 12754  
**DATE:** 9/3/21 2:53 PM  
**SOURCE:** Website  
**NAME:** Leah Hunt

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**COMMENT:**

I do not support the building of the Gondola or the road expansion. **(32.2.9E and 32.2.9C)** Both of these projects would completely destroy the entire reason I come to LCC but more importantly, the massively historical bouldering locations within the canyon. **(32.4I, 32.4A, and 32.4B)** Without these roadside boulders, I will not be returning to Little Cottonwood Canyon, or Salt Lake City for that matter. The ski resorts have no right to destroy the historical and recreational activities within the entire canyon purely for their financial benefit. **(32.1.2B)** It is the responsibility of UDOT and the state of Utah to preserve the natural beauty and gifts of the canyon and the Gondola and road expansion both directly oppose that goal. **(32.29G)**

**COMMENT #:** 12755  
**DATE:** 9/3/21 2:54 PM  
**SOURCE:** Website  
**NAME:** Rebecca B

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**COMMENT:**

Please do not move forward with the Gondola alternative. **(32.2.9E)** I'm both a skier and a climber and the traffic is no problem if you wake up early enough to hit the slopes. **(32.1.2B and 32.1.4D)** It's absolutely not worth ruining hundreds of routes for lighter traffic up LCC. **(32.4B)**

**COMMENT #:** 12756  
**DATE:** 9/3/21 2:54 PM  
**SOURCE:** Website  
**NAME:** Gary McGee

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**COMMENT:**

I am not in favor of either proposal. **(32.2.9C and 32.2.9E)** These two proposals seem to benefit primarily Alta and Snowbird, both privately owned resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** They should know very well by now that access to their resorts is seriously impacted on snow days, closed canyon, avalanche control, etc. They want the UDOT and other entities to fix the problem (s) so that skiers/people can get to their resorts faster, and make the taxpayers pay the bill. **(32.1.2B)** Widening the road up the canyon is not good for the environment/ water supply etc. **(32.4I and 32.12B)** The Gondola is another concept that is way too expensive, impacts the environment as well. **(32.2.7C and 32.4I)** How many people would ride the tram year round, in the off season. **(32.20A)** Would it operate with just two or three people or wait for a full tram, or just shut down if there was limited or no demand. **(32.2.6.5F)** Not a good idea. I agree with Mayor Jenny Wilson, of Salt Lake County, start with the lesser expensive options. **(32.29R)** No widening, let's see what other options work first. Increase Bus service, Buses get priority on snow days, limit cars on snow days, charge a toll for cars, going up the canyon, close the canyon to cars entirely on snow days, if the canyon is closed, skiers have the option to go to another resort. **(32.2.9A, 32.2.6.3N, 32.2.2L, 32.2.2B, and 32.2.4A)** How often/now many days on average is the canyon closed because of snow. I've heard the number of about 15 days or parts of days that the canyon is closed due to snow, these two options are a pretty expensive solution for those 15 days. **(32.1.4D)** How many days is the canyon closed in the spring, summer or fall seasons. Probably very few if any. This is just a snow issue. People need to understand that if the road is closed for snow issues, they will just have to wait. Please consider these comments and save the community and the taxpayers from the expense of these options. Start with less expensive option and see what happens. **(32.29R)** Thank you.

**COMMENT #:** 12757  
**DATE:** 9/3/21 2:55 PM  
**SOURCE:** Website  
**NAME:** Courtney Dean

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**COMMENT:**

I absolutely do not support the gondola idea. **(32.2.9E)** We are spending too much money on an already privileged portion of the population. SLC should first try expanded bus service. **(32.2.9A)**

**COMMENT #:** 12758  
**DATE:** 9/3/21 2:56 PM  
**SOURCE:** Website  
**NAME:** Pierce Whalen

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**COMMENT:**

No Gondola. **(32.2.9E)** Expand the bus system in Little and Big Cottonwood canyons, among other measures to help alleviate the traffic problem. **(32.2.9A and 32.1.1A)** A gondola serves a small population of patrons for less than half the year, and caters more to tourists than the local community. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Busses would be a great step, but more would be needed to fix the problem. Invest in the local communities and not a disneyland attraction

**COMMENT #:** 12759  
**DATE:** 9/3/21 2:57 PM  
**SOURCE:** Website  
**NAME:** Becky Roner

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**COMMENT:**

This seems like an agreeable fix both enviornmentaly and to accomodate high traffic. **(32.29D)**

**COMMENT #:** 12760  
**DATE:** 9/3/21 2:57 PM  
**SOURCE:** Website  
**NAME:** Christina Wightman

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**COMMENT:**

I moved here in October 2020, and bought a ski pass. I used both canyons regularly, checked the UDOT instagram for updates every day. I would absolutely take the bus if it was a busy day. I found it to be a great experience. Just as fast as driving and getting dropped off right at the lifts was great! For this reason I'm leaning more towards the road widening option. **(32.2.9B)** I think bus travel can be increased and decreased (more/less busses) easily where a gondola would be limited at some point. **(32.2.6.3D and 32.2.6.5A)** I'm not stoked on how much loss of climbing/bouldering there will be with either option, please consider adjusting route to save as much as possible. **(32.4A and 32.4B)** I definitely think there needs to be more controlled entry into the canyons so that single occupancy vehicles can be charged a fee. (save for employees/contractors/residents etc) Is that a fee station/a toll booth, staff and residents get an RFID pass, 2+ get through automatically like HOV lanes, or some combination thereof? Lets hope so. **(32.2.4A)** The other interesting reality is that weekdays are a breeze to move around in the canyons, making this whole project a resolution to make a couple of days per week a better experience for all. **(32.1.4D)** Tough one.  
Thanks for listening.



**COMMENT #:** 12761  
**DATE:** 9/3/21 2:58 PM  
**SOURCE:** Website  
**NAME:** Kasey Lewis

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**COMMENT:**

I am strongly against putting in a gondola or widening the road. **(32.2.9E and 32.2.9C)** We all know that this will cost the taxpayers a ton of money and only benefit out of state tourists **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. I am a local taxpayer who will be negatively impacted both financially and recreationally if this passes. I love climbing in LCC and some of my favorite spots will be destroyed by this project to shuttle rich people to the fancy ski resorts. **(32.4A and 32.4B)** Please leave what we have left of natural areas alone and stop trying turn one of the best canyons in the world into an eye sore. **(32.17A and 32.17B)**

**COMMENT #:** 12762  
**DATE:** 9/3/21 2:59 PM  
**SOURCE:** Website  
**NAME:** Katy Andrews

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**COMMENT:**

Both the road widening and the gondola options are NOT good transit solutions for Little Cottonwood Canyon. **(32.2.9C and 32.2.9E)** The first priority should be thinking about how to preserve the environment and character of the canyon. **(32.2.9G)** This can only be done by limiting the number of people that can recreate in LCC on any given day. LCC cannot handle the number of people that these solutions are planning for. It seems like LCC cannot even handle the current number of people that are going up there, so before you go about planning to get as many people up there as possible, how about you pause and study the actual capacity that LCC can handle? That data should be readily available now. After that let's talk solutions. **(32.2.0A, 32.2.0B, and 32.2.0C)**

Once the capacity requirement is understood, rather than spending billions to get as many people as possible up to Alta and Snowbird (at taxpayer expense; not theirs), instead spend a few million to plan and execute solutions like tolling, carpool incentives/requirements, and increased frequency of bus service. **(32.2.4A and 32.2.9A)** These are things that can be planned and executed for this coming ski season and if done well, data can be collected on the effectiveness of these various solutions. **(32.2.7C)**

The usage issue is a now problem, not a five years from now problem, so solutions are needed NOW. Even if the road widening or gondola wasn't such a massive negative environmental impact and is the ultimate solution for LCC, the capacity problem needs to be addressed immediately and those expensive solutions should be designed to move only as many people as LCC can handle on any given day. As described above, there are many things that can be executed and measured for effectiveness now. **(32.2.0B)**

**COMMENT #:** 12763  
**DATE:** 9/3/21 2:59 PM  
**SOURCE:** Website  
**NAME:** Lexi Dowdall

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**COMMENT:**

The two favored proposals are extreme without first attempting smaller, more measured and cost-effective steps and then evaluating how those steps alleviate traffic pressure. **(32.2.9C, 32.2.9E, and 32.2.9R)**

I was originally pro-gondola but I have changed my stance. There is not enough space at the mouth of Little Cottonwood to accommodate the number of cars that will wish to park there. Car volume will only increase as winter tourism to the state continues to grow, esp with the possibility of a 2030 Olympic bid. **(32.2.6.5E and 32.1.5F)**

Widening the road and adding bus lanes will have abhorrent effects on the integrity and health of our riparian systems and watershed. **(32.13B and 32.12B)** This also negatively impacts the climbing community (of which I am not a member) by destroying or altering established bouldering areas. **(32.4A)** Additionally, riding the bus is all well and good but have you tried this as a family with young children? Trying to wrangle kids plus equipment onto the bus is a Herculean feat that creates a low incentive for families to ride. **(32.2.4A)**

When considering switching mostly to bus riding myself, I wonder where I can store my gear for the day. Snowbird does not have sufficient space to add the number of lockers that would be necessary for this plan to function. Alta Ski Lifts owns no lodging--so they certainly do not have the ability to provide gear storage space. Lockers at the BASE of the canyon are absolutely pointless and NOT helpful. The current cost of \$4.00 per trip is what currently prevents me from riding. When faced with paying \$8.00, the possibility of being stuck for hours in traffic, and the longer travel time, \$8.00 is simply too much for me to consider, I focus my efforts on carpooling with friends. **(32.2.3A and 32.2.4A)**

The bus solution does not accommodate backcountry users. **(32.5G and 32.1.2D)**

It is not unreasonable to assume the gondola would quickly reach its carrying capacity when population projections for the Wasatch Front are considered. Should long gondola lines result, where would all the cars and people go? **(32.2.6.5N, 32.2.6.5C, and 32.6.5J)** The gondola would decimate our beautiful viewshed and negatively impact the experience of backcountry users. **(32.17A)** Once built, you cannot decommission the gondola. This and widening the bus lanes seem like extreme solutions when we haven't tested or implemented other options. **(32.2.9R)**

These transportation proposals do nothing to alleviate congestion in Big Cottonwood Canyon. **(32.1.1A and 32.2.0D)**. I am very confused why we aren't first testing some of the following measures: Implement toll system where single-drivers are penalized/charged. Incentivize carpooling with 3+ riders using MEANINGFUL rewards, bypass tolls/booths, expand priority parking, etc. **(32.2.4A and 32.2.2Y)**. Activate traffic-mitigation measures on weekends and peak holiday periods vs. go full-bore on expensive solutions that are implemented to address problems that occur on just a fraction of the days yearround. Make it illegal to drive up BCC or LCC without 4WD or AWD vehicle from Nov 15 to April 15. Nobody is talking about how often ill-prepared drivers create traffic or wreck their cars in the canyon. This is a HUGE piece of the issue and these vehicles are downright dangerous to the public. Let's start here before investing millions in infrastructure. **(32.2.2M)**

**COMMENT #:** 12764  
**DATE:** 9/3/21 3:00 PM  
**SOURCE:** Website  
**NAME:** Anastasia Kellogg

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**COMMENT:**

First I would like to begin by saying I am not satisfied with either of the "preferred" options for the canyon, however, I feel an expanded bus service is FAR preferable to the gondola, as it has more flexibility, and won't be as much of an eyesore as the gondola. **(32.2.9B, 32.2.9E, and 32.17A)**

As a hiker and amateur photographer, I highly oppose the gondola as it will permanently ruin the views of the canyon, obscuring the stunning scenery with big ugly supports, cables, and service roads. **(32.17A)**. The gondola will be a permanent fixture and forever deface the beauty of LCC, robbing future generations of the chance to see it in it's full glory, all because some folks want more money than they can possibly spend (FYI, you can't take it with you when you die).

I also think it is extremely irresponsible to spend half a billion dollars for a boondoggle that will only run for a few weeks a year. **(32.2.6.5F)** The gondola only benefits the ski resorts, and I don't see why it is the taxpayers job to front money to private businesses that are already making cash hand-over-fist. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I'm sure they are quite happy to sit back and reap the benefits with no cost to them, while the entirety of the state has to shovel cash into their pockets. This being Utah, I also have to wonder if there are some backdoor deals happening to fleece taxpayers of their money. Private business should be private and not funded by the state and taxpayers!

Additionally, this entire process and the preferred options feel like UDOT is giving a rude gesture to anyone who isn't a skier (or the money-grubbing ski resorts). **(32.1.2B and 32.1.2D)** I feel like hikers, climbers, cyclists, and other users of the canyon have been ignored. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** As a hiker, I fear that trails I enjoy will be blocked by the supports for the gondola, or that access roads will tear up the bottom of the canyon and affect wildlife and close down hiking trails. **(32.4I and 32.13A)** The climbing community has also expressed concern that many popular sites will be completely destroyed by either option (but the expanded bus service is the less destructive of the 2 "preferred" options). **(32.4A and 32.4B)** Other than some token improvements at certain trailheads, the lack of stops at these trailheads and the winter-only service make it pretty clear who these proposals are for and it's not the year-round users of the canyon. **(32.1.2C and 32.2.6.3C)** The bus service is more flexible in terms of non-skier LCC users, since service could be expanded in the hiking/climbing/cycling season, and stops added for other users, while the gondola will simply service private business. **(32.2.6.3C and 32.2.6.5G)**

If I had my druthers, I would take neither option. I like the improved trailheads, snow-sheds, tolling, and increased bus service (without expanding the road). **(32.2.9O, 32.2.9K, 32.2.4A, and 32.2.9A)** As I said before, the bus service (with expanded road) is preferable since it is more flexible and less destructive than the gondola. However, I feel like both these preferred proposals are also jumping in with both feet first. Why not start with a staged approach with bus service, high tolls, and possibly limiting car access to the canyon at peak times (unless you are a resident, emergency vehicle, or employee). **(32.2.2Y, 32.2.9R, and 32.2.2K)** Beginning with a push to the bus service, UDOT can better monitor usage, and determine if road expansion is really necessary. With the gondola, it's both feet first into the deep end, and it may prove to be a waste of money after the novelty wears off (it can't run in high winds, may need to be stopped to be serviced, transit for individuals will still take a LONG time). **(32.2.6.5K)** An improved bus service (with the possibility of road expansion), is easier to stage in, but must be highly incentivized. **(32.2.4A)** Like I said, high tolls at peak times, and limitations on how many private vehicles (excluding residents/employees) can enter the canyon at these peak times. **(32.2.2B)** Give the cops something to keep them busy and make them actually enforce something.

**COMMENT #:** 12765  
**DATE:** 9/3/21 3:00 PM  
**SOURCE:** Website  
**NAME:** Nick Arena

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**COMMENT:**

As an avid skier AND climber. I think destroying one groups space to benefit another's is idiocy. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The proposed gondola seems more like a marketing stunt to me to bring more people to the mountain. **(32.2.9E)** I would like to think a place that embraces the outdoors and outdoor lifestyle as much as snowbird claims would be willing to listen to the entire outdoor community and not just their own small piece of it. It does not seem fair or right. Compounding it is trying to hide the environmental destruction behind the claim that it is the "green" option as opposed to an expanded bus system. I am all for more busses and all against the gondola. **(32.2.9A and 32.2.9E)**

**COMMENT #:** 12766  
**DATE:** 9/3/21 3:00 PM  
**SOURCE:** Website  
**NAME:** Nickolas Clarke

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**COMMENT:**

Hello,

Please see my comments on the potential solutions proposed for LCC and canyon access in general. I agree with the proposals given by Save our Canyons and have copied their proposed solutions below.

In summary, I believe that heavy expansion of a UTA bus system, both at the mouth and through expanded ski bus routes or feeder lines that bring people to the mouth/major ski bus stops will lead to cheaper, more environmentally and fiscally sustainable solutions. **(32.2.2B)** 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. **(3.2.4A)** 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, 32.20A, 32.20C, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** 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 #:** 12767  
**DATE:** 9/3/21 3:01 PM  
**SOURCE:** Website  
**NAME:** Eric Creel

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**COMMENT:**

As a former resort employee at Brighton, I certainly see the need for a more predictable canyon transit. But the primary benefit of the Cottonwood Canyons is providing fresh, clean drinking water to the city. This should be valued most highly above fossil-fueled access to resort skiing, especially in a time of increasing water-scarcity and climate-driven catastrophes **(32.12A, 32.12B, and 32.2.2E)**. If we want resort skiing to continue to be a viable and robust industry in our state, we must continue to protect the natural resources that support it. As our climate crisis worsens, we must continue to protect our water source - if we even want water access to be viable in our city for generations to come - and we must scale back our carbon emissions to make sure that we can continue to boast "The Greatest Snow on Earth."

All that being said, I am strongly in support of the expanded bus option over the gondola. **(32.2.9B and 32.2.9E)** However, I think there are plenty of social engineering changes that can be made before physical engineering solutions are necessary. I have heard many great suggestions throughout the comment process that I think would greatly contribute to a reducing canyon congestion, but most of all, I think we need to stop allowing so many cars up the canyon in the first place. Personally, I would support that we simply stop allowing cars up the canyons during peak times unless you are (i) essential resort staff, (ii) a family of four or more, or (iii) not traveling to a resort. Many people react to this proposal as if it is a radical idea, but we have already seen the success of similar ideas here in our own state; at Zion National Park. Short of this, there are many other social engineering solutions, including but not limited to tolling, paid parking, and incentives at the resort level. **(32.2.2B)**

In short, we need to stop being so car-centric. We need to reimagine public transit in new ways that we have never tried before if we are to solve problems we have never faced before. On the face-value, this may be confused as an argument in favor of the gondola. But the gondola, along with the expanded bus option, will still have a marked impact on the environment of the canyon, at a huge price tag to taxpayers. **(32.4I)** Either solution would benefit primarily only two businesses and one user-type, while there are crumbling and inefficient roads and a lack of public transit all throughout the Salt Lake Valley and the wider state. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** If we're going to spend half a billion in tax dollars on infrastructure improvements, it should be on something that benefits every taxpayer. Let the resorts foot the bill for these improvements if they feel they are so necessary.

Resort skiers are already an inherently privileged group, and there are people all over the state who could benefit from more efficiently planned roads and better access to public transit. Why not use this money instead to invest in an electric bus system that could benefit everyone, be more flexible in its use than a stationary gondola, and reduce our carbon emissions - not just for the benefit of the ski industry, but for the benefit of every child alive that will grow up in a world increasingly stricken by drought, food scarcity, wildfires, unhealthy air quality, and more. **(32.2.6.3F and 32.1.2B)** With these crises in mind, it seems incredibly irresponsible to me to spend so much on negatively impacting our watershed and further congesting our resort skiing, primarily for the financial benefit of Snowbird and Alta.

Another thing that must be seriously considered is the carrying capacity of the resorts and of the canyon overall. Neither of the proposed options would actually reduce the number of cars in the canyon. **(32.1.2B, 32.1.2D, 32.2.4A, 32.20B, and 32.20C)** They would simply allow for more people to access the resorts, while still allowing the same number of cars up the canyon. **(32.20E)** As someone who believes that skiing should be accessible equally to all people, I feel conflicted about this. I wish

that everyone could enjoy resort skiing, but ultimately, if we pack the resorts with too many people, it will devalue the experience for everyone. We will only move the problem from the line of cars in the canyon to the line of skiers at the lifts. Additionally, adding more people into the canyons will directly increase impacts on wildlife and vegetation and the amount of trash and human waste that gets into our watershed. **(32.13A, 32.13B, 32.12A, 32.12B, and 32.20C)**

All of these arguments against both options aside, I think it is important to consider the advantages of the expanded bus option over the gondola. Again, as I mentioned above, (and as others have mentioned before me) investing in a bus program would be more flexible down the line than a fixed gondola, for several reasons. **(32.2.6.3D and 32.2.6.5A)** As a multi-sport recreationist, I am interested in accessing much more than just Snowbird and Alta. The expanded bus system would still be able to make stops at back-country skiing, climbing, and hiking access points, and could be expanded or scaled-back to fit future needs, while the gondola would only ever service two locations. **(32.2.6.3C and 32.2.6.5G)** And, as mentioned before, the buses could (and should) be replaced by electric buses in the future. **(32.2.6.3F)** Conversely, the gondola would be an indefinite commitment by taxpayers to continue paying for its upkeep and maintenance. **(32.2.7C)** Additionally, the gondola would reportedly take longer and require more intermediary transitions than the current bus system does. The gondola may be sexy and novel, but ultimately I think it will be too inconvenient, and potentially too expensive, to encourage most people to use it. **(32.2.4A)** Lastly, the gondola would be an obnoxious eyesore on the natural beauty of the canyon. **(32.17A)** While this may seem like a trivial reason compared with the benefit that it will provide, it should again be considered that there are many types of users in the canyon, and the gondola will affect many more people - environmentally, financially, and recreationally - than will ever use it.

In conclusion, if we must pick one option over the other, it should be the expanded bus option. And if so, the financial burden for this should fall on the private businesses that benefit from it, not taxpayers. However, it is my firm belief that such environmentally invasive infrastructure is not necessary to solve the problem at hand. For the benefit of generations to come, we must consider other options and public transit improvements that benefit everyone and result in less car use and carbon emissions starting from people's homes. **(32.2.2I)**



**COMMENT #:** 12768  
**DATE:** 9/3/21 3:01 PM  
**SOURCE:** Website  
**NAME:** Christina Arvidson

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**COMMENT:**

It is clear that change in LCC is critical. I strongly support the bus route and accompanying snow mitigation methods. **(32.2.9A and 32.2.9K)** The bus system will have more versatility for additional stops instead of just the ski resorts. **(32.2.6.3C)** It will do less to disturb the natural habitat of the canyon- unlike the gondola towers. **(32.13A)**. Provide a more robust bus schedule and disallow vehicles in the canyon - with exceptions for workers, emergency vehicles, and hotel guests. **(32.2.6.3N and 32.2.2B)** Or establish a toll for vehicles. **(32.2.4A)**. Please, do not build the gondola. **(32.2.9E)**

**COMMENT #:** 12769  
**DATE:** 9/3/21 3:01 PM  
**SOURCE:** Website  
**NAME:** John Bovard

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**COMMENT:**

I support the plan for a Gondola. I do not think that widening the road for the enhanced bus service is a good solution. **(32.2.9D and 32.2.9C)**

**COMMENT #:** 12770  
**DATE:** 9/3/21 3:03 PM  
**SOURCE:** Website  
**NAME:** Isaac Freeland

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**COMMENT:**

I'm in favor of environmentally conscious solutions that work year-round. **(32.1.2C)** That means NO to building more lanes and NO to a tram that only runs in the winter. **(32.2.9C and 32.2.9E)** If that means the "commonsense solutions" talked about by the SLC mayor that I can get on board with that. I support tolling at the base and a system that rewards carpooling. **(32.2.4A)** I don't think more buses would help much. Have you ever ridden the bus up/down that canyon? It's nauseating, scary, and especially susceptible to winter driving hazards. **(32.2.6.3P)**

**COMMENT #:** 12771  
**DATE:** 9/3/21 3:04 PM  
**SOURCE:** Website  
**NAME:** Mark Alling

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**COMMENT:**

A gondola will not make the skiing in LCC any better nor will it make the traffic any better it just costs money. **(32.2.9E, 32.7B, and 32.7C)**

**COMMENT #:** 12772  
**DATE:** 9/3/21 3:06 PM  
**SOURCE:** Website  
**NAME:** Jessa Locey

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**COMMENT:**

Please don't widen the road and please don't put in a gondola. **(32.2.9C and 32.2.9E)** Little Cottonwood Canyon has been my favorite canyon since I was a child and to see it ruined like this would break my heart. **(32.4I)** There are other ways of fixing this problem. Please don't resort to destruction. **(32.2.2PP)**

**COMMENT #:** 12773  
**DATE:** 9/3/21 3:06 PM  
**SOURCE:** Website  
**NAME:** Lydia Keenan

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**COMMENT:**

I strongly oppose the idea of widening LCC or building a gondola. **(32.2.9C and 32.2.9E)** There is much to be learned about reducing congestion and car traffic in the canyons, and committing to multi-million dollar "solutions" without adequate testing of less invasive plans is irresponsible. **(32.2.9R)** The gondola will only service the interest of in-bounds skiers at two resorts. It offers little to no access for backcountry skiers, snowshoers, etc. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Expanding bus service and limiting those allowed to drive up the canyon to some employees and residents is the clear first step to addressing congestion issues in Little Cottonwood Canyon. **(32.2.2B)** Building a gondola is irresponsible, forever alters the landscape, and does not guarantee a reduction in cars. **(32.17A and 32.2.4A)** I have lived in Utah my entire life and truly want to see better options for the canyons. However, large scale projects such as the gondola or widening either Wasatch Blvd. or Little Cottonwood Canyon will not fix these problems. We need to find solutions that service the canyon and those who enjoy it year round. **(32.1.2C)** Enhanced bus service and the construction of larger park-and-ride facilities is a necessary first step. **(32.2.9A)** There also needs to be a limit on who can drive up the canyon - unfortunately, taking the bus is not as convenient as driving, so there needs to be enforceable restrictions in place. **(32.2.4A)** Thank you for your consideration and I sincerely hope we will not see a gondola constructed in LCC any time soon.

**COMMENT #:** 12774  
**DATE:** 9/3/21 3:11 PM  
**SOURCE:** Website  
**NAME:** Jared Butler

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**COMMENT:**

I hope my fellow residents have already expressed their disgust in this idea here. I believe this multi million dollar idea is horrendous, and not in a laughable way. Using tax payer money to fund a transport system that only benefits privately owned resorts who are already profiting from public lands should disgust our state, local, and UDOT representatives. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The fact this idea has even been considered gives rise for concern and questions the abilities of those leading UDOT. We haven't even considered the impact on the environment of LCC and the eye sore a string of towers will look in our canyon. **(32.2.9E and 32.17A)** I am firmly against this idea, anyone who believes tax payer money should be so grossly misused, and any other radical solution to a problem that can be addressed by simply improving and expanding the current infrastructure of roads, parking areas, and busses. **(32.2.9A)** Shame on UDOT for even considering such a private interest serving idea. This in no way benefits the general public, only those who make or spend money at the two ski resorts up LCC. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Do better UDOT, you've disappointed us.

**COMMENT #:** 12775  
**DATE:** 9/3/21 3:12 PM  
**SOURCE:** Website  
**NAME:** Jeffrey Mccarthy

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**COMMENT:**

Dear UDOT,  
I am in favor of using tolls, electric buses, more buses, and traffic mitigation strategies to manage traffic in Little Cottonwood Canyon. **(32.2.9A, 32.2.4A, and 32.2.6.3F)** I am against widening lanes and certainly against the monstrosity of a gondola. **(32.2.9C and 32.2.9E)**  
Thank you



**COMMENT #:** 12776  
**DATE:** 9/3/21 3:13 PM  
**SOURCE:** Website  
**NAME:** Richard Hendron

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**COMMENT:**

To Whom It May Concern:

After listening to the on-line public comment period, and reviewing the printed materials, I've concluded that the two (2) options presented by the UDOT for Little Cottonwood Canyon are not the appropriate approach. **(32.2.9C and 32.2.9E)**

The options do not consider the short period of time the canyon is actually affected; the very small portion of our population that will benefit; and the aesthetic impact on the canyon. **(32.1.4D, 32.17A, 32.17B, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

The approach presented by Mayors Jenny Wilson and Erin Mendenhall is much better. It allows a much more thorough study, over a broader range of options. We should explore those ideas first, and develop less drastic and and damaging options. **(32.2.9A and 32.29R)**

Sincerely,

Rich Hendron  
Salt Lake City, UT

**COMMENT #:** 12777  
**DATE:** 9/3/21 3:13 PM  
**SOURCE:** Website  
**NAME:** Stewart Middlemiss

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**COMMENT:**

If the purpose of this exercise is to reduce the amount of vehicular traffic in the canyon, why not do it the American way by charging a fee for all private vehicles that want to drive up the canyon? **(32.2.4A)** It could be set at say \$25 per car, giving the driver/ owner the choice of how to spread the burden by either paying it himself or having passengers share the cost. **(32.2.2Y)** By having a single fee instead of varying it by number of occupants, the charging could be automated with camera's recording license plates or by e-tolls using in-car transmitters and charging the owner (s). This is done in many countries for toll roads, for example New Zealand and South Africa. Rental cars in these countries are also usually equipped with e-toll transmitters allowing rental companies to pass fees on to the renters. The fees collected could be used to subsidize better canyon bus services and even canyon road improvements such as avalanche sheds. **(32.2.9A and 32.2.9K)** If the per vehicle price level was set correctly, there would be enough reduction in traffic that there would be no need for any road widening. Obviously residents and ski resort employees could qualify for cheap or free annual passes. **(32.2.2K ( This approach could be implemented far more cheaply and with less impact on the environment than either a gondala system or an expanded roadway. (32.2.9E and 32.2.9C)**

**COMMENT #:** 12778  
**DATE:** 9/3/21 3:13 PM  
**SOURCE:** Website  
**NAME:** Stanley Holmes

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**COMMENT:**

Public Comment: Draft EIS for Little Cottonwood Canyon

Dear UDOT,

Thank you for this opportunity to submit my public comment on your Draft EIS for Little Cottonwood Canyon. While I appreciate the work that went into this document, I must disapprove of your two preferred options --Enhanced Bus with Road Widening and Gondola B (from La Caille)-- because both are unnecessarily damaging to the canyon environment and do not address linkages to Salt Lake Valley's systemic traffic and air quality challenges. Neither of these two options should move forward. **(32.2.9C, 32.2.9E, 32.4I, 32.7C, and 32.10A)**

Of the choices given in your LCC DEIS, I would prefer the Enhanced Bus - No Additional Roadway alternative which, paired with a serious [or total] reduction of private vehicular traffic, would benefit all canyon users across all seasons with no environmental damage to the canyon. **(32.2.9A, 32.2.4A, and 32.2.2B)** When I say all users, I mean all winter visitors (including resort skiers and back country skiers) and all summer visitors, whether they're headed to the resorts, to a hiking/skiing trailhead, or to a picnic spot. **(32.1.2B, 32.1.2C, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

In any case, more must be done to shift private vehicle riders to public transit in the canyon. Why not shift to a Zion N.P. approach, with a constantly running shuttle system? The only private vehicles allowed are bicycles. **(32.2.2B)**

With reference to the broader implications of whatever is decided for Little Cottonwood Canyon, I am disappointed that the DEIS focused only on the immediate impacts of canyon traffic choices. Any choice made --including the No Action alternative-- will influence traffic and air quality factors far beyond Little Cottonwood Canyon. Accommodating action or inaction in LCC will have systemic ripple effects across Salt Lake Valley, which already suffers from increasing traffic density and air pollution that knocks us out of compliance with federal air quality standards. **(32.10A)**

The scope of this DEIS should have necessitated inclusion of an area-wide traffic study looking at how impacts of the LCC decision would aggregate with planned [and prospective] major Salt Lake Valley developments, such as The Point and Inland Port, to influence quality of life for the diverse communities that comprise our local living space and air shed. **(32.1.1C and 32.10A)** I thought that the intent of NEPA was to have all impacts assessed. That was clearly not done with the LSS DEIS.

Nonetheless, I appreciate the opportunity to comment and register my opposition to the two currently preferred alternatives.

Sincerely

/s/ Stanley T. Holmes  
Salt Lake City, Utah

**COMMENT #:** 12779  
**DATE:** 9/3/21 3:22 PM  
**SOURCE:** Website  
**NAME:** Brian Bailey

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**COMMENT:**

I oppose both the Gondola and widening LCC road. **(32.2.9E and 32.2.9C)** I believe we should have stricter carpooling restrictions. **(32.2.4A)** I also don't think that either is going to eliminate that many more cars in the canyon. **(32.1.2D and 32.7C)** People are going to drive unless there is a real incentive to park and ride. I work 2 miles up the canyon so I'm here year round and it is overwhelmingly ski traffic that causes the traffic issues. **(32.7B)** Skiers and the resorts should have a mandate to either pay for some of the cost of an alternative or have an incentive NOT to drive. **(32.2.4A)** Thank you.

**COMMENT #:** 12780  
**DATE:** 9/3/21 3:23 PM  
**SOURCE:** Website  
**NAME:** Ian Larsen

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**COMMENT:**

As a young skier, and mountain biker who loves the Mountains of Icc a gondola would destroy little cottonwood canyon. **(32.2.9E and 32.4I)** I'm sure you guys have considered the options of making traffic better in our canyon and have come down to the best options. However there is a better option in my opinion and I'm not sure why a gondola is still being considered. A UTA train along side the road seems like a great idea to me. **(32.2.9F)** You can plow the rail on a snowstorm using a special made plow. It's way faster to get up the canyon unlike the 40 min gondola. And the train can make multiple stops up the canyon. **(32.2.6.6A)** Maybe sacrifice a traffic lane to enforce people to use the train instead of polluting our air. **(32.10A)** The view impact isn't as affected unlike the gondola which would change the view quite literally forever. **(32.17A)** Our future depends on you guys and what you choose and I'm happy to be able to express my opinion and I hope you don't skip over this and take Alta and snowbirds opinion as they are a business and look for profit, as they don't really look at the impacts of our beautiful canyon. Please consider these things I'm happy to talk with you more if you have questions my number is [REDACTED]

**COMMENT #:** 12781  
**DATE:** 9/3/21 3:24 PM  
**SOURCE:** Website  
**NAME:** Paula McFarland

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**COMMENT:**

First of all, thank you for putting together a comprehensive and well-documented plan. There is a lot of information to digest and consider in reaching a final decision.

Based on what I've read in the attached documents, the enhanced bus service with no road widening in LCC is the best alternative given the facts we know today. **(32.2.9A)** One important factor not considered in the LCC EIS is the impact of climate change on projected skier days and demand. A 2017 EPA study anticipates 50% fewer skier days by the year 2050. **(32.2.2E)** While this may initially drive up crowding on good ski days, the long-term prognosis is not one of growth, as the snow quantity and quality diminishes over time. Making significant changes such as widening the road or putting in a gondola, will cause irreversible damage to our treasured LCC and could end up being huge unnecessary investments in the long run. **(32.2.9C, 32.2.9E, and 32.4I)** Enhancing bus service will move almost as many people per hour as a gondola, but with a fraction of the start up costs. The projected annual costs for enhanced bus service would fluctuate with demand so that operating expenses would decrease if demand decreases. Permanent improvements such as a gondola or widened road would require regular maintenance regardless of changes in demand. It would be much easier to dispose of excess busses than an unused gondola. **(32.2.7C)**

As has been noted by many others, a gondola would be an eyesore and would only provide limited service directly to the ski areas in the canyon ( 32.17A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C). Enhanced bus service could make intermediate stops at trailheads to service the all paying riders and not only those heading to the resorts. **(32.2.6.3C)**

There are many more reasons to take a cautious approach and try the least disruptive and costly approaches first. The enhanced bus service, accompanied by a toll for personal vehicles, would be a good start and could be re-evaluated in a few years. **(32.2.9R)** This approach would maintain the remaining beauty and integrity of the canyon while going a long way toward improving canyon transportation.

Sincerely,  
Paula McFarland

**COMMENT #:** 12782  
**DATE:** 9/3/21 3:25 PM  
**SOURCE:** Website  
**NAME:** Jared Nelson

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**COMMENT:**

In my opinion, the visual impacts of a gondola will forever destroy the natural environment and beauty of the canyon. **(32.2.9E and 32.17A)** This is why people want to go up into the canyons is to get away from civilization and the city life. Widening the road will just increase the number of cars going up into the canyon, and again ruin the natural resources and beauty. **(32.2.9C, 32.1.2D, 32.2.4A and 32.17B)** A gondola would only service the ski resorts, and not the general community of local residents. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Bus service would be the most reasonable, but does not allow the flexibility that everyone is used to, due to limited stops. I would like to see a train service that is modern, effective, less pollution, and similar to the local TRAX that can be adjusted to accommodate the seasonal changes in demand, similar to when there are home football games at the university, concerts, etc. This system could ultimately connect to the growing TRAX network and provide access for everyone year around. **(32.2.9F and 32.2.2I)** Thanks!

**COMMENT #:** 12783  
**DATE:** 9/3/21 3:26 PM  
**SOURCE:** Website  
**NAME:** Nick Olson

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**COMMENT:**

I do NOT support a gondola OR widening the road. **(32.2.9E and 32.2.9C)** The resorts can't even handle increased traffic. **(32.20C)** It is plenty busy as is. The recreation resource adjacent to the current road corridor is too valuable to a massive number of users to not take their voice into account. **(32.4I)** Increased bus infrastructure, disincentivizing personal vehicles, and more strict and preemptive regulation of personal vehicles allowed up the canyon are all steps that could increase access to the canyon. **(32.2.9A and 32.2.4A)**



**COMMENT #:** 12784  
**DATE:** 9/3/21 3:26 PM  
**SOURCE:** Website  
**NAME:** Carrie Slater

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**COMMENT:**

Wasatch Boulevard from Fort Union to Little Cottonwood runs through a residential area and the road is usually full of joggers and bikers. The speed limit should be dropped to 35 like it is in Sandy. **(32.2.6.2.2A)** Additionally, the gondola is too expensive and very unlikely to solve the problem **(32.2.9E, 32.7B and 32.7C)**.

**COMMENT #:** 12785  
**DATE:** 9/3/21 3:27 PM  
**SOURCE:** Website  
**NAME:** Adam Shaw

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**COMMENT:**

1- Range of Alternatives:

While the DEIS goes to great lengths to describe why only the most expensive alternatives are moved forward in detailed analysis, the DEIS fails to describe why a current traction laws are not enforced and how enforcing current laws, coupled with a shuttle-style bus service or dedicated system of buses is not feasible. **(32.2.2M and 32.2.9A)** This combination of methods would improve the reliability and the mobility in the canyon, in keeping with the purpose and need. The 3 analyzed alternatives seek to spend hundreds of millions of tax dollars without significantly improving mobility. **(32.1.2D, 32.7B, and 32.7C)** Without traction control laws enforced, we will have lack of reliability and mobility. If traction laws were enforced and a fleet of electric buses served the canyon, the purpose and need would be met. UFOT needs to explain why this combination of tactics has not been tried or analyzed in the DEIS. **(32.2.2M and 32.2.9A)**

2- Purpose and Need

The purpose and need is actually well-conceived. But, the need will be an ever changing target as more and more users try to enter the canyon on any powder day. This, a carrying capacity study needs to be conducted or IDOT needs to state what the maximum number of people that can be reliably moved up canyon on powder days. **(32.20A, 32.20B, and 32.20C)** This is a fundamental piece of information that is missing from the DEIS. Please add this information: it is easily obtained.

3- Irretrievable resources: once the roadway is widened to 3 or 4 lanes (in the case of Wasatch Blvd, 5 lanes!) the nature of the canyon will be forever altered and a shuttle-style bus system will seem like a quaint idea. **(32.4I and 32.17B)** Please explain why less expensive and less intrusive transportation solutions like frequent shuttle bus system such as Zion National Park, operated on the existing LCC roadway is not one of the alternatives carried through detailed analysis **(32.2.2B)**.

Thank you-  
Adam Shaw  
Salt Lake City UT

**COMMENT #:** 12786  
**DATE:** 9/3/21 3:28 PM  
**SOURCE:** Website  
**NAME:** Richard Mandahl

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**COMMENT:**

I am a 50 year friend of Alta and Snowbird, avid skier of both great resorts. I was affiliated with the Snowbird Ski Patrol for 38 years, cited for "service above and beyond the call of duty" by Alta Mayor Bill Levitt after the Goldminer's Daughter disaster, and designated "Lifetime Member" of the National Ski Patrol for 50 years of service. I like the resorts, care about the canyon. I do not favor either approach, and believe it is premature to ask the legislature for \$500,000+ in public funding to subsidize not a traffic plan but a resort agenda. **(32.1.2B, 32.2.9C, and 32.2.9E)** Without question we need to manage the growing traffic congestion in Little Cottonwood (LCC) but WE is the operative word. The current schemes favor resort clients at the expense of climbers, hikers, backcountry skiers, and others who want to spend time at any number of lovely places within the canyon. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** This is unfair to the people of Utah who are expected to subsidize commercial interests. The Gondola Works website describes its members as "diverse". No, this is primarily a narrow group of resort owners and their Ad and PR agencies. Diverse would be citizens of Utah, who, when presented transparently with objective information, vote overwhelmingly to build Olympic venues in advance of winning an Olympic bid. Today, nearly twenty years after one of the most successful Olympics on record our magnificent Olympic venues still stand as planned, to support ongoing world class training, competition, and public enjoyment. Yet at the mouth of Little Cottonwood Canyon UDOT and its Gondola Works advocates are prepared to destroy the training ground of a new generation of boulder and sport climbers already proven as recently as July 2021 at the Tokyo Olympics to be world class. **(32.4A and 32.4B)** Snowbird can take pride in its pioneering support of climbing competition dating to 1988 and in parallel should withdraw support for the two hamfisted "options" which injure climbing sports and degrade unique landforms. In a state that has invested tens of not hundreds of millions to build and maintain Olympic venues why would UDOT, Gondola Works and others even consider spending millions to destroy a unique Olympic training ground provided by Nature? UDOT has stated that only two alternatives will be considered. This is wrong. The agenda is to plow a HALF BILLION DOLLARS on brute force schemes of destructive and irreversible impact with unproven outcomes. **(32.7B and 32.7C)** Utah, the Crossroads of the West, with a new international airport, is a distribution and logistics hub of global magnitude. Let's talk to transportation and logistics specialists, not resort lobbyists. Nearly 50 years ago the Denver 1976 Winter Olympics suddenly came back to Innsbruck, Austria. Colorado citizens withdrew their support because of the arrogance of officials running the effort. Innsbruck had to move fast, make use of its existing infrastructure including public transportation. During the Innsbruck 1976 Games the only way to get around town, including to and from the venues was with the bus fleet or bywalking. It worked. In Austria, in the middle of Europe where populations are dense and winter sports are taken seriously it is fair to speculate that the Olympic bus fleet carried far more than LCC peak days. (1million in-person spectators in 1964 and comparable for 1976). I was there in 1976, I experienced the ease of dealing with a competent public transportation system - around town and into the mountains for the alpine venues. It is ludicrous, irresponsible to claim there are only two options to consider for LCC. What alternatives are available? **(32.2.2PP)** Start with Cloud based simulations. Build models, experiment. Whether through AWS, Google, Microsoft deploy Cloud methods to simulate different approaches. From the models deploy most promising approaches. Utah is a globally significant IT innovation HUB, the U was one of the original nodes of the first experimental internet. Utah has smart intellectual and technology resources to support smart policy making. (Cloud based parallel computing simulations helped deliver Covid-19 vaccines in 10 months instead of 10 years) **(32.29NN)**. Make protection and preservation of mountain flora, fauna and formations a priority not afterthought. **(32.29G)**

Destruction of climbing boulders, obstruction of access to climbing areas, scenic areas, USFS Wilderness Areas as collateral damage to the Resorts-First Scheme is unacceptable and must evolve to a balanced, true plan that reflects the diversity of canyon users not just resort affiliates. **(32.4A, 32.4B, 32.4I, and 32.4P)**. Embrace as a guiding principle that Utah public funds will not subsidize private companies while keeping the public from public lands. Emphasize use and augmentation of existing resources. Plan and budget, defend those plans and budgets to the extent possible with real world verifiable data. Example, calls have been made to the UDOT Project Team requesting documentation on the saving of "70 Tons of carbon" with the gondola plan. 70 tons over what time frame? Can references be provided? **(32.10A)** Justification of \$500+ million must be supported by lots of facts. Salt Lake and Innsbruck are Olympic cities with remarkable parallels as urban centers with great mountain assets, now reusable Olympic venues in close proximity. Communicate, compare experiences. Learn from their public transport successes. We can do better, and should.... before launching into half billion dollar adventures. Knowledge gained will help traffic issues now and new Olympic bid efforts later. If a gondola is built, the companies under consideration are first rate, will deliver an engineering triumph. But should it be built? Who will operate it? Can it be adapted to address concerns raised? **(32.2.6.5Q and 32.2.6.5K)**

If the bussing options are pursued, why not look at new models for managing transportation? This is long overdue, and not only in LCC. **(32.2.9A)**. With due respect to those who have put effort into crafting their two almost identically priced, half billion dollar schemes to the legislature, arguing only two options can be considered, this Utah citizen and Little Canyon Cottonwood resort and backcountry skier, hiker, climber, biker, sight seer, restaurant and hotel customer - acknowledges that WE have important challenges ahead. **(32.2.2PP)** The evolving solutions must include and respect the interests of US all. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** There is much more to be done. The current overly expensive and needlessly destructive options being advanced are premature nonstarters

**COMMENT #:** 12787  
**DATE:** 9/3/21 3:30 PM  
**SOURCE:** Website  
**NAME:** Emanuel Kahne

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**COMMENT:**

I strongly oppose both the gondola development and road widening. **(32.2.9E and 32.2.9C)** It is wrong to prioritize a small group of outdoor enthusiasts over the entire outdoor community and people who just appreciate nature. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Skiers can ski with traffic. Climbers cannot climb on boulders that have been blown up by dynamite. **(32.4A and 32.4B)** Please do not build the gondola or widen the road.

**COMMENT #:** 12788  
**DATE:** 9/3/21 3:33 PM  
**SOURCE:** Website  
**NAME:** Cameron Hoffman

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**COMMENT:**

Please, DO NOT build a gondola up LCC. **(32.2.9E)** It seems wise to explore less expensive and less impactful solutions before committing to a billion dollar project that ultimately does not alleviate traffic issues, supports only a few people/organizations among the thousands of LCC visitors, and ignores many of the people and activities that LCC provides opportunities for. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I believe we should start by building a transportation hub at the mouth of BCC that would not only directly alleviate traffic, but would also provide us all with a foundation to move forward. **(32.2.6.2.1C)**

**COMMENT #:** 12789  
**DATE:** 9/3/21 3:33 PM  
**SOURCE:** Website  
**NAME:** Porter Geddes

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**COMMENT:**

Building the gondola or widening the road will destroy one of the prettiest canyons in the world. **(32.2.9E, 32.2.9C, 32.4I, 32.17A, and 32.17B)** This would be a detrimental decision that would negatively impact the community in Salt Lake City for years to come. Why would we destroy a canyon for years to come all because of 30 days of traffic that the canyon experiences in a year. **(32.1.4D)** Please don't make this drastic mistake that will hurt everyone that loves to enjoy this canyon during every season expect for the short time in winter.

**COMMENT #:** 12790  
**DATE:** 9/3/21 3:33 PM  
**SOURCE:** Website  
**NAME:** Catherine Mounier

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**COMMENT:**

I am definitely against the gondola option. **(32.2.9E)** I think both options are way too expensive and before spending half a billion dollars of public money, it is important to fully fund programs and resources that leverage the existing infrastructure LCC with reversible solutions:

- increase bus frequency **(32.2.6.3N)**
- incentivize car pooling **(32.2.4A)**
- invest in natural gas or electrical buses **(32.2.6.3F)**
- trully inforce traction law all winter long **(32.2.2M)**.

Furthermore, any efforts put in place must benefit all canyons users (not limited to 2 resorts) all year round. **(32.1.2B, 32.1.2C, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** We need to put in place solutions that are scalable through times of the day and time of the year which a gondola is the opposite.



**COMMENT #:** 12791  
**DATE:** 9/3/21 3:34 PM  
**SOURCE:** Website  
**NAME:** Amy Jenness

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**COMMENT:**

I really want to reiterate the need to give enhanced/enforced public transit, tolls, etc a chance before committing to massively disruptive and permanent projects. **(32.2.4A, 32.2.9A, and 32.29R)** A gondola is not the answer- it's expensive, intrusive, and does not serve all users of the canyon. **(32.2.9E, 32.4I, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Use the resources we have before jumping into huge projects. There are better ways to spend our money.

Thank you for your consideration.

**COMMENT #:** 12792  
**DATE:** 9/3/21 3:36 PM  
**SOURCE:** Website  
**NAME:** Austen Rohmann

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**COMMENT:**

I'm an avid skier, and also a climber. I'd love to see a solution that takes into account increased access to skiers while maintaining the irreplaceable boulders that dot the canyon. **(32.2.9A)** It seems unjust to favor exclusively the private businesses at the top of the canyon at the expense of the other user groups in the canyon. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** A solution that maintains the natural character if the canyon would be ideal, but any solution implemented should keep in mind the some of the boulder problems destroyed here are world class and totally irreplaceable. **(32.4A, 32.4B, and 32.2.2PP)**

**COMMENT #:** 12793  
**DATE:** 9/3/21 3:37 PM  
**SOURCE:** Website  
**NAME:** Lucy Davis

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**COMMENT:**

Adding a gondola or widening the road in Little Cottonwood Canyon would irreparably change the landscape of the canyon and threaten access to historic and beloved climbing areas. I am against the proposed high-impact projects. **(32.2.9E, 32.2.9C, 32.4I, 32.4A, and 32.4B)**

**COMMENT #:** 12794  
**DATE:** 9/3/21 3:39 PM  
**SOURCE:** Website  
**NAME:** Brendan Kobel

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**COMMENT:**

the skiing might have been a big part of what made the cottonwoods famous, but the climbing is nothing short of world class too. Please don't destroy one incredible outdoor adventure for another. In other words, don't rob Peter to pay Paul. Please, leave the cottonwoods as pristine as possible **(32.4A, 32.4B, and 32.29G)**

**COMMENT #:** 12795  
**DATE:** 9/3/21 3:42 PM  
**SOURCE:** Website  
**NAME:** David Wilson

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**COMMENT:**

Any option that isn't at least 75% funded by Snowbird and Alta are unacceptable. **(32.2.7A)** Of the options that were presented, the only acceptable option is widening the road and providing enhanced bus routes. **(32.2.9B)** But, since these only benefit Alta and Snowbird, why aren't those businesses at a minimum contributing to the cost rather than burden the tax payers with the full cost. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. The parking in the canyon at Trail Heads definitely needs to be addressed, but the main driver of this project seems to be Ski traffic. **(32.1.2B)** Since the Ski resorts benefit the most, they should participate in the cost of the solution. **(32.2.7A)**

**COMMENT #:** 12796  
**DATE:** 9/3/21 3:44 PM  
**SOURCE:** Website  
**NAME:** Bradley Degenars

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**COMMENT:**

To whom it may concern,

I absolutely DO NOT support The Gondola B alternative proposed by UDOT. **(32.2.9E)**

Currently, in Salt Lake County there is an increasing number of high-rise apartment and office buildings adding to the unrelenting construction, poor air quality, increasing traffic, and added eyesores that remove any semblance of the nice, quiet place the county once was. Please do not add another of these ridiculous projects to the foothills of Little Cottonwood Canyon. **(32.17A)**

The Gondola B alternative is a great marketing tool for the resorts and perhaps UDOT but it will also absolutely ruin the experience of traveling to Little Cottonwood Canyon and recreating, which is what the resorts and Canyon's main draw is; recreation, not marketing or ticket sales. **(32.4B and 32.4I)** It will also likely not solve the issue of people being able to enjoy skiing or other activities in the canyon. **(32.1.2D, 32.7B, and 32.7C)** Not to mention destroying camping and climbing locations that are often the reason people come to this canyon outside and during the winter months, not necessarily always just for the skiing. LCC recreating all-around is world-class. **(32.4I and 32.4B)**

This state is in such a boom both with population and economy that one could see how a project like this seems appealing, but please consider what the real outcome will be and not just from the perspective of the financial bottom line or image for a small few. Please strongly consider The Enhanced Bus Service in Peak-Period Shoulder Lane alternative which was the alternative that UDOT said would help mobility which seems to be the real issue here. **(32.2.9B)** Creating a more mobile option will draw folks to use the bus, which reduces traffic and increases the number of people that can be at the resorts and rest of the canyon. UDOT is happy, locals are happy, tourists are happy, the resorts are happy.

Building a Gondola does no help this issue but only offers to further constrict the rate at which people can recreate in the canyon, especially at the resorts in the winter. **(32.1.2D, 32.7B, 32.7C, and 32.20C)**

Look at the Tram at Snowbird. It's slow, holds maybe 30 people, and takes forever. Chairs carry more people per hour than the Tram because it's not as mobile as a chair with two or four people in it. So how is a large or many small, slow Gondolas going to be faster than cars and buses traveling between 30-40mph? **(32.2.6.50)**

The other thing to consider is parking. The resorts have huge parking lots that are designed to hold the people recreating there. People do park on the road when it's full, sure, but better buses would help with that, and perhaps tolls or passes would help manage traffic better than an expensive and restricting Gondola. **(32.2.4A and 32.2.2Y)** Also, how big would the lot at the bottom of the canyon have to be to fit all the cars in the Alta and Snowbird lots and the road? **(32.2.6.2.1C)** Probably more than anyone wants to see piled up in a park-n-ride instead of all the shaking aspens and cottonwood trees. It just seems like a less ideal option for everyone except those who might profit from the building of it or funneling of people directly to their doorstep to make even MORE money than they already gouge the public for. **(32.2.4A)** One bad year financially doesn't warrant a complete redesign of the canyon.

Preserve what's left of these places in the world where people go to enjoy being outside. Don't add towers and cables all the way up the canyon making it the world's longest and ugliest eyesore and make it even harder to enjoy the nice place this once was, and hopefully will be again.

**(32.2.9E, 32.17A, and 32.4I)**

**COMMENT #:** 12797  
**DATE:** 9/3/21 3:45 PM  
**SOURCE:** Website  
**NAME:** Samuel Strickland

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**COMMENT:**

The climbing/bouldering spots of LCC need to be preserved. Choose the options where both skiing and climbing sports can be preserved! **(32.4A, 32.4B, and 32.2.9A)**

**COMMENT #:** 12798  
**DATE:** 9/3/21 3:47 PM  
**SOURCE:** Website  
**NAME:** Emily Hales

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**COMMENT:**

Please do not build a gondola up the canyon! **(32.2.9E)** Please leave our beautiful land as untouched as possible! **(32.29G)**



**COMMENT #:** 12799  
**DATE:** 9/3/21 3:47 PM  
**SOURCE:** Website  
**NAME:** Kristin Murphy

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**COMMENT:**

As a user of both the resorts and the backcountry, I do not support a gondola. **(32.2.9E)** Mobility hubs with increased parking and more frequent busses (without widening the road) would help get more cars off the road. **(32.2.9A)** If you allow the option for buses to stop at other trailheads in addition to the resorts, you will increase riders and help eliminate the overflow parking issues at popular trailheads as well. **(32.1.2C and 32.2.6.3C)** Why only serve the resorts? **(32.1.2D)** And if buses are integrated into a better overall public transportation system, people won't even need to bring their vehicles to the base of the canyons. **(32.2.2I)** I'd love to have fast, convenient public transportation options from Sugarhouse to LCC (and BCC.) Less miles driven overall! And it would help spread out the parking needs. The gondola won't solve the problem on its own. We will still need increased parking and buses. So why not start with that? **(32.29R)**

**COMMENT #:** 12800  
**DATE:** 9/3/21 3:48 PM  
**SOURCE:** Website  
**NAME:** Richard Mandahl

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**COMMENT:**

I am a 50 year friend of Alta and Snowbird, avid skier of both great resorts. I was affiliated with the Snowbird Ski Patrol for 38 years, cited for "service above and beyond the call of duty" by Alta Mayor Bill Levitt after the Goldminer's Daughter disaster, and designated "Lifetime Member" of the National Ski Patrol for 50 years of service. I like the resorts, care about the canyon. I do not favor either approach, and believe it is premature to ask the legislature for \$500,000+ in public funding to subsidize not a traffic plan but a resort agenda. **(32.1.2B, 32.2.9C, and 32.2.9E)** Without question we need to manage the growing traffic congestion in Little Cottonwood (LCC) but WE is the operative word. The current schemes favor resort clients at the expense of climbers, hikers, backcountry skiers, and others who want to spend time at any number of lovely places within the canyon. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** This is unfair to the people of Utah who are expected to subsidize commercial interests. The Gondola Works website describes its members as "diverse". No, this is primarily a narrow group of resort owners and their Ad and PR agencies. Diverse would be citizens of Utah, who, when presented transparently with objective information, vote overwhelmingly to build Olympic venues in advance of winning an Olympic bid. Today, nearly twenty years after one of the most successful Olympics on record our magnificent Olympic venues still stand as planned, to support ongoing world class training, competition, and public enjoyment. Yet at the mouth of Little Cottonwood Canyon UDOT and its Gondola Works advocates are prepared to destroy the training ground of a new generation of boulder and sport climbers already proven as recently as July 2021 at the Tokyo Olympics to be world class. **(32.4A and 32.4B)** Snowbird can take pride in its pioneering support of climbing competition dating to 1988 and in parallel should withdraw support for the two hamfisted "options" which injure climbing sports and degrade unique landforms. In a state that has invested tens of not hundreds of millions to build and maintain Olympic venues why would UDOT, Gondola Works and others even consider spending millions to destroy a unique Olympic training ground provided by Nature? UDOT has stated that only two alternatives will be considered. This is wrong. The agenda is to plow a HALF BILLION DOLLARS on brute force schemes of destructive and irreversible impact with unproven outcomes. **(32.7B and 32.7C)** Utah, the Crossroads of the West, with a new international airport, is a distribution and logistics hub of global magnitude. Let's talk to transportation and logistics specialists, not resort lobbyists. Nearly 50 years ago the Denver 1976 Winter Olympics suddenly came back to Innsbruck, Austria. Colorado citizens withdrew their support because of the arrogance of officials running the effort. Innsbruck had to move fast, make use of its existing infrastructure including public transportation. During the Innsbruck 1976 Games the only way to get around town, including to and from the venues was with the bus fleet or bywalking. It worked. In Austria, in the middle of Europe where populations are dense and winter sports are taken seriously it is fair to speculate that the Olympic bus fleet carried far more than LCC peak days. (1million in-person spectators in 1964 and comparable for 1976). I was there in 1976, I experienced the ease of dealing with a competent public transportation system - around town and into the mountains for the alpine venues. It is ludicrous, irresponsible to claim there are only two options to consider for LCC. What alternatives are available? **(32.2.2PP)** Start with Cloud based simulations. Build models, experiment. Whether through AWS, Google, Microsoft deploy Cloud methods to simulate different approaches. From the models deploy most promising approaches. Utah is a globally significant IT innovation HUB, the U was one of the original nodes of the first experimental internet. Utah has smart intellectual and technology resources to support smart policy making. (Cloud based parallel computing simulations helped deliver Covid-19 vaccines in 10 months instead of 10 years) **(32.29NN)**. Make protection and preservation of mountain flora, fauna and formations a priority not afterthought. **(32.29G)**

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If the bussing options are pursued, why not look at new models for managing transportation? This is long overdue, and not only in LCC. **(32.2.9A)**. With due respect to those who have put effort into crafting their two almost identically priced, half billion dollar schemes to the legislature, arguing only two options can be considered, this Utah citizen and Little Canyon Cottonwood resort and backcountry skier, hiker, climber, biker, sight seer, restaurant and hotel customer - acknowledges that WE have important challenges ahead. **(32.2.2PP)** The evolving solutions must include and respect the interests of US all. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** There is much more to be done. The current overly expensive and needlessly destructive options being advanced are premature nonstarters

**COMMENT #:** 12801  
**DATE:** 9/3/21 3:48 PM  
**SOURCE:** Website  
**NAME:** Kathy Tran-Peters

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**COMMENT:**

For environmental justice and racial and socioeconomic equity reasons, I would encourage more electric bus systems and tolling for peak hours (discounted or free for off peak hours to remain as accessible as possible). **(32.2.9A, 32.2.6.3F, and 32.2.4A)** No to any changes to the landscape like a gondola or increased lanes for roads. **(32.2.9E and 32.2.9C)**

**COMMENT #:** 12802  
**DATE:** 9/3/21 3:48 PM  
**SOURCE:** Website  
**NAME:** Ben Starr

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**COMMENT:**

I support the gondola alternative. I very much appreciate the concerns raised regarding the project's potential environmental impacts. However, there is a strong need to reduce individual car traffic in the canyon. Busses are not a practical or safe solution. **(32.2.9D and 32.2.9C)**

**COMMENT #:** 12803  
**DATE:** 9/3/21 3:49 PM  
**SOURCE:** Website  
**NAME:** Kenny Fannin

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**COMMENT:**

No (32.29D)

**COMMENT #:** 12804  
**DATE:** 9/3/21 3:53 PM  
**SOURCE:** Website  
**NAME:** Michael Call

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**COMMENT:**

I have lived in SLC my entire life. I skied here as a child, and found rock climbing in the late 80s. It profoundly changed my life, and much of that time was spent in Little Cottonwood Canyon. To destroy the boulders and impact the environment with wider roads or huge towers and a gondola to serve only the rich and privileged, while ignoring the other user groups that enjoy LCC, is a giant mistake. **(32.2.9C, 32.2.9E, 32.4A, 32.4B, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Taxpayers are bikers, hikers, climbers, runners, and fishermen. It will forever damage the canyon and I believe more buses with minimal lane expansion for passing lanes is a much more affordable, reasoned and manageable approach to the traffic issues we have less than a few weeks every winter. **(32.2.9A and 32.1.4D)** Set up tolls, increase the bus numbers and make parking at the resorts more expensive than the lift tickets... there are many more options that gondolas and highways **(32.2.4A, 32.2.9A, and 32.2.2K)**.

**COMMENT #:** 12805  
**DATE:** 9/3/21 3:53 PM  
**SOURCE:** Website  
**NAME:** John Bowman

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**COMMENT:**

I do not support either of the two preferred alternatives identified in the Little Cottonwood Canyon (LCC) Environment Impact Statement prepared by the Utah State Department of Transportation. In fact, I am strongly opposed to both. **(32.2.9C and 32.2.9E)**

Gondola option: This option is going to be expensive, will cause significant environmental and visual damage to Little Cottonwood Canyon (LCC) and will benefit almost exclusively downhill skiers and the Alta and Snowbird ski corporations. **(32.4I, 32.17A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** This option, because it will only serve the ski resorts, does not support the wide array of other canyon users- backcountry skiers, hikers, bikers, climbers, etc. This is not a wise or equitable use of taxpayer money, as the great majority of taxpayers who wish to access the canyon will not be effectively served by the gondola, and in fact will be damaged by its presence. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Bus and road widening option: This is a better option than the gondola, but it will also be expensive, cause considerable environmental damage to the canyon, and it won't address the fundamental problem that there is in fact an upper limit to the number of cars and people that can be in the canyon without causing irreversible harm to the environment and watershed quality of the canyon. **(32.2.9C, 32.4I, 32.1.2D, 32.2.4A, and 32.12A)**

I urge you to resist the natural temptation of an organization such as yours to build gondolas or widen roads. You have never made a serious attempt to significantly increase bus service (including a mix of express and smaller shuttle buses) on the existing road. **(32.2.9A)** Perhaps construct snow avalanche sheds over the existing road in critical places. **(32.2.9K)** This less expensive, less impactful alternative would, I believe, significantly reduce the number of cars on the LCC road. **(32.2.4A and 32.2.2L)** This experiment should be given a true test before more expensive, more impactful alternatives are even considered. You should also consider limiting the number of cars that can be in the canyon at any given time, adjusted for weather conditions. **(32.2.2L, 32.1.2D, and 32.29R)**

You need to give priority to preserving the environment of LCC and the quality of its watershed, not to two ski corporations, downhill skiers and construction companies. Alta and Snowbird will do fine with an expanded bus service option; the only real threat to their economic success is climate change. **(32.2.2E)** The actual preservation of the environment of LCC will continue to provide critical quality water supplies to tens of thousands of valley residents, and provide the greatest recreation benefits to the maximum number of people in the most equitable way. These have to be your priorities.



**COMMENT #:** 12806  
**DATE:** 9/3/21 3:53 PM  
**SOURCE:** Website  
**NAME:** Trevor Shannon

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**COMMENT:**

I am not in favor of road widening or the gondola. **(32.2.9C and 32.2.9E)**

Taxpayers should not have to bear the burden of either a road widening or gondola project, especially when this project disproportionately benefits the business of Snowbird and Alta. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The cost and impacts of these projects do not make sense when the benefits of traffic alleviation would only make a difference on a handful of winter days. **(32.1.4D)**

**COMMENT #:** 12807  
**DATE:** 9/3/21 3:53 PM  
**SOURCE:** Website  
**NAME:** Alan Snyder

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**COMMENT:**

Scrap the gondola. **(32.2.9E)** Increase the bus services. **(32.2.9A)** Pick a solution that solves the problem. **(32.7C)** The gondola is NOT a solution to the problem of congestion. It's a half billion dollar boondoggle benefitting the few at taxpayer expense. Back to the drawing board please. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

**COMMENT #:** 12808  
**DATE:** 9/3/21 3:54 PM  
**SOURCE:** Website  
**NAME:** Hunter Stewart

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**COMMENT:**

The Gondola and Road Widening would be Devastating to any summer activities and only support the winter activities, considering how many people use LCC in the summer and how devastating both options would be to any summer activity nether should be moved forward with, the only ones benefitting from these options wold be the ski area's. **(32.2.9C, 32.2.9E, 32.1.2C, 32.1.2B, and 32.4I)** The majority of people that use LCC in the summer oppose these options. Please listen to the people, don't go through with ether option. ( Consider the summer activities and how much would be taken away It is not worth it. **(32.29G)**)

**COMMENT #:** 12809  
**DATE:** 9/3/21 3:55 PM  
**SOURCE:** Website  
**NAME:** Garrett Culligan

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**COMMENT:**

Other canyon users (not just alta and snowbird patrons) need to be considered regardless of which transportation project is chosen. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** This includes street parking in the town of alta which is highlighted to be removed. As alta has taken all other parking at the top of little cottonwood, these few parking spots are the only ones left for public land users during the peak winter days. **(32.2.9H)** Furthermore, both plans recommended in this proposal are looking to directly shuttle consumers to alta and snowbird only, and stops at trailheads are not being considered. **(32.2.6.3C and 32.2.6.5G)** The backcountry ski community, rock climbing community, and hiking community need to be strongly considered. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Furthermore, I believe we must first implement common sense, tested solutions before committing to a canyon altering half a billion dollar idea. **(32.29R)** Enhanced bussing without a widened road is this first step. Especially if structured similar to the current Zion National Park system. **(32.2.2B)** Other tried and true methods such as tolling to decentivize single users and a limit on cars altogether should be considered. **(32.2.4A, 32.2.2L, and 32.2.2Y)**

On a positive note, the addition of snow sheds in key areas is a great idea, especially if designed to include vegetation on top and with a proper water runoff method in mind **(32.2.9K)**

**COMMENT #:** 12810  
**DATE:** 9/3/21 3:55 PM  
**SOURCE:** Website  
**NAME:** Stephen Sramek

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**COMMENT:**

After careful consideration and reviewing the available information I'm firmly against the proposed gondola solution. **(32.2.9E)** I feel that restricting personal vehicle traffic via tolls and shifting as much traffic volume to an enhanced bus system is the best path forward. **(32.2.4A and 32.2.9A)**

Limiting attendance is the best way to ensure a sustainable future. Moving forward with an expensive option that only benefits the ski resorts is detrimental to the canyons ecosystem and unfair to the general public. **(32.13A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Best,

Stephen

**COMMENT #:** 12811  
**DATE:** 9/3/21 3:56 PM  
**SOURCE:** Website  
**NAME:** David Carter

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**COMMENT:**

David P. Carter  
[REDACTED]

Salt Lake City, UT [REDACTED]  
[REDACTED]

September 2, 2021  
Utah Department of Transportation (UDOT)  
Little Cottonwood Canyon EIS  
c/o HDR  
2825 E Cottonwood Pkwy  
Cottonwood Heights, UT 84121

RE: Little Cottonwood Canyon Draft Environmental Impact Statement comments

Dear UDOT Little Cottonwood Canyon Project team,

Thank you for this opportunity to comment on the Little Cottonwood Canyon Draft Environmental Impact Statement, S.R. 210-Wasatch Boulevard to Alta, from June 2021 (hereafter referred to as the LCC DEIS or DEIS). I have reviewed the materials UDOT made available for this purpose on the Little Cottonwood Canyon (LCC) EIS website, have attended related public meetings, and have personally discussed the project with UDOT representatives on several occasions. I appreciate these efforts at transparency and input.

As a Salt Lake City resident who lives on the Wasatch Front precisely because of the quick and easy access to quality outdoor recreation resources and natural spaces, I am deeply invested in the future of LCC as a unique and irreplaceable natural resource. As an avid recreationist, I use the Canyon year-round for rock climbing, ice climbing, trail running, and backcountry skiing. I also enjoy skiing at Alta and Snowbird every winter. As an assistant professor of public policy and administration, I am keenly interested in intelligent, equitable, and effective public policies that benefit all residents living on the Wasatch Front.

I recognize the inconvenience, cost, and safety concerns created by winter congestion in LCC, as well as the increasing demands imposed by population growth along the Wasatch Front and growing interest in outdoor recreation. I agree that these matters need to be addressed.

Unfortunately, the two preferred alternatives identified in the LCC DEIS "reflect irresponsible, inequitable, and ineffective policy decisions, and the DEIS itself falls short of the expectations and requirements mandated by the National Environmental Policy Act (NEPA). (32.2.9C and 32.2.9E) In short, the DEIS purpose and need are too narrowly structured to allow for LCC transportation solutions that are effective, responsible, and/or equitable. The DEIS fails to adequately address the environmental justice concerns that its proposals raise. The DEIS further suffers from inadequate analyses regarding direct and indirect impacts on the Canyon's ecosystem and landscape and dispersed recreation.

The most promising way forward is for UDOT to implement or facilitate less-costly measures that do not involve larger infrastructure development/changes. Equity-minded tolling and other traffic-mitigation measures and increased buses allow for more flexible options in light of future demographic, environmental, and technological uncertainties. If, after good-faith efforts, such lower-impact solutions fail to resolve the problem, only then should more dramatic measures (such as the ones discussed below) be entertained.

### Purpose & Need Deficiencies

The LCC DEIS stated purpose and need are too narrow to result in effective transportation improvements and will not achieve even the narrow-outlined aims. The stated purpose is “to substantially improve roadway safety, reliability, and mobility of S.R. 210 ... for all users on S.R. 10” (emphasis added). This promising purpose, seemingly crafted to benefit all users of the Canyon, is rapidly undermined by the subsequent needs, which refine the focus of the DEIS to those “related to visits to ski areas, with the greatest traffic volumes on weekends and holidays and during and after snowstorms.” This purpose and need ensure that the scope of the DEIS alternatives does not extend beyond congestion scenarios isolated to a select minority of weekends, holidays, and heavy snow days-and will only serve the needs of ski resort visitors on these and other winter days. **(32.1.2D and 32.1.4D)**. From a legal perspective, the LCC DEIS thus sidesteps documented problems in the Canyons related to traffic and safety that exist outside of the busiest winter ski days and/or related to ski resort visitation and activity. It prioritizes one user group’s needs and preferences above those of all others, which include walkers, trail runners, hikers, bird watchers, climbers, backcountry skiers and snowboarders, snowshoers, and more. **(32.1.2B, 32.1.2C, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The impacts of such a narrow project-financial, social, and environmental in nature-simply do not justify the outcomes. The narrowly crafted purpose and need also effectively precludes good faith efforts towards equitable transportation solutions and outcomes.

From a policy perspective, the narrowly crafted purpose and need is a prime example of how a public agency and public funding can be hijacked (either directly or indirectly) to benefit a narrow constituency. In other words, the DEIS purpose and need ensure that almost any solution to emerge from the process will source broadly distributed costs (taxpayer dollars) to deliver concentrated benefits to a contained sector of a niche industry (two ski resorts) in the form of a \$500+ million transportation system, while imposing additional burdens on other LCC users-namely, dispersed recreators. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

A more equal (among different types of canyon recreation and users) and equitable (when considering the existing socioeconomic conditions and contexts of Wasatch area communities) project is likely only feasible under a project purpose and need that recognizes and centers the needs of canyon users “diverse” in both recreational and socioeconomic terms. **(32.1.2D)**

### Environmental Justice Deficiencies

The DEIS fails to adequately respond to the manners in which UDOT’s transportation proposals perpetuate environmental injustice. The proposals impose costs to upper LCC access during the winter in the form of public transit fare and private vehicle tolling. Such costs disproportionately burden lower income communities, making it harder for them to access popular and valuable environmental amenities. Furthermore, the proposals will negatively impact the types of outdoor recreation most available to lower income and racial/ethnic minority individuals. **(32.5A)**

UDOT’s LCC planning takes place in a region with documented environmental injustices in the form of increased exposure to environmental hazards and disproportionate barriers to environmental amenities that are experienced daily by lower-income residents, Black, Latino/a/x, Pacific Islander, and Native residents, and other disadvantaged communities. For example, not only do Salt Lake valley neighborhoods of color and/or lower income have less tree cover than their whiter, weather

counterparts (see Mendoza et al, 2020, Urban Science)-they also feature parks characterized by poorer maintenance and fewer desirable amenities (Chen et al, 2019, Landscape Ecology).

Documented disparities extend to transportation and public transit. Public transit along the Wasatch Front serves the everyday needs of wealthy residents over those of lower income and racial/ethnic minority residents (Farber et al, 2016, Travel Behavior & Society). And Wasatch area residents of color have fewer transportation options to access outdoor recreation destinations, such as state parks and national forests, when compared to white residents (Park et al, 2021, Urban Forestry & Urban Greening). UDOT's proposals thus contribute to the environmental injustices which marginalized Utahns already suffer. **(32.5A)**

The DEIS's main environmental justice deficiencies are threefold:

First, UDOT claims that environmental justice concerns are alleviated (at least in part) by the fact that tolling is required only for the upper canyon. The underlying assumption is that lower-income individuals do not wish to access the upper canyon/will not want to in the future. Given that the upper canyon houses not only ski resorts but also the canyon's most popular backcountry areas (e.g., the "Emmas," Grizzly Gulch; see Wasatch Backcountry Alliance trail counter data), this is certainly an incorrect assumption. UDOT should facilitate-not impede-disadvantaged residents' use of the accessible backcountry terrain that the upper canyon offers for lower-cost winter recreation, such as snowshoeing and sledding, as well as backcountry skiing and snowboarding, and (of course) downhill skiing at the resorts. **(32.5A)**

Second, although the DEIS implicitly recognizes the inequitable impacts of tolling on disadvantaged canyon visitors, it maintains that lower-cost transit options nullify any "adverse impact" to marginalized populations. Simply stated, UDOT's solution to the barrier of tolling for under-resourced residents is "they can take the bus/gondola." Of course, this ignores the fact that transit fare remains an imposed burden for lower income and/or racial/ethnic minority residents. Perhaps more importantly, it seems to accept that proposals which limit marginalized residents' de facto transportation options are inequitable by design. A structurally inequitable transportation solution that narrows the options of disadvantaged residents while increasing the options of the most privileged is a text-book example of environmental discrimination. **(32.5A)**

Third, the DEIS alternatives would facilitate transportation to ski areas at the expense of access to, and experience in, dispersed recreation such as hiking, bouldering, snowshoeing-precisely the types of outdoor recreation that empirical evidence shows are more accessible to marginalized residents. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** In this way, the proposals threaten what environmental justice scholars refer to as a "double whammy" for marginalized residents wishing to recreate in LCC: they impose financial barriers to the valuable environmental amenities of the upper canyon, while negatively impacting the more accessible environmental and recreation options of the lower canyon.

I fully support traffic mitigation strategies such as tolling, but only when the design of such interventions reflects a thorough and nuanced consideration of environmental justice implications. **(32.5A)**

#### Impacts & Impact Analysis Deficiencies

Some of the most inadequate analysis contained in the LCC DEIS pertains to the alternatives' impacts on climbing resources. It is essential to note that while climbers are often undervalued as a user group (as in the DEIS), they are a steadily growing one. Furthermore, some forms of climbing, such as bouldering, constitute some of the more accessible recreational options for lower income and/or racial/ethnic minority Canyon users. LCC is among the most important climbing resources in the Wasatch. For example:

- An estimated 20,000-30,000 Wasatch Front climbers likely use LCC climbing resources.



- LCC is likely the most popular climbing destination in the Wasatch, as 88% of surveyed climbers indicate they like to climb there. It is also likely the most frequently used climbing destination in the Wasatch, as more than half of surveyed climbers use it multiple times a month during the climbing season.
- Salt Lake Climbers Alliance (SLCA) trail counter data illustrate the popularity of LCC resources. A total of 50,848 trail uses were logged from early May 2020 to the first few days of July 2021 at the Gate Butte climbing area, while 41,150 trail uses were logged June 2020-July 2021 on the Alpenbock Loop Trail.

#### Enhanced Bus Peak Period Shoulder Lane (PPSL) Alternative

Based on the engineering schematics and data that UDOT has provided, widening of S.R. 210 would undoubtedly destroy and impede access to some of the most iconic climbing resources in the Wasatch region, such as the Gate Boulders, Copperhead Boulder, and Split Boulder, among others. SLCA estimates (using UDOT information) suggest that a minimum of 29 boulders and 131 established boulder climbs (i.e., “problems”) would be impacted. Impacts could make some boulder problems or descents more dangerous without specific mitigations. Objective hazards such as construction debris and fill may partially bury boulder problems and/or block landing areas. Necessary terrain alterations could make landings unsafe or impractical. **(32.4A)**

In response to such concerns, UDOT officials repeat assertions that they will do all they can to mitigate such impacts, without adequate analysis of what such impacts would be, which impacts they can realistically mitigate, and which impacts lie outside of their ability to address. For the DEIS to meet its obligations to analyze LCC proposal impacts, a more complete analysis of both impacts and possible/impossible mitigation options is needed. **(32.4A)**

#### Gondola Alternatives

Based on the engineering schematics and data that UDOT has provided, both gondola alternatives threaten many of the same iconic climbing resources as the PPSL alternative. Although the impacts of the gondola may not take the form of the same destruction of climbing resources as S.R. 210 widening, the analyses and information provided by UDOT have not ensured that access would not be curtailed where the gondola impact area and boulders overlap. SLCA estimates (using UDOT information) suggest that a minimum of 35 boulders and 142 established boulder climbs (i.e., “problems”) are threatened.

The gondola further promises mammoth visual and auditory impacts on the natural landscape and atmosphere of LCC. As someone who has circumnavigated the ridge-top perimeter of the Canyon multiple times, I can attest that the signs of heavy development of upper LCC largely fade away when experienced from many vantage points, allowing one to experience the majesty and peace of its unique wilderness areas. This would simply cease to be the case if a gondola were allowed in the Canyon, as few vantage points would be spared from the visual and auditory blight it would impose. Either DEIS gondola alternative would forever mar this beautiful and iconic resource. It would amount to a devastating loss for current and future generations. **(32.4B)**

#### Cog Rail Alternative

Because UDOT did not identify it as a preferred alternative, I will not spend a lot of time of the cog rail here. Furthermore, because the DEIS’s analysis of the cog rail alternative is surface level, at best, this alternative would surely need a much more in-depth analysis before serious consideration. It should be noted, however, that a cog rail would be a devastating development for dispersed recreation in the Canyon on par or worse than the gondola. Climbing resources would be destroyed and access to the remaining resources would be severely curtailed. All LCC users would suffer from its extensive visual and auditory impacts. **(32.2.9M, 32.4D, 32.11L, and 32.17D)**

## Trailhead Parking Access and Improvements

The DEIS proposes making improvements to parking that, by UDOT's admission, would reduce the amount of parking available to dispersed recreators. This includes at the Gate Buttriss, Grit Mill, and LCC Park and Ride lot-all of which are used year-round by climbers (and other visitors). It is unacceptable to propose instituting access barriers (by reducing parking) without offering alternative access and without justifying the decision-particularly in the context of plans which aim to facilitate user transport to private, developed recreation. **(32.2.6.2.4A, 32.2.6.3C, and 32.2.6.5G)**

A serious proposal that aims to serve the needs of all LCC users would otherwise facilitate dispersed recreation access when such improvements are planned (e.g., with short-range trailhead shuttles).

## Snow Sheds

The snow sheds proposed in the DEIS promise significant visual impacts that would forever alter the natural look and feel of this majestic and iconic Canyon. Although they would undoubtedly facilitate travel in the Canyon, the reality is that their utility extends only to a minority of winter days, while their impacts would be permanent and experienced every hour of every day. As with other parts of the DEIS, the snow sheds impose wide costs across Canyon users and the natural environment, while only delivering concentrated benefits for a select number of days a year. **(32.2.9J, 32.17C, and 32.7A)**

## Developing Intelligent, Equitable, and Effective LCC Transportation Solutions

As I've sought to articulate throughout these comments, I encourage UDOT to recognize that the LCC DEIS process stood on shaky ground from the beginning. Its basis in such a narrowly crafted purpose and need effectively ensure the project will cost many Wasatch residents, while benefiting only the more privileged few. Furthermore, I urge UDOT officials to recognize that in seeking to stay in their bureaucratic "lane" (pun not intended), UDOT has precluded the consideration of some of the most important and consequential questions that are, in reality, deeply relevant to the future of the LCC ecosystem, not to mention recreation and transportation that takes place in it.

These include questions such as how the environment and recreation will change in the coming decades, as climate change accelerates, its impacts deepen, and the Wasatch snowpack surely changes dramatically-in ways anticipated and not. It also includes questions regarding the carrying capacity of the Canyon-now and in the future. **(32.2.2E)** No serious analysis of responsible Canyon use can be carried out until basic parameters-such as how many visitors the Canyon can absorb sustainably-are established. **(32.20B)**

To these ends, I implore UDOT officials to recognize the flaws and deficiencies of the LCC EIS process to this point, and the fundamental issues in the DEIS that cannot be readily remedied. I encourage they move forward with a commitment to try less-impactful measures before dramatic ones. **(32.29R)** A creative, cautious approach that combines equitably structured tolling with electric buses and other transit options (such as short-range shuttles) should precede expensive, destructive, and permanent infrastructure developments. **(32.2.9A, 32.2.4A, and 32.2.6.3F)**

Thank you for this opportunity to provide this input.

Sincerely,

David P. Carter

**COMMENT #:** 12812  
**DATE:** 9/3/21 3:56 PM  
**SOURCE:** Website  
**NAME:** Collin Miller

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**COMMENT:**

Please consider the many voices who loudly oppose the option for a gondola through LCC. **(32.2.9E)** A much less intrusive and more efficient solution is possible via a combination of tolling and a large influx of buses at the beginning and end of a ski day. **(32.2.9A and 32.2.4A)** Please consider this solution to the much more invasive and expensive options presented.

**COMMENT #:** 12813  
**DATE:** 9/3/21 3:58 PM  
**SOURCE:** Website  
**NAME:** Andrew Hudson

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**COMMENT:**

After reviewing the possible actions that UDOT may take, I believe that implementation of any solution that does not preserve the existence, and access to, the climbing in Little Cotton Wood Canyon would be a mistake. **(32.4A, 32.4B, and 32.29G)**

**COMMENT #:** 12814  
**DATE:** 9/3/21 3:58 PM  
**SOURCE:** Website  
**NAME:** Carrol Firmage

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**COMMENT:**

I am opposed to the expansion of the road in Little Cottonwood Canyon as well as to the proposed gondola project. **(32.2.9C and 32.2.9E)** This canyon is not JUST a canyon for skiing. It is used year round by many people. **(32.1.2C)** The expansion of the road as well as the gondola are going to impact the canyon every day of the year. **(32.4I)** The need to take skiers up the canyon is seasonal. This to me seems like the owners of the ski resorts are deciding on what happens to a place that belongs to all of us. Limit personal cars on high traffic days and have a bus system that gets skiers up the canyon quickly and efficiently when there are too many for the canyon to accommodate otherwise. **(32.2.4A and 32.2.9A)** Little Cottonwood will be permanently altered should a wider road or gondola be built. Neither one should be done. Let's keep the canyon usable for everyone. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

**COMMENT #:** 12815  
**DATE:** 9/3/21 3:59 PM  
**SOURCE:** Website  
**NAME:** Clayton Crowhurst

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**COMMENT:**

I vehemently oppose any new development in the cottonwood canyon area. This area is one of the few free/low cost recreational areas in the city and is currently one of the great natural draws to the region. Damaging or destroying the climbing, hiking, and biking resources of this area with an infrastructure project for the privileged few. If this development proposal moves forward I will strongly reconsider future visits to the area and will encourage others to do the same. **(32.2.9G)**

**COMMENT #:** 12816  
**DATE:** 9/3/21 4:00 PM  
**SOURCE:** Website  
**NAME:** Katrina Beckstrand

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**COMMENT:**

It's time to add a toll to Little Cottonwood. Give residents a pass. Everyone else should pay to drive there. It's the simplest solution. We don't need more roads or a gondola. **(32.2.2Y and 32.2.9E)**

**COMMENT #:** 12817  
**DATE:** 9/3/21 4:00 PM  
**SOURCE:** Website  
**NAME:** Spencer Wilkerson

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**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 not solve the issues at hand. Thank you.



**COMMENT #:** 12818  
**DATE:** 9/3/21 4:01 PM  
**SOURCE:** Website  
**NAME:** Kenny Peterson

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**COMMENT:**

It is my personal opinion that the preferred alternatives of enhanced bus with road widening and gondola B are not solutions which act in the best interest of the communities that travel through cottonwood canyon. **(32.2.9C and 32.2.9E)**

Widening the road will allow people to drive at higher speeds more comfortably, which will result in more 5+ hour traffic stops due to accidents in winter conditions. **(32.1.2B, 3.1.2D, and 32.7C)** The gondola is the most expensive alternative, and yet it is the most rigid and "non-adjustable" proposal. **(32.2.6.5A)** Either the gondola is spinning, or it's not. There's no adjustment of supply vs demand. Additionally, both road widening and the gondola have significant impacts to climbing in the canyon. **(32.4A and 32.4B)**

Another important consideration is capacity. Do we want to be the next Denver with a single freeway flowing people to overcrowded ski resorts? Prior to implementing any solution, I would like to see data collected by third parties (not for profit ski resorts) analyzing current and project ski resort capacities and usages. If safety is a priority, UDOT should be considering impacts to safety due to double or triple the number of people on a ski slope. **(32.20A, 32.20B, and 32.20C)**

I would challenge the agency to simply increase the number of buses and incentives for people to carpool or take the buses. **(32.2.4A and 32.2.9A)** 6% interest earned on the \$237 million saved by implementing more buses instead of gondola B could pay for the annual \$14 million in bus maintenance. Vehicles in general are constantly improving and can be improved upon. What was the last technological advancement in gondolas? More and more companies are developing electric drivetrains which could be applied to future bus fleets to provide clean forms of transportation. **(32.2.6.3F)**

Lastly, I would encourage the use of smart phone tolling based on three factors - access time, residency, and vehicle occupancy. Additional occupants reduces fee, peak access time increases fee, and out of state residency increases the fee. **(32.2.4A)**

Thank you for your consideration of my comments.

**COMMENT #:** 12819  
**DATE:** 9/3/21 4:01 PM  
**SOURCE:** Website  
**NAME:** George Gaydos

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**COMMENT:**

I would like to see mandatory 4x4/traction devices during the winter months at all times. **(32.2.2M)** I would like to see single occupancy vehicles tolled and carpooling incentivized in a meaningful, significant way. **(32.2.4A and 32.2.2Y)** Thank you.

**COMMENT #:** 12820  
**DATE:** 9/3/21 4:02 PM  
**SOURCE:** Website  
**NAME:** Piper Kunst

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**COMMENT:**

I do not think a gondola is a sustainable solution for lcc traffic. (32.2.9E)

**COMMENT #:** 12821  
**DATE:** 9/3/21 4:02 PM  
**SOURCE:** Website  
**NAME:** Caitlin Curry

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**COMMENT:**

I am opposed to implementing the solutions regarding the gondola and widening of the road. **(32.2.9E and 32.2.9C)** Both of these have negative environmental impacts as well as eliminating existing climbing recreational opportunities in the canyon **(32.4I, 32.4A, and 32.4B)**. The issue of the canyon is capacity. **(32.20B)** These solutions would not solve that problem. The gondola would only provide another tourist attraction that would further exceed the capacity of the canyon. **(32.20A and 32.20C)** The State of Utah should not foot the bill for a traffic issue caused by private industry (the LCC ski resorts). **(32.2.7A and 32.1.2B)** If the resorts wish to have better traffic solutions to increase their usage, they should foot the bill for an environmentally friendly solution. I am in favor of attempting increased bus service. **(32.2.9A)**

**COMMENT #:** 12822  
**DATE:** 9/3/21 4:03 PM  
**SOURCE:** Website  
**NAME:** Nate Blouin

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**COMMENT:**

Little Cottonwood Canyon has serious issues, and users deserve serious solutions. We need a fix that offers flexibility and the opportunity to implement quickly. The gondola alternative fulfills neither of those principles. **(32.2.9E)**

There are a host of immediate and incremental alternatives that should be considered that will suit all users in lieu of a gondola that serves resort users only and is likely to increase canyon tourism, while the canyon nears or exceeds capacity.

Among a host of options that should be considered are tolling and expanded busing options, neither of which requires significant new infrastructure but both of which could be integrated into larger solutions in the future. **(32.2.4A and 32.2.9A)**

While road expansion may be a reasonable alternative, the current alignment could be restriped to prioritize buses - which should include a regular route that stops at major trailheads. **(32.2.2D and 32.2.6.3C)** Moving into the future, UDOT/UTA should pursue electrified buses as soon as feasible technology exists, utilizing federal funding if available. **(32.2.6.3F)**

Tolling should be implemented in a way that does not increase costs for low-income users and primarily mitigates resort traffic that's driving canyon congestion - as the resorts sell more passes and tickets, they should be held accountable for the costs they impose on the system. **(32.2.4A and 32.5A)**

LCC also does not exist in isolation. BCC is in need of alternatives as well, as is the Wasatch Blvd. corridor. I frequently experience the worst congestion between the I-215 exit at 6200 S and the canyon mouths, and would favor roadway expansion so long as reasonable accommodations are taken to protect active transportation and neighborhoods. **(32.1.1A and 32.2.6.2.2A)**

We can't solve this problem by slapping a bandaid on it, which is how I view the gondola. We need a solution that works for summer and winter users of all types. **(32.1.2B and 32.1.2C)** Please move forward with expanded bus service before altering the entire character and landscape of Little Cottonwood Canyon.

**COMMENT #:** 12823  
**DATE:** 9/3/21 4:03 PM  
**SOURCE:** Website  
**NAME:** Flint Shaw

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**COMMENT:**

No gondola please. Go with the busses. **(32.2.9E and 32.2.9A)**

**COMMENT #:** 12824  
**DATE:** 9/3/21 4:04 PM  
**SOURCE:** Website  
**NAME:** Trey Roeseler

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**COMMENT:**

Please do not put in a gondola in little cottonwood canyon **(32.2.9E)**

**COMMENT #:** 12825  
**DATE:** 9/3/21 4:06 PM  
**SOURCE:** Website  
**NAME:** Cameron Crittenden

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**COMMENT:**

I disagree with any road expansion that would destroy existing trails or climbing/bouldering access. **(32.2.9C and 32.4A)** I do not think the costs are even close to outweighing the benefits of any action. While the gondola will have a more neutral impact on the surrounding area, Utah is a rapidly growing state and in 5-10 years we will be having this conversation all over again. **(32.2.6.5N)** The gondola will not solve anything anyways because there is no possible way to allow for enough parking. **(32.2.6.5J)** As long as Utah continues to grow and skiing remains popular, people just need to realize that traffic is priced into the equation of getting to Snowbird and Alta. The only other option I see is providing access to the resorts from American Fork Canyon on the south side. **(32.2.2J)**



**COMMENT #:** 12826  
**DATE:** 9/3/21 4:07 PM  
**SOURCE:** Website  
**NAME:** Peter Gombert

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**COMMENT:**

I do not think that a gondola would best serve the citizens of Utah and would be a poor use of hard earned Utah money. **(32.2.9E)** I think more busing without a roadway expansion and more bus parking along wasatch boulevard would be a much better. **(32.2.9A)** Also making little cottonwood a toll road would significantly help **(32.2.4A)**

**COMMENT #:** 12827  
**DATE:** 9/3/21 4:07 PM  
**SOURCE:** Website  
**NAME:** Justin Manson

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**COMMENT:**

Gondola is expensive, risky, damaging to nature. **(32.2.9E and 32.4I)** Better to follow lower risk, incremental approach which keeps options open - buses, tolling, parking at base, buses from downtown areas all move in a direction that is scalable, and reversible. **(32.2.9A, 32.2.4A, 32.2.6.2.1C, and 32.2.2I)** Additional consideration is to regulate the number of skiers permitted at the resorts, and to impose the costs of transportation improvements on the resort owners, proportional to the benefits they receive from publicly funded infrastructure. **(32.2.2K and 32.2.7A)**

**COMMENT #:** 12828  
**DATE:** 9/3/21 4:08 PM  
**SOURCE:** Website  
**NAME:** Jason Hall

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**COMMENT:**

I'm an avid ice and rock climber who frequents LCC many times each year to explore its unique and beautiful landscapes. Any proposal involving expanded infrastructure should only be considered after all less expensive and invasive alternatives have been exhausted. The options as proposed seem tantamount to a gift to the ski resorts paid for by the public. Backcountry users will not benefit at all from any of the proposals, which is appalling.

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

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

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

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

**Furthermore, the proposals do not adequately address environmental injustice and marginalization for Wasatch users. (32.5A)**

**COMMENT #:** 12829  
**DATE:** 9/3/21 4:09 PM  
**SOURCE:** Website  
**NAME:** Ken Meleta

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**COMMENT:**

Thank you for the opportunity to share my thoughts on the EIS. I'm originally an east coast transplant, I've called Utah home for the past decade and I now own a home in Cottonwood Heights. I utilize the Cottonwood canyons upwards of a 100 days each year in all 4 seasons to climb, hike, mountain bike, ski at the resorts and in the backcountry, and generally just escape into nature and recharge.

Of the myriad of reasons I don't think the gondola is the right solution, I'll outline just a few below, but perhaps the only one I need is simply that the gondola is not even a solution to the problems we face. **(32.2.9E, 32.1.2B, 32.7B, and 32.7C)** It's a long awaited tagline for the Ski Utah marketing department and a nice paycheck for those in the position to financially benefit from its construction. It's not a viable alternative to driving up highway 210. Please don't lose sight of the problem we need to fix. **(32.1.2B)** To be very clear, the problem to be fixed is NOT "Snowbird and Alta aren't getting enough paying customers quick enough."

- The gondola serves only one specific genre of user. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Backcountry skiers, snowshoers, hikers, rock and ice climbers, etc can't use the gondola because it will never serve their trailheads. Typical local families won't use the gondola because paying ~\$40 a person for the inconvenience of NOT having their own vehicle with them will absolutely not be enticing. **(32.2.4A)** Even for many tourists on vacation, I'd be surprised if the gondola is nothing more than a novelty they pay for once during their visit. **(32.2.4A)**

- I'm fully aware this EIS is scoped to Little Cottonwood, but you can't limit a solution to LCC and expect to fix the actual issues. If the barrier to entry in LCC is too high, the problem simply shifts to Big Cottonwood. We need a solution that is financially, logistically, and environmentally viable in BCC. **(32.1.1A and 32.20D)**

- The environmental impact on the canyon is too great. Watershed concerns aside, the towers needed will be an absolute eyesore. **(32.12A and 32.17A)** LCC is geologically the most unique and diverse canyon we have in Northern Utah. Please don't obscure the views and litter the landscape with more human-made garbage than is already there. I honestly feel the conversation could start and end with this point alone. As a climber I also need to mention that the towers and road expansion will destroy assets valuable to a thriving rock climbing industry in Utah. **(32.4A and 32.4B)**

Please, let's start with small with the least destructive options and expand as needed. **(32.29R)** Enhanced bus service, (with real parking improvements near the mouth of the canyon and in the valley) has not been given an adequate chance. **(32.2.9A)** We can never undo the gondola or lane widening and there is extreme doubt that either would even significantly improve the problem. **(32.7B and 32.7C)** These should be treated as last resorts.

Thanks,  
Ken Meleta

**COMMENT #:** 12830  
**DATE:** 9/3/21 4:09 PM  
**SOURCE:** Website  
**NAME:** Scott Klepper

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**COMMENT:**

There's a saying that if a hammer is the only tool you have, then you'll tend to treat everything as if it were a nail. So it's not surprising that UDOT started with 124 concepts or solutions to LCC's traffic problems (per one of their online public hearings) and quickly whittled them down to Gondola vs Enhanced Bus....or as a Hammer might see things, greater Throughput and more Pavement. Unfortunately LCC is a limited resource and applying Utah's go to method of unchecked metastatic growth not only won't solve the problem, but also risks killing the golden goose. Proper resource management allows for the enjoyment and utilization of limited resources and many successful examples exist within our region such as Millcreek Canyon, The Wave, Monument Valley, Zion NP and Phantom Ranch to name a few. These areas would be completely destroyed if opened up to unchecked, unlimited use.

The traffic problem in LCC is solely the result of the ski resorts and their desire to grow. **(32.1.2B)** And the resorts' pricing structure has made it cheaper to ski rather than more expensive given the relationship between season passes and adult day rates. A \$500+ million taxpayer-funded gift for Throughput or Pavement is nothing but unadulterated Corporate Welfare at the expense of every other non-resort user of LCC. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** No mention whatsoever can be found in the EIS or attachments of any proposed dollar contributions from these 2 private for-profit resorts. **(32.2.7A0 It's as if they expect this Welfare from the taxpayers. And tearing up the road to add a dedicated bus lane is simply a non-starter. Another lane isn't worth the loss of world class rock climbing that would be lost. (32.4A)**

Both proposed solutions involve severe environmental impacts both physical and visual and neither one passes basic common sense. **(32.17A, 32.17B, and 32.4I)** There's no apparent flexibility of any kind to accommodate potential future changes over the next 32 years. No weight given to the longer term effects of our extended drought on the Great Salt Lake and its corresponding impact via Lake Effect snowfall in winter and lake dust accelerating snowmelt in the springtime. Likewise no mention or accounting of how our warming winters with less snowfall will impact the length of the ski season and the resorts' ability to make snow over the next 32 years. **(32.2.2E)**

It's hard not to be cynical about the Gondola, tainted by political cronyism with the slithery ilk of former Senate President Niederhauser and former Sandy City councilman McCandless fortuitously taking ownership of LaCaille Restaurant, the very place the Gondola parking structure would be constructed. And while the Gondola is the sexier of the two proposed solutions, no mention was given to proposed Parking, Gondola or Tolling Fees. Based on models I've seen no one I know would accept the \$25-40 required each time for parking, tolling or gondola fees. **(32.2.4A)**

Fortunately the answer to both the traffic problem and its solution is right there in the EIS document itself, specifically Appendix 1, the Draft Vehicle Mobility Analysis dated April 3, 2020. On page 2 in section 2.2, UDOT vehicle occupancy studies from 2018 showed that the average number of occupants during peak morning hours on the weekend was 1.89 occupants per personal vehicle and 42 occupants per bus....in other words LCCs traffic problem results from LESS THAN TWO PEOPLE PER CAR driving up the canyon. Worse, for their modeling purposes UDOT uses the same 1.89 person per car figure all the way out until 2050. That's 32 years of a static non-changing number. Unless Subaru has begun making 2-seater Miatas and Carreras, common sense says there's plenty of room for improvement, thereby greatly reducing the overall traffic problem. **(32.2.4A)**

Anyone who's skied on a busy weekend or powder day knows that the resorts fill every seat on every single chair that heads up the lift. There's no luxury of riding chairs solo. Why? Because that would cause a traffic jam in the queue of people waiting to board the lifts. So why leap into spending a HALF BILLION TAXPAYER DOLLARS when we could easily more than halve the number of cars in LCC just by ensuring that they are full? **(32.2.4A)**

Just because UDOT has offered up two solutions doesn't mean we have to pick either one. Both are equally poor options and the taxpayers of Utah, the residents of Cottonwood Heights and Sandy and the users of the Cottonwood Canyons deserve far better than what we're being forced to swallow.

**COMMENT #:** 12831  
**DATE:** 9/3/21 4:10 PM  
**SOURCE:** Website  
**NAME:** Ryan Dance

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**COMMENT:**

Please build the Gondola. There is a reason why the Switzerland, France, and Jackson Hole are visited by world wide participants. The Gondola enables proper transportation without the emissions from thousands of cars stuck in the canyon behind some tourist who has never driven in snow before. How many of you have gone 5 miles an hour up and down the canyon behind long lines, continuously slowed by people attempting to park, struggling with google map directions, and other frustrations of waiting behind many vehicles. The gondolas are the best option and we need to grow up. The Olympics made it clear that Utah has some of the best spots on earth and we need to actually prepare for that amount of visitors. Widening roads never works because you just end up widening them again. Look at i-15, bangerter, mountain corridor? All have been widened multiple times. Get the cars off the road with the Gondola and help the earth. Imagine all the profits from people just wanting to take the scenic Gondola ride up the canyon! Wouldn't it be nice to get those people off the road in the first place? Driving with their heads looking up to the sky instead of safely in front of them like they should.  
**(32.2.9D, 32.10A, 32.2.9C, 32.2.6.3B, and 32.20E)**

**COMMENT #:** 12832  
**DATE:** 9/3/21 4:11 PM  
**SOURCE:** Website  
**NAME:** Kris Cornell

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**COMMENT:**

Please protect little cottonwoods unique and world class bouldering and climbing. Use the enhanced bus without the road expansion. **(32.2.9A and 32.29G)**



**COMMENT #:** 12833  
**DATE:** 9/3/21 4:11 PM  
**SOURCE:** Website  
**NAME:** Rebecca Johnson

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**COMMENT:**

Why are the only 2 stops at Alta and Snowbird? It feels more like a major business decision than helping our canyons. **(32.1.2D, 32.2.6.3C, and 32.2.6.5G)** What is the cost to ride the Gondola? **(32.2.4A)** Who really benefits financially from this decision? **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Who is going to run and maintain the gondola and what is the upkeep cost to local residents? **(32.2.7C)** Will I be taxed for this? Don't get me wrong I HATE the canyon traffic and I'm grateful solutions are being discussed, it just feels like these solutions are going to bring MORE congestion and really only benefit the owners of Snowbird and Alta.

**COMMENT #:** 12834  
**DATE:** 9/3/21 4:12 PM  
**SOURCE:** Website  
**NAME:** Thomas Rathke

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**COMMENT:**

The gondola is a very European idea and an excellent solution to the problem. Whatever reduces vehicles in the canyon since there is no room for them and they pollute the air. **(32.2.9D and 32.10A)**

**COMMENT #:** 12835  
**DATE:** 9/3/21 4:12 PM  
**SOURCE:** Website  
**NAME:** Philip Lee

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**COMMENT:**

Both options are unacceptable as they both leave lasting negative effects on the canyon and benefit only a few. (32.2.9C, 32.2.9E, 32.4I, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C) A better option would be to increase there number of buses and the frequency of the buses. (32.2.9A). The two options are near sighted and only address congestion that occurs during the ski season, but leave the constructs in place during the rest of the year. (32.1.2C)

Please reject both proposal.

**COMMENT #:** 12836  
**DATE:** 9/3/21 4:12 PM  
**SOURCE:** Website  
**NAME:** Spencer Riehl

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**COMMENT:**

Having listened to the entire LCC EIS podcast series and done my own thinking, I'm generally in favor of a gondola getting skiers up to the resorts. **(32.2.9D)** I'm especially interested in the increased frequency of buses, and look forward to riding the bus more often, with tolling at the base of the canyons (I'd approve of LCC and BCC tolls) to offset to cost of bus rides. **(32.2.9A, 32.2.4A, 32.20D)** But please, do something. Don't let this process grind to a halt and have nothing happen in 5-10 years time.

**COMMENT #:** 12837  
**DATE:** 9/3/21 4:13 PM  
**SOURCE:** Website  
**NAME:** Chris Jacobs

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**COMMENT:**

The gondola for little cottonwood canyon sounds like a great idea. Beautiful views and a relaxing ride to the top instead of a traffic jam. Much better than widening the road. Really the traffic is mostly in the winter season. Widening the road would create too much environmental destruction. **(32.2.9D, 32.1.2C, 32.2.9C, and 32.4I)**

**COMMENT #:** 12838  
**DATE:** 9/3/21 4:13 PM  
**SOURCE:** Website  
**NAME:** Rebecca Kitchen

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**COMMENT:**

I feel this issue needs further study. I think the gondola would be too expensive. I lean toward the possibility of reserving a parking spot during the busy Ski season. **(32.2.9E and 32.2.2K)**  
Thank you.

**COMMENT #:** 12839  
**DATE:** 9/3/21 4:13 PM  
**SOURCE:** Website  
**NAME:** Jacob Graf

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**COMMENT:**

Please don't do the gondola. **(32.2.9E)** Encouraging public transit and closing the canyon to the general public can have more immediate effects and cost much less. **(32.2.2B)** Then if it doesn't have the results desired, you can build the gondola or whatever. **(32.29R)**

**COMMENT #:** 12840  
**DATE:** 9/3/21 4:14 PM  
**SOURCE:** Website  
**NAME:** Taylor Cutler

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**COMMENT:**

I have lived near the base of little cottonwood the entirety of my 30 year life and am COMPLETELY and UTTERLY against a Gondola. **(32.2.9E)** If we're going to pay this much tax payer money, I'd prefer to have a train + tunnels in the canyon. **(32.2.2C and 32.2.9F)** A MUCH better long term solution, in line with how places like the Matterhorn in Switzerland are able to accommodate the large number of people while preserving the environment and keeping cars from overcrowding the canyon!"



**COMMENT #:** 12841  
**DATE:** 9/3/21 4:14 PM  
**SOURCE:** Website  
**NAME:** David Klein

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**COMMENT:**

I moved to Utah in 1981 to live and ski. The canyon road has been a huge problem since it has existed. Plagued with deadly avalanches and accidents. There was talk of a tunnel Train running from Draper to Snowbird, Alta on to Brighton/Solitude and then Park City. **(32.2.2N and 32.2.2Q)** I know officials who designed hiking/biking trail systems through the canyon that have been thwarted by those who profess to want to “save the canyons”. How forcing everyone to drive save them has never made sense to me. I live less than a mile from the mouth of LCC and without traffic it takes 12 minutes to get to Alta. I will miss the convenience of going up and down when ever I want to all the various trailheads. **(32.2.4A and 32.4G)** I would hope there would be some road access fees or not but generally I am in favor of a gondola or train to provide reliable consistent and cleaner transportation **(32.2.9F or 32.2.9D)**

**COMMENT #:** 12842  
**DATE:** 9/3/21 4:16 PM  
**SOURCE:** Website  
**NAME:** Pauline Reisner

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**COMMENT:**

I am opposed to both options because they both widen Wasatch Blvd. **(32.2.9L)** Comprehensive environmental health assessments have not been completed. Current traffic on Wasatch is already a health issue. **(32.2.6.2.2A or 32.11I)** Further the voice of residents in the communities most affected by both proposals have not been adequately addressed. **(32.2.9N)** It is most unethical for UDOT and the Governor to support developments that harm the very people that will need to pay for these developments. Keep in mind that all taxpayers are not skiers and it is clear that the ski resorts are the benefactors of your proposals along with the developers. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Please look at alternatives that can be supported by the communities along Wasatch Blvd. Please save our canyons from gross commercialization.

**COMMENT #:** 12843  
**DATE:** 9/3/21 4:16 PM  
**SOURCE:** Website  
**NAME:** Steven Senft

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**COMMENT:**

Will either of these options accomplish your goals? **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** This road is only busy at 9am when there is a powder day. **(32.1.4D)** Please consider not doing anything and not disrupting the landscape any more than what has already been done. **(32.2.9G)** LCC is world renown for its bouldering and many of the famous boulders will be destroyed. **(32.4A and 32.4B)** We know that this does not bring much sales tax revenue to Utah when compared to the Ski Reports but may have lasting effects in the community. **(32.6D)**

Also why are you only helping two of the MANY ski resorts in Utah? This seems to be benefiting someone and this should be reconsidered. **(32.1.2B)**

**COMMENT #:** 12844  
**DATE:** 9/3/21 4:17 PM  
**SOURCE:** Website  
**NAME:** Colin McMurray

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**COMMENT:**

I believe that neither the road widening, nor gondola are good solutions for the little cottonwood canyon traffic issues. **(32.2.9C and 32.2.9E)** For the gondola, it may mitigate traffic within the canyon, but this is only going to back up the traffic onto other roads for those trying to get to the gondola. **(32.2.6.5E)** As a dedicated skier and former Snowbird and Alta employee, I have had some very early mornings trying to get up the canyon and understand the current concerns, but now there will be long lines to the gondola station, let alone trying to navigate a single parking lot that everyone will be driving and walking through in a chaotic attempt to get to the gondola station just to have to wait in another line to get a gondola up the canyon. **(32.2.6.5C)** I am also concerned about the unloading stations and having access to the backcountry. As a backcountry skier I want the option to drive my car to be able access areas outside of the resort, but if you do allow cars to drive up the canyon, the defeats the whole point of the gondola. **(32.2.6.5D)** I guarantee most skiers would still drive their car up, if given the option, over the gondola to alleviate the pain of having to lug all their ski gear with them into a gondola. **(32.2.4A)** I am also very negative on the tower supports throughout the canyon for the gondola. There would have to be some land altering to install the towers and would tarnish the views throughout the canyon, especially during the off seasons where I enjoy climbing and hiking in the canyon. **(32.17A)** It would make me think twice about recreating in little cottonwood canyon because one of my favorite parts of climbing and hiking is being able to put in the work to get higher than most people do and enjoy the incredible, peaceful view little cottonwood would have to offer, which would be compromised with huge towers and gondolas ruining those views. As for the road widening, I am not a fan of compromising the surrounding environment by paving a road further into the side of the canyon. **(32.2.9C)** As a climbing, I am scared to lose some incredible bouldering right off the side of the road at the base of the canyon. **(32.4A)** While I have not spent a ton of time on those boulders since I'm newer to outdoor bouldering, I have high aspirations to someday conquer those incredible boulders. I also know plenty of people that have enjoyed a lifetime of bouldering there and would be devastated to lose such a special place. The roadside bouldering areas mean more to them than just some rocks, it's a community where many people have met lifelong friends, it's a place to escape from the fast pace of a city and enjoy the peace and calmness of the canyon around some shaded boulders, and it's a place that people from all over the world can come to challenge themselves. I hope that this committee can take to heart how important the preservation of little cottonwood canyon is to the surrounding community and how devastating it would be to ruin that with a gondola or road widening. **(32.29G)** I also think that it is ridiculous that the local communities are paying for these plans through taxes when it seems like the resorts are benefitting the most by increasing the number of people that can access the canyon **(32.20A, 32.20C, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. I love that more people have the opportunity to experience such an incredible place, but I certainly hope that there can be some other options explored first before breaking ground (literally) on projects that would have an irreversible affect on the landscape and the people that call Littlewood cottonwood canyon their home **(32.2.2PP)**.

**COMMENT #:** 12845  
**DATE:** 9/3/21 4:17 PM  
**SOURCE:** Website  
**NAME:** Jonathan Remein

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**COMMENT:**

Neither of the preferred alternatives sufficiently solve the traffic problem on 210 in comparison to their cost, both financial and otherwise. **(32.2.9C, 32.2.9E, and 32.7C)** The assumption of construction taking two years seems grossly undercounted and the cost to recreation during construction will also be quite significant. **(32.4C)** One big problem with both of these solutions is that they permanently alter the canyon for a phenomenon that only happens during a portion of the year, a portion that is continually shrinking in length. **(32.17A, 32.17B, 32.4I, and 32.2.2E)**

There are several recreational activities that are completely left out of consideration in these proposals including basically every outdoor activity people enjoy in LCC other than resort skiing. However, the boulders that surround 210 would suffer the most, threatening at least 64 boulders consisting of 273 historic and iconic boulder problems. This is not acceptable. **(32.4A and 32.4B)**

A new, more creative, alternative must be found to protect valuable recreational resources of and access to LCC. There are many other options that need to be considered including expanded electric bus service, tolling, carpooling mandates, and others that should be exercised before any permanent changes are made to the canyon. **(32.2.6.3F, 32.2.9A, and 32.2.4A)**

Additionally, it's unacceptable to streamline transportation directly to the resorts, who will directly benefit from both of these proposals and would at the same time limit access to parts the canyon that are able to serve a broader representation of this community, including those who can't afford or prefer not to recreate at ski resorts **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**.

It is clear that more time is needed to develop a creative and long term solution that utilizes a more diverse set of tools.

Please take my thoughts into consideration.

Thank you,  
Jonathan Remein

**COMMENT #:** 12846  
**DATE:** 9/3/21 4:18 PM  
**SOURCE:** Website  
**NAME:** Russell Boggs

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**COMMENT:**

I believe that the Gondola option is the superior alternative. **(32.2.9D)** First, I agree that there is a traffic problem in Little Cottonwood canyon especially during or after a snowfall. I also agree that a hypothetical option of a freeway up the canyon and more parking is not a good idea **(32.2.9C, 32.1.2B, 32.7C, and 32.2.6.3B)**. So onto the two options:

I believe that the Gondola is a superior choice for several reasons.

(1) I am opposed to widening the existing road even if it is done to accommodate buses. **(32.2.9C)**

(2) Second, in periods of heavy snow, there is no guarantee that traffic accidents won't still close the canyon if the "Enhanced Bus Service" is selected. The Gondola option would be almost immune to that problem. And the Gondola option benefits by immune to any traffic jam **(32.2.6.3P)**

(3) I don't believe that the government should be buying new bus fleets that aren't electric. I understand that buying electric buses is not affordable with regard to the "Enhanced Bus Service" option, but that helps make the gondola option the better choice. Humans are changing the climate by putting CO2 into the atmosphere. Access to LCC should not be adding to the problem. **(32.2.6.3F and 32.10A)**

(4) I believe that it is an appropriate use of taxpayer dollars to improve commute service to the two resorts because it would reduce the overall number of cars on the road. Given the importance of tourism to the Utah economy, it is an appropriate use of public funds. Even if non-resort recreationists would not directly benefit, they would benefit by the reduced number of cars on the road. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

(5) I don't regard the viewscape aspect as being significant - this is not a pristine wilderness. The gondola towers are not that visually intrusive in comparison to what is already there. And widening the road would not enhance the viewscape either. **(32.17A and 32.17B)**

**COMMENT #:** 12847  
**DATE:** 9/3/21 4:18 PM  
**SOURCE:** Website  
**NAME:** Michele Evans

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**COMMENT:**

Dear UDOT,

I would like UDOT to please consider less aggressive measures. Transportation infrastructure that physically and permanently alter the canyon should only be considered after less impactful options have been implemented and shown not to be effective **(32.2.2PP and 32.29R)** . Expanded parking in multiple locations along with expanded electric bus service coupled with tolling and other traffic mitigation strategies must be tried that include dispersed recreation transit needs before permanent landscape changes are made. **(32.2.2I, 32.2.6.3F, and 32.2.4A)**

Thank you for taking this into consideration,  
Michele Evans

**COMMENT #:** 12848  
**DATE:** 9/3/21 4:19 PM  
**SOURCE:** Website  
**NAME:** John Evans

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**COMMENT:**

Dear UDOT,

I would like UDOT to please consider less aggressive measures. Transportation infrastructure that physically and permanently alter the canyon should only be considered after less impactful options have been implemented and shown not to be effective **(32.2.2PP and 32.29R)** . Expanded parking in multiple locations along with expanded electric bus service coupled with tolling and other traffic mitigation strategies must be tried that include dispersed recreation transit needs before permanent landscape changes are made. **(32.2.2I, 32.2.6.3F, and 32.2.4A)**.

Thank you for taking this into consideration,  
John Evans



**COMMENT #:** 12849  
**DATE:** 9/3/21 4:21 PM  
**SOURCE:** Website  
**NAME:** Wayne Harrell

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**COMMENT:**

I am strongly opposed to the idea of a gondola up LCC. **(32.2.9E)** This would destroy the scenic beauty of this canyon. **(32.17A)** A gondola would destroy the aesthetic ambiance that a person can currently and always has been able to enjoy throughout the canyon. Now, a person can "get away" from the city even when just at the edge of it. A gondola will destroy that opportunity to get away from the city because you have a gondola hovering above your head at all times. Look up to enjoy the mountain view and it will never be clear again. Always this disgusting gondola in the line of site.

Find another set and collection of alternatives besides destroying the canyon with a Disneyland ride. There are some good options on the table that involve busses and some road work. **(32.2.9B)** Don't be fooled by the glossy marketing of the gondola company. Allow my kids and grandkids to experience the canyon the way I have always experienced it, Without A Gondola!

Sincerely,  
Wayne

**COMMENT #:** 12850  
**DATE:** 9/3/21 4:21 PM  
**SOURCE:** Website  
**NAME:** Paige DaBell

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**COMMENT:**

Hello, Little cottonwood is our home and a place where everyone can recreate freely. It is understandable that we would want more access for people to enjoy this beautiful canyon. However, before we try such an expensive option, the cheaper less impactful options need to be attempted. **(32.29R)** Please consider the less impactful options. **(32.2.2PP)** The options presented will destroy the canyon and it's atmosphere. It will only benefit corporate pockets. Please listen to the people of Utah. **(32.29G)**

**COMMENT #:** 12851  
**DATE:** 9/3/21 4:22 PM  
**SOURCE:** Website  
**NAME:** Liam O'Reilly

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**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)** 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 #:** 12852  
**DATE:** 9/3/21 4:23 PM  
**SOURCE:** Website  
**NAME:** Evan Tobin

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**COMMENT:**

As a former resident of Alta and a current resident of Sandy I feel very qualified to speak on the subject of Little Cottonwood Transportation. I have held an Alta Season Pass for 30 years now and had the Alta/Snowbird dual pass since its inception. I am extremely disappointed that the over 100 proposed solutions have been reduced to 2 alternatives and each requires over half a billion dollars to build. I find both of these solutions totally unacceptable, but the worst plan is by far the Gondola. The Gondola should not be chosen for a host of reasons. **(32.2.9E)**

- 1) If the Gondola gets stuck, due to power failure, earthquake, weather, mechanical malfunction, terrorist act or any myriad of other reasons, people will be stranded, isolated, with no bathrooms, no safe exit and absolutely no recourse. **(32.2.6.5K)**
- 2) Maintenance on the towers and cars will be a nightmare. Lift techs at ski resorts are risking their lives doing maintenance on 30-50 foot towers; doing maintenance on towers over 200 feet tall will be death defying, especially if there is a problem caused by weather! **(32.2.6.5K)**
- 3) I have not seen any numbers on how operating costs will be paid. Will taxpayers foot the bill on an annual basis or will the gondola be paid for by charging by the ride? How can you spend half a billion dollars without a plan for ongoing maintenance and operational budget? **(32.2.7C)**
- 4) No recreational capacity study for the canyon has been performed. Little Cottonwood Canyon can not support the volume of riders the gondola can stuff in to the canyon. The quality of the recreational experience will be destroyed if the canyon is flooded with the number of people a gondola can stuff in the canyon. **(32.20A, 32.20B, and 32.20C)**
- 5) The destruction of rock climbing and bouldering sites to allow the construction of the towers is irreparable. Once the Gondola is built, it will be an eyesore forever. This is not a decision to be made lightly! **(32.4B)**
- 6) I have read hundreds of other reasons not to build the gondola, please consider them all.

If the only other option UDOT feels is reasonable is enhanced bus service, it should be done extremely gradually. **(32.29R)** There is no need to spend over half a billion dollars in taxpayer money until simpler, cheaper alternatives are attempted. The first thing that should be done if this alternative is elected is the construction of the transit centers/parking structures at 9400S & 2000 E and at the gravel pit. If these are built, better bus service can be attempted first. Busses need to run much more frequently and for longer hours. **(32.29R and 32.2.6.3N)** Forcing people to head down the canyon in the peak of traffic is insanity. Why not run the busses till at least 10 or 11 or even midnight. Current bus schedules make the traffic worse and discourage riders from ever taking the bus.

**COMMENT #:** 12853  
**DATE:** 9/3/21 4:23 PM  
**SOURCE:** Website  
**NAME:** James Allen

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**COMMENT:**

No. Do not want. Not the solution. (32.29D)

**COMMENT #:** 12854  
**DATE:** 9/3/21 4:24 PM  
**SOURCE:** Website  
**NAME:** Jon Lykins

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**COMMENT:**

I do not like the Gondolas. **(32.2.9E)** Upgrade the existing infrastructure with more bus service not only up the canyon but to the canyon before resorting to other means. **(32.2.9A and 32.2.6.3C)** The gondola is the public paying taxes for private companies benefits which I do not agree with whatsoever. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

**COMMENT #:** 12855  
**DATE:** 9/3/21 4:24 PM  
**SOURCE:** Website  
**NAME:** Zak Gerhardt

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**COMMENT:**

I don't think the gondola option should be pursued. **(32.2.9E)** It sounds like an expensive and slow method to get up the canyon. It would also dramatically change the character of the canyon that many people love. **(32.4I)** I think the originator of the idea should be made public and any business interests they represent. It seems like a tax money grab for a unnecessary project. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I think options that change the canyon the least should be explored. **(32.2.2PP)** I've been driving, taking the bus and hitch hiking in the canyon for 25 years. The real solutions involve car pooling and taking the bus. **(32.2.4A and 32.2.9A)** The increased bus service last year was very helpful in commuting up the canyon. Also the no stop merge lane at the bottom is very helpful. These smaller improvements are the answer because they build on each other incrementally.

The main problem is the increased skier traffic because of population growth and really because of the Ikon pass. For the last two years we have seen the ski resorts pushed to capacity, the reality is they can't handle many more people. **(32.20C)** One way to decrease skier traffic is to go back to the traditional pass options and increased day pass sales. Make the tickets a little more expensive and revenue should be stable. **(32.2.2K)**

Little Cottonwood Canyon is well known for avalanches and people know that there will be times the canyon is closed. It's an accepted part of skiing that canyon and most out of town visitors know this. There are several other ski options for visitors when the canyon is closed. I don't think we need major changes to alleviate all slides hitting the road even though last year was extraordinary. With the new slide paths timber was mowed to the road but that won't happen every year as the trees have been knocked down and it does seem like overall we are getting less snow than in years past. **(32.2.9J and 32.2.2E)** Trailside parking should continue to be allowed outside of the currently marked slide paths for winter recreation opportunities. **(32.4P)** Thanks for your consideration.

**COMMENT #:** 12856  
**DATE:** 9/3/21 4:24 PM  
**SOURCE:** Website  
**NAME:** Anna Magnotto

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**COMMENT:**

A gondola will not solve the traffic problem and leave a permanent scar on the canyon. **(32.2.9E, 32.1.2B, 32.7B, 32.7C, and 32.17A)** This is a massive expense for tax payers, many who don't even recreate in the canyon. Examining other options and getting rid of the Ikon pass should be first priority prior to wreaking ecological havoc to benefit the pockets of a few companies. **(32.2.2K)**



**COMMENT #:** 12857  
**DATE:** 9/3/21 4:24 PM  
**SOURCE:** Website  
**NAME:** Blake McClary

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**COMMENT:**

Gondola sounds cool in theory. Definitely more sexy than a bus route. But that price tag is too steep to not try bus route first. I'm pro bus option. **(32.2.9E and 32.2.9A)**

**COMMENT #:** 12858  
**DATE:** 9/3/21 4:25 PM  
**SOURCE:** Website  
**NAME:** Alex Gowdy

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**COMMENT:**

Before spending hundreds of millions of dollars to tear up LCC for an unproven solution that benefits only major ski resorts, we should first adequately fund and support existing infrastructure such as bus programs. **(32.2.9E, 32.2.2PP, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Tolling, enforcement of traction laws, restricting single occupancy vehicle traffic, expanding park and rides and increasing bus service, and adding stops at popular backcountry trailheads are all lower impact methods of reducing canyon traffic and should be explored fully before resorting to a gondola. **(32.29R, 32.2.9A, 32.2.4A, 32.2.2M, 32.2.6.2.1C, and 32.2.6.3C)**

**COMMENT #:** 12859  
**DATE:** 9/3/21 4:25 PM  
**SOURCE:** Website  
**NAME:** Meg Johnson

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**COMMENT:**

The gondola is just a ploy to bring more money into the resorts, which ultimately gives the state more money. **(32.2.9E, 32.1.2B, 32.1.2D, and 32.2.7A)** The “sustainability” aspects are just a bonus feature for y’all to sell us on. If the main objective really was to reduce carbon emissions or extend the longevity of LCC, the stops for the gondola wouldn’t be at the doorsteps of two major businesses. **(32.2.6.5G)** In addition to this, the resorts and gondola produce tons of carbon emissions which speeds up global warming. **(32.10A)** By 2075 most precipitation, even at high elevations will fall as rain. This project will only be “beneficial” for a few years, because there will barely be any snow in the future, and the snow season will be so short. **(32.2.2E)** Sure this project MIGHT help with traffic and avalanche mitigation, but when LCC turns in to one of the only places in the world where people can ski, why not preserve it? Why would you try to capitalize off of it? This issue needs to be discussed from an ecologists perspective. **(32.29G)**

**COMMENT #:** 12860  
**DATE:** 9/3/21 4:25 PM  
**SOURCE:** Website  
**NAME:** Logan Mitchell

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**COMMENT:**

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

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

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. **(32.20A, 32.20B, and 32.20C)** I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. **(32.17A, 32.17B, 32.12A, 32.12B, 32.4I, 32.20A, 32.20B, and 32.20C)** Increased capacity will 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 #:** 12861  
**DATE:** 9/3/21 4:26 PM  
**SOURCE:** Website  
**NAME:** Michael Clafin

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**COMMENT:**

I think the bus route is the best solution at the moment. **(32.2.9A)** The gondola is too expensive, too controversial, too much of an eyesore. **(32.2.9E and 32.17A)** Thanks!

**COMMENT #:** 12862  
**DATE:** 9/3/21 4:26 PM  
**SOURCE:** Website  
**NAME:** Daniel Sampson

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**COMMENT:**

I like the idea of the gondola if it can accomplish what has been represented in the presentation. I think it would also be a draw in and of itself. **(32.2.9D and 32.7C)**

**COMMENT #:** 12863  
**DATE:** 9/3/21 4:28 PM  
**SOURCE:** Website  
**NAME:** Tyler Bingham

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**COMMENT:**

I'm sure that many more intelligent people will spell out their feedback more eloquently, so I'll keep my thoughts short. We should be looking at an electric bus system, similar to Zion National Park. **(32.2.2B)** Skiing is not the only interest in the canyon. Tolls should apply for individual cars, once traffic capacity is reached. **(32.2.4A)** Roads should not be widened. A gondola is not an acceptable solution. **(32.2.9C and 32.2.9E)**

**COMMENT #:** 12864  
**DATE:** 9/3/21 4:30 PM  
**SOURCE:** Website  
**NAME:** Kelly Boardman

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**COMMENT:**

Comments LCCEIS

My family owns and lives in a home in [REDACTED], between LCC and BCC. We recreate in LCC, BCC, Millcreek and Parleys canyons year round. In winter, I work full time in BCC and part time in Millcreek and LCC canyons. People live, work and vacation in this area of the Wasatch Front for many reasons, but I suspect most are here for the aesthetics of the mountain environment. Let's consider that as we plan for the future.

My comments on the two alternatives proposed in the LCCEIS follow. Overall, I think we are off to a good start. Presenting these alternatives got people thinking, talking and evaluating the options. Through this process, it has become evident that, as presented, both alternatives are shortsighted and need to be revisited holistically and with a vision for a sustainable mountain transportation system that considers all users and roads affected. **(32.2.9C, 32.2.9E, 32.1.2B, and 32.1.2D)**

That said...the gondola is not a viable solution. **(32.2.9E)** The general consensus is that the gondola alternative is intrusive, lacking foresight and LCC resort-centric at tax payer expense. Other options must be considered first. **(32.4I, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

The enhanced bus alternative gives us a concept to build upon as we consider the big picture. When considering this alternative, it seems possible to preserve the aesthetics of our mountain environment. **(32.2.9A)** Our surroundings and all users will be affected including residents, resorts, employees, vendors, skiers, snowboarders, backcountry users, climbers, hikers, runners, naturalists, etc.....All who are there for the mountains and experience of being in the mountains.

The enhanced bus alternative will work if we properly define "enhanced". A suggestion is to define enhanced as: "Providing better flowing and dependable transportation in and around the canyons while preserving the natural mountain aesthetics" **(32.2.6.3N)**.

What does this look like? First, we build a parking facility and bus hub with amenities at the gravel pit. Cars will be captured there and people will transfer to a bus that will bring them to their destination, be it the resorts or backcountry trailheads. **(32.2.9A, 32.2.6.2.1C, and 32.2.6.3C)** Eventually, this transportation system will include hubs in other parts of the valley. **(32.2.2I)** There is no need to make Wasatch a highway between BCC and LCC to accommodate resort traffic. **(32.2.6.2.2A)** The number of cars using this road segment should be reduced with this plan. Tolling and carpooling incentives will further reduce the number of private vehicles. **(32.2.4A)** Snow sheds will allow avalanches and wildlife to cross LCC road. **(32.2.9K)** Wasatch, LCC road and eventually BCC and Millcreek will be widened slightly to accommodate a winter bus lane and safer bike lanes. This should be done tastefully like the section of Wasatch south of LCC road, but wider of course. **(32.2.6.2.2A)**

Two friends have been hit by cars on Wasatch while on bikes in recent years. It is currently a dangerous road for cyclists and cycling continues to gain huge popularity. Why not add to the attractiveness of this area year round by providing safe bike lanes? **(32.2.6.2.2A)**

Also....the snow plows need to start clearing the canyon roads earlier and canyon patrol needs to be checking tires early to prevent road jamming slide offs on storm days. **(32.2.2M)** Often, the plows



haven't cleared roads before 6:30 AM. More and more inexperienced and unprepared drivers are getting on the road early, causing accidents on unplowed roads and huge delays.

I don't think there's a perfect solution, but we can do better and still preserve the aesthetics of the mountain environment. Let's not lose sight of what we value as we design for the future.

**COMMENT #:** 12865  
**DATE:** 9/3/21 4:31 PM  
**SOURCE:** Website  
**NAME:** Yoko Madow

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**COMMENT:**

I think both are unnecessary. **(32.2.9C and 32.2.9E)** More people come to the canyon means we need more water which we don't have enough. Drying up Great Salt Lake will cause our health. Use our tax money for more wisely. **(32.2.2E)**

**COMMENT #:** 12866  
**DATE:** 9/3/21 4:34 PM  
**SOURCE:** Website  
**NAME:** Daniel Ryan

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**COMMENT:**

Of all of the transportation alternatives for Little Cottonwood Canyon, the gondola is the best choice as a long term solution to travel in Little Cottonwood Canyon. **(32.2.9D)**

The gondola alternative better mitigates weather-related traffic congestion issues than the enhanced bus alternative by providing a mode of transportation that doesn't rely on a slick and narrow canyon road. **(32.2.6.3P)** The gondola alternative has less environmental impacts than the enhanced bus alternative avoiding additional paving to widen the road, emissions from more buses. **(32.13A, 32.13B, and 32.10A)** It is a safer, more reliable option than a buss due to avalanche dangers. The gondola alternative will provide a world class solution to traffic, air pollution, and consumer safety for years to come.

**COMMENT #:** 12867  
**DATE:** 9/3/21 4:37 PM  
**SOURCE:** Website  
**NAME:** Jeff Johnson

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**COMMENT:**

To whom it may concern,

I am an active user of Little Cottonwood Canyon and have actively participated in many of its recreational offerings for the past 45 years. I am an alpine recreational skier, having skied at both Alta and Snowbird ski resorts hundreds of times, and backcountry ski regularly as well. In the summer season I actively hike and climb in this canyon upwards of 20 days per summer, hundreds of days over my lifetime. I love this canyon and the recreational opportunities it provides.

I am quite aware of the challenges and pressures that population growth and a general increase in interest in the outdoors has generated in the canyons. I have spent many hours sitting in traffic with the anticipation of a great powder day. I understand the problem and agree that something needs to be done to alleviate this crowding and traffic in the canyon, as well as the environmental impact.

I agree with the opinion of Mayor Jenny Wilson that we need to step back and reassess the option of expanding access and infrastructure improvements in the canyon **(32.2.2PP and 32.2.29R)**. Please do not proceed with either of these options. **(32.2.9C and 32.2.9E)** I have read many of the options proposed by UDOT and feel that two current options, the gondola and widening the road for separate bus lanes, each have serious shortcomings and should not be considered. The gondola is too directed and aimed at servicing the ski resorts, unsightly, and not a good option. **(32.17A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I agree with the bus option in principle but am very concerned with the destruction and impact the widening will have. **(32.13B and 32.4I)** Both options will seriously damage historical climbing and specifically bouldering areas. **(32.4A and 32.4B)** I have climbed on many of these boulders and in consider them essential to the history and experience of climbing in the canyon. They need to be protected. They are very important to the climbing community, both locally and internationally, and should not be destroyed for the benefit of Alta and Snowbird ski resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

I am highly supportive of an alternative bus solution, but a less destructive bus option. It is clear that a direct bus service to the resorts is necessary to service the resorts, but we also need to have bus service providing access to many of the non-ski related recreational opportunities. This is lacking and we need service to trailheads. This will be valuable through the entire year. **(32.2.9A, 32.2.6.3C, and 32.1.2C)**

Please step back and evaluate options that are less destructive. I do not agree with either of the two current options.

Thank you,  
Jeff Johnson

**COMMENT #:** 12868  
**DATE:** 9/3/21 4:37 PM  
**SOURCE:** Website  
**NAME:** Bransen Crossley

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**COMMENT:**

GONDOLA (32.2.9D)

**COMMENT #:** 12869  
**DATE:** 9/3/21 4:41 PM  
**SOURCE:** Website  
**NAME:** Ryan McDermott

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**COMMENT:**

I have spent 30 years skiing, hiking/running, and climbing in Little Cottonwood Canyon. I truly love the place and have seen it change significantly over three decades as more and more people visit. I am deeply frustrated that the Gondola and Enhanced Bus alternatives are considered UDOTs preferred options. **(32.2.9E and 32.2.9C)** Additional development in the canyon needs to be avoided especially for such limited use cases like powder days at Alta and Snowbird. **(32.20C and 32.1.4D)** More focus on car-pooling and bussing options using existing in-canyon roads are cheaper mitigations to congestion and will minimize impact to the ecosystem. **(32.2.9A and 32.2.4A)** I strongly suggest UDOT look at what's been done in Zion National Park to reduce traffic in the canyon. **(32.2.2B)**

Ryan McDermott

**COMMENT #:** 12870  
**DATE:** 9/3/21 4:41 PM  
**SOURCE:** Website  
**NAME:** Kelly Boardman

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**COMMENT:**

Comments LCCEIS

My family owns and lives in a home in [REDACTED], between LCC and BCC. We recreate in LCC, BCC, Millcreek and Parleys canyons year round. In winter, I work full time in BCC and part time in Millcreek and LCC canyons. People live, work and vacation in this area of the Wasatch Front for many reasons, but I suspect most are here for the aesthetics of the mountain environment. Let's consider that as we plan for the future.

My comments on the two alternatives proposed in the LCCEIS follow. Overall, I think we are off to a good start. Presenting these alternatives got people thinking, talking and evaluating the options. Through this process, it has become evident that, as presented, both alternatives are shortsighted and need to be revisited holistically and with a vision for a sustainable mountain transportation system that considers all users and roads affected. **(32.2.9C, 32.2.9E, 32.1.2B, and 32.1.2D)**

That said...the gondola is not a viable solution. **(32.2.9E)** The general consensus is that the gondola alternative is intrusive, lacking foresight and LCC resort-centric at tax payer expense. Other options must be considered first. **(32.4I, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

The enhanced bus alternative gives us a concept to build upon as we consider the big picture. When considering this alternative, it seems possible to preserve the aesthetics of our mountain environment. **(32.2.9A)** Our surroundings and all users will be affected including residents, resorts, employees, vendors, skiers, snowboarders, backcountry users, climbers, hikers, runners, naturalists, etc.....All who are there for the mountains and experience of being in the mountains.

The enhanced bus alternative will work if we properly define "enhanced". A suggestion is to define enhanced as: "Providing better flowing and dependable transportation in and around the canyons while preserving the natural mountain aesthetics" **(32.2.6.3N)**.

What does this look like? First, we build a parking facility and bus hub with amenities at the gravel pit. Cars will be captured there and people will transfer to a bus that will bring them to their destination, be it the resorts or backcountry trailheads. **(32.2.9A, 32.2.6.2.1C, and 32.2.6.3C)** Eventually, this transportation system will include hubs in other parts of the valley. **(32.2.2I)** There is no need to make Wasatch a highway between BCC and LCC to accommodate resort traffic. **(32.2.6.2.2A)** The number of cars using this road segment should be reduced with this plan. Tolling and carpooling incentives will further reduce the number of private vehicles. **(32.2.4A)** Snow sheds will allow avalanches and wildlife to cross LCC road. **(32.2.9K)** Wasatch, LCC road and eventually BCC and Millcreek will be widened slightly to accommodate a winter bus lane and safer bike lanes. This should be done tastefully like the section of Wasatch south of LCC road, but wider of course. **(32.2.6.2.2A)**

Two friends have been hit by cars on Wasatch while on bikes in recent years. It is currently a dangerous road for cyclists and cycling continues to gain huge popularity. Why not add to the attractiveness of this area year round by providing safe bike lanes? **(32.2.6.2.2A)**

Also....the snow plows need to start clearing the canyon roads earlier and canyon patrol needs to be checking tires early to prevent road jamming slide offs on storm days. **(32.2.2M)** Often, the plows

haven't cleared roads before 6:30 AM. More and more inexperienced and unprepared drivers are getting on the road early, causing accidents on unplowed roads and huge delays.

I don't think there's a perfect solution, but we can do better and still preserve the aesthetics of the mountain environment. Let's not lose sight of what we value as we design for the future.



**COMMENT #:** 12871  
**DATE:** 9/3/21 4:41 PM  
**SOURCE:** Website  
**NAME:** Chasity Mayo

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**COMMENT:**

There are so many more viable solutions to minimizing traffic in the canyons than building a gondola. **(32.2.9E and 32.2.2PP)** Building a gondola would harm the natural ecosystems, overstimulate tourism, and drive out many species. **(32.13A)** It only does more harm. Instead, we should come up with a solution that works with environmental standards and local communities that would benefit all. **(32.2.2PP)**

**COMMENT #:** 12872  
**DATE:** 9/3/21 4:44 PM  
**SOURCE:** Website  
**NAME:** Nancy Hardy

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**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 32.2.9E)** 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.

-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. **(32.2.9A and 32.2.6.3N)**

-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. **(32.2.9A and 32.1.2C)**

-Implement a 'reversible lane' on Wasatch for busses - one way up in the morning, one way down in the afternoon. **(32.2.6.2.2A)**

-Add a safe needed bike lane on each side, and a walking path. Everyone will love it, year-round! **(32.2.6.2.2A)**

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.) **(32.2.6.2.3C)**

Integrate the designs with the natural structure of the mountains!

Thank you,  
Nancy Hardy

**COMMENT #:** 12873  
**DATE:** 9/3/21 4:44 PM  
**SOURCE:** Website  
**NAME:** Suzannah Beasley

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**COMMENT:**

There are so many things you can do that isn't widening the road or building a gondola. **(32.2.9C, 32.2.9E, and 32.2.2PP)** Why not try the things that cost less first? Like making a toll that charges less or no for carpool? Why not run more buses? **(32.2.4A, 32.2.2Y, and 32.2.9A)** The gondola is the worst idea!

**COMMENT #:** 12874  
**DATE:** 9/3/21 4:46 PM  
**SOURCE:** Website  
**NAME:** Bryan Economy

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**COMMENT:**

Many people beside myself have settled down in the Salt Lake Valley for the incredible access to outdoor recreation that the Wasatch, particularly the Cottonwood Canyons, provides. A huge component to this experience is the visual landscapes and "wildness" that the canyons provide just a short drive from the city. Please consider the lasting impact to this experience that the preferred (gondola and widened road) alternatives provide before there has been a significant and honest attempt to enhance the existing infrastructure to address the increased use in the canyons. **(32.29G, 32.2.9C, and 32.2.9E)** Strategies and measures should be taken to incentivize the use of the existing bus and roadway infrastructure to ensure users say "why wouldn't you take the bus?" **(32.2.4A and 32.2.9A)** Prioritization of bus traffic to and through the canyons should be the main focus and all options exhausted before major and permanent changes are made to the canyon. **(32.29R and 32.2.2PP)**

Please consider the following points as proposed by the Salt Lake Climbers Alliance for further consideration:

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

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

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

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

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)**

Thank you for the diligent efforts to provide lasting solutions to problems we all agree need to be addressed. I cannot stress enough, please consider new alternatives to enhance the existing infrastructure before making permanent, and expensive, changes to the canyon that we all adore. Furthermore, these changes can be applied to both Cottonwood Canyons to address the same issues Big Cottonwood Canyon faces. **(32.1.1A, 32.2.9A, and 32.2.4A)**

Sincerely,  
Bryan Economy

**COMMENT #:** 12875  
**DATE:** 9/3/21 4:46 PM  
**SOURCE:** Website  
**NAME:** Holley Richards

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**COMMENT:**

Of the two options presented I prefer the extended bus service and additional lane for the following reasons: **(32.2.9B)**  
this option has flexibility as demand increases and decreases with the seasons **(32.2.6.3D)**

it appears to me to be less invasive to the pristine canyon experience

I believe the gondola option will alter the look of this special canyon by having fixed towers that would remain for a very long time seem out of place **(32.2.9E and 32.17A)**

Also I am concerned about the financial aspects of the gondola not being profitable during slower ski season times and the summer. **(32.2.7C)**

**COMMENT #:** 12876  
**DATE:** 9/3/21 4:46 PM  
**SOURCE:** Website  
**NAME:** Robert Linda Grow

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**COMMENT:**

COMMENT SEVEN (7) OF ROBERT AND LINDA GROW IN OPPOSITION TO THE PROPOSED GONDOLA

The Number One reason to not choose the Gondola is the lack of sophisticated modelling to verify whether this very complex transportation system will actually solve the problem being addressed, or whether, like Bangerter's Pumps", "\_\_\_\_\_ 's Gondola" may become the punchline for another huge waste of public funds. **(32.2.9E, 32.7B, and 32.7C)** Regrettably, in the reams of information in the DEIS, only a few hastily prepared and contradictory pages attempt to address either the traffic issue being solved, or to analyze if and how this very complex Gondola system will work. **(32.2.6.5E)** Right now, getting to Alta or Snowbird is a relatively simple matter. Yes, there are problems that need to be addressed, but the current system to get to the resorts involves many fewer steps than the proposed Gondola system. Even though there is congestion at times, today most people travel straight from their garage to the resorts in the comfort of their private cars. **(32.2.4A)** (The congestion may need to be addressed if, and as, Utah skier days increase, but climate change throws significant doubt on UDOT's projected continual increase in skier days to 2050.)**(32.2.2E and 32.1.4D)** As opposed to today's simple system, the Gondola system is a very complex system composed of a series of converging and dependent processes or variables. These kinds of systems can be very complex to model and design to achieve the desired "throughput" because of mismatched capacities and speeds between each of the process steps. These mismatches can produce bottlenecks, delays, and long lines that compound through the system making the skier experience longer and more miserable than imagined. **(32.2.6.5C and 32.2.6.5BB)**

When designing a system of processes strung together in a dependent sequence, the system will only work if each phase overcomes the variability of the prior phase (i.e., each succeeding phase must have greater speed and capacity than the prior phase or the entire system has lower than expected throughput).

If the Gondola is built, people can arrive at a Gondola car in three converging ways. Two of those ways start with the satellite parking lots where a patron must: (1) drive to the lot; (2) find a place to park and park their vehicle (each lot has its own capacity limits); (3) walk to the ticket booth with their gear; (4) wait in line "and buy a ticket; (5) wait in line and board the bus; (6) ride the bus to the Gondola base station; and (7) then wait in line for the Gondola. Each of these steps takes time and each has modellable parameters to see if "inventory" (i.e., skiers) stacks up in queues (and experiences delays) before the next step. **(32.2.6.5J and 32.2.6.5C)** The EIS project manager says UDOT is currently modelling just the parking and bus loading part of this system, but no results are available as the comment period closes. **(32.2.6.5E and 32.2.6.5C)**

The third way to get to the Gondola is to use the base station parking ramp if it is not already full. A skier must: (1) drive to the ramp; (2) find a place to park and park their vehicle (or drive to a satellite lot if the ramp is full); (3) walk to the ticket booth with their gear; (4) wait in line and buy a ticket; and (5) wait in line for the Gondola. The EIS project manager says UDOT is also modelling the base station parking ramp to the Gondola loading portion of the system, but no results are available as the comment period closes. **(32.2.6.5E and 32.2.6.5C)**

These three delivery systems converge at a single Gondola loading process. According to the project manager, no model has been created for this converging system that could struggle to deliver skiers, or in the alternative, and perhaps worse, flood the Gondola with skiers who must then wait in long lines and experience significant delays. And if this happens to you and your family just once, it may be a long time before you try the Gondola again. These are all modellable issues but have not been modelled by

UDOT. They are just regurgitating “data” and “conclusions” about the Gondola’s efficiency from financially interested parties. **(32.2.6.5C)**

Even at first glance, this system may significantly “bottleneck” on the very days when there is congestion (i.e., new powder ski days, particularly weekends). Even in 2021, on these mornings, many thousands of anxious skiers rush the canyon to be early on the slopes at Alta and Snowbird. If the Gondola’s three delivery systems do work well, thousands of skiers may arrive at the base station in the first hour, and potentially, for several hour thereafter. Even at a quick two-minute loading pace of 30 plus skiers per Gondola car, thousands of skiers may be forced to wait in long lines to board the Gondola. **(32.2.6.5C)** Can you imagine the disaster if a Gondola car is not there to “whisk” you away for an enjoyable ride to the slopes as proponents are promising? Remember that the Gondola’s maximum hourly capacity is about 1,000 skiers per hour, so it can only deliver about 4,000 skiers in the period from 8:00 am to noon, and this assumes that the Gondola is constantly fed minute-by-minute at or above its highest capacity by the three delivery system, which is highly unlikely given all the mismatched steps in the three converging systems.

The Gondola itself may create unexpected delays that have not been considered. Every mechanical system has unexpected breakdowns. **(32.2.6.5E and 32.2.6.5c)** No one has ever built a Gondola this large or long. **(32.2.6.5BB)** Estimated breakdown delays on a 10-mile-long Gondola may be something like five times the estimated delays for a two-mile gondola. Has this been studied? **(32.2.6.5K)** If a bus breaks down, you just move it out of the way, but if anything breaks on the Gondola, the whole Gondola stops working. We need the modelling to evaluate how much the Gondola itself may be down, and when it is, how well does the canyon function. It appears the assumption in the DEIS is that the only maintenance on the Gondola is planned maintenance in the late-night hours and nothing on the Gondola ever breaks unexpectedly.

#### SUPPORTING NOTES AND EMAILS

On August 5th, I started communicating with the UDOT project manager, Josh Van Jura about these issues. I noted: I talked today with Josh Van Jura, the EIS Manager for UDOT, about whether they have done a simple system model or simulation for the gondola proposal. Put simply, it would model question like: What happens when 3,000 people (total) arrive at the 3 parking lots at the same hour in the morning, all hoping to be first to the new powder? Since the gondola can move about 1,000 people per hour, the last group of the 3,000 does not leave the gondola base station for 3 hours because of a long line at the base station. **(32.2.6.5C)** The EIS says there will be a gondola car available to meet skiers every two minutes as if that means there is no line. Putting a steady state, 1,000-person per hour “bottleneck” in the skier delivery system just makes the system more complex and potentially slower than the bus. What if you were one of those early skiers, wouldn’t you just prefer to get on the bus and go straight to the resort and avoid the long line (or even the potential of a line) at the base station.

**(32.2.6.5C and 32.2.4A)** This is the gondola’s Achilles heel, and it has not been well studied by advocates or detractors. I asked if they were interested in doing the system simulation or joining in one and he did not respond. They are doing some modeling of the pedestrian walk through of the base station and of the traffic at the 3 locations, but that will not be done until after the comment period closes, and that modeling is not the overall system modelling that needs to be done in any event.”

August 5th Response by Josh to Robert:

Robert,

Thank you for the call today. Below you will find my contact information. As a follow up, the Gondola loading modelling is currently ongoing and expected to be completed in the next few weeks. The model is being created so that vehicular arrival rates can be varied to study the effects of different ingress rates and base loading situations. As a reminder all 5 alternatives are being designed to handle the 30th busiest hour in 2050, this is a standard design parameter in the transportation world as designing to the busiest hour is cost prohibitive. I will let you know when we have completed the modelling and have had a chance to analyze different situations. Have a great day!

Best Regards, Joshua Van Jura

Utah Dept. of Transportation

Project Manager - Little Cottonwood EIS

[REDACTED]

Robert’s August 5th Response to Josh:

Thanks Josh. Can I get a copy of the study that estimated the number of skiers now and along the way to 2050? The 30th hour would be based on this. Right? **(32.20C)**

Robert's August 10th Question to Josh

Josh, can you tell us what happens in the top 29 busiest hours? How many days are they on? How much backup occurs at the gondola? **(32.2.6.5C or 32.2.6.5E)** How much traffic backs up on the two state roads? **(32.2.6.5E, 32.7A, or 32.7B)** I think we were all thinking things would be better in 2050 but the backup days now are 10 or less. **(32.1.4D)** It seems the top 30 hours could be spread on at least 10 days, and if so, we are not better off than now. **(32.1.4P)** Does the bus or the gondola have the greatest potential for surge capacity to handle the higher days, and the design day, or to increase capacity for all days? **(32.2.6.3N and 32.2.6.5N)** Can we be involved in your modelling now because it does not appear your results will be public in time for interested parties to review, comment, and suggest alternatives or additional modelling? Can you please send me the Fehr and Peers analysis we discussed ASAP? If we can't be involved in your modelling, can you suggest someone you might trust who is clearly independent that we could hire?

Robert's Second August 10th Question to Josh:

Another important question: What happens after 2050? Does canyon usage continue to increase at the same rate or faster? How do the different choices respond to this pressure? **(32.2.6H)**

NOTE: I appreciated Josh's first response, but he did not provide any further information or respond following his first email on August 5th. No modelling results have been released, but this kind of modelling is very time consuming and I'm not surprised UDOT has not completed or released results from even the first limited models of the two parking areas and the "base ramp to gondola loading process." We are still highly interested in being involved. **(32.2.6.5C and 32.7L)**



**COMMENT #:** 12877  
**DATE:** 9/3/21 4:48 PM  
**SOURCE:** Website  
**NAME:** Kenneth Schmaizl

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**COMMENT:**

Please Don't build the Gondola-(**32.2.9E**) To spend so much money and effect so many people and .... trees doesn't make sense for the 20ish days a year the canyon is backed up. (**32.1.4D and 32.13A**) Make Snowbird and Alta look into an alternative as they are the ones causing and profiting from the traffic. IKON pass, Paid or Reserved Parking. Employee Shuttles/Buses. (**32.2.2K**) So sad that an evasive gondola will be build and sit empty of people riding it 97% of the time. Still trying to understand how this massive of a project/eyesore will/can get approved? How? (**32.1.2B and 32.2.9N**)

**COMMENT #:** 12878  
**DATE:** 9/3/21 4:51 PM  
**SOURCE:** Website  
**NAME:** Tim Shupe

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**COMMENT:**

I am in favor for a gondola system, I feel it would best improve the situation, and even add to the attraction for visitors to come to utah to enjoy the wonderful terrain and amazing area. **(32.2.9D)**

**COMMENT #:** 12879  
**DATE:** 9/3/21 4:52 PM  
**SOURCE:** Website  
**NAME:** Malin Moench

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**COMMENT:**

The best way to solve the traffic problems in Little Cottonwood Canyon isn't either of the alternatives settled upon by this EIS. **(32.2.9C and 32.2.9E)** Alternative 1 is a gondola running the length of the canyon mounted on 200-foot towers, visually blighting the canyon beyond recognition. **(32.17A)** Alternative 2 is a bus option coupled with heavy modification of the existing roadway with a third lane and numerous shed roofs built in avalanche areas as well as new and expanded parking areas. Both alternatives are exorbitantly expensive in two ways-financially and environmentally. **(32.2.7C and 32.4I)** The financial cost will be roughly half a billion dollars for either alternative. The environmental cost will be a permanent scarring and blighting of Little Cottonwood Canyon's national-park caliber scenery, which is the canyon's real recreational draw for three-quarters of the year. **(32.17A and 32.17B)** In settling on these two high-damage alternatives, the premise of UDOT seems to be that we have to destroy-or at least severely compromise-Little Cottonwood Canyon, as we know it, in order to save it. **(32.29G)**

The truth is that Little Cottonwood Canyon's spectacular scenery needs the same kind of protection that it would receive if it were a national park, even though it is not officially designated as one. Its value as a watershed, and a hiking and climbing mecca also would qualify for national park protection if we were to start over from scratch in our designing our nation's land use policies. For this reason, the ultimate fate of Little Cottonwood should not be left to non-elected bureaucrats at UDOT. Their mission is narrowly defined as one of getting as many people moved from Point A to be Point B as fast as possible, regardless of the risk to all of the other values that Little Cottonwood offers **(32.1.2B)**. When there are so many competing values at stake, a much better approach to Little Cottonwood's traffic congestion problem is the one taken successfully by Zion National Park, as I discuss in more detail below. **(32.2.2B)**

The gondola is not a real transportation solution. It's a fancy ski lift whose primary purpose seems to be to increase the profits of the owners of Alta and Snowbird resorts, since it will only operate during the winter ski resort season. It's impractically becomes obvious when its impact on travel times is analyzed. **(32.2.6.5F, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Cutting travel times is critical when searching for a solution that will get people out of their cars and onto public transit. UDOT estimates the gondola will take 55 to 59 minutes to ride, compared to 38 minutes if you take the bus, and 36 minutes if you drive yourself. Parking fees and space constraints at the few gondola base stations will divert many to distant parking lots to take a bus to the base station, all before stepping onto the gondola. **(32.2.4A and 32.2.6.5J)**

Taking the gondola means arriving at least 23 minutes later than all other alternatives, and substantially later than that for those who have to take an additional bus to the access a base station. This is a major disincentive to take a gondola, knowing that it take an extra 20-30 minutes, and in many cases 40-50 minutes compared to driving.

UDOT says the gondola is the most reliable option when there is avalanche danger. But this advantage is small, because the gondola cannot be operated when avalanche teams use artillery for avalanche control. When there is avalanche shooting over the gondola's route, cabins must be unloaded from cables, cables and towers must be inspected, and then cars have to be reloaded onto cables before the gondola resumes operations. **(32.2.6.5H)**

When avalanche conditions are very high, skiers are likely to be under an Interlodge order, in which all canyon users are legally required to be inside. Under these conditions, the gondola will not run. High wind events, ice events, mechanical breakdowns, and power outages also will interfere with gondola service. All of these eventualities reduce reliability, which is the gondola alternative's main selling point. **(32.2.6.5K)**.

Cross county skiers, snowshoers, or winter rock climbers wanting to access trailheads but will not be able to if they ride a gondola. These people will have to drive their cars to trailheads. **(32.2.6.5G)** Under the gondola alternative, visitors would also have to drive private cars to events like Snowbird's Oktoberfest, while the gondola sits idle high overhead. Buses, on the other hand, are flexible enough to fill all of these needs. **(32.2.6.5F, 32.1.2C, and 32.2.6.3C)**

UDOT should take a page from Zion National Park. With nearly 3 million visitors a year almost all of whom try to crowd into one narrow canyon, Zion has put together a successful shuttle bus system that ferries visitors from the neighboring towns to the park entrance, and then transfers them to the main canyon shuttle. The Zion canyon loop shuttle has a 6-10 minute wait time. It carries over 19,000 people on a typical summer day. Despite numerous stopping points along the way up and down the canyon, it has an average productivity rate of 114 passengers per hour for the entire route. Its productivity rate is higher than most light rail lines in the US and is comparable to America's highest ridership bus lines, such as San Francisco Muni's famous 38-Geary. Zion's town loop shuttle has two-thirds of the productivity of the canyon loop, even though it serves more dispersed pick up points.

Because of its frequency, reliability, and efficiency, between 98 percent of Zion visitors approve of the shuttle and believe that it enhances their overall park experience. There is no obvious reason that Little Cottonwood Canyon couldn't solve its congestion problem the same general way that Zion National Park does. It could establish a reliable, high-frequency shuttle that obviates the need to take a private car up the canyon and park it for the day. Such a system would also obviate the need for private buses to go up the canyon, drop their passengers, and idle endlessly pouring diesel fumes into what otherwise would be clean alpine air, until their passengers are finished skiing and ready to return to the valley. **(32.2.2B)**

Adding more public shuttle buses to the existing roadway can be more quickly implemented than either building a gondola or adding a third lane and associated parking points and sheds, while retaining long-term flexibility that UDOT's two preferred options lack. A Zion Park-style shuttle system can be implemented successfully without widening the road. This would consist of expanded bus service that picks people up from numerous locations across the valley, offers express buses to the resorts and shuttles for dispersed trailhead users, includes tolling, limited paid parking for private vehicles, and effective enforcement of the tire traction policies. **(32.2.2B and 32.2.2I)** This would solve the traffic congestion problem at a far lower cost than either of the two alternatives that UDOT has settled upon here, and would do it without permanently marring the canyon.

**COMMENT #:** 12880  
**DATE:** 9/3/21 4:54 PM  
**SOURCE:** Website  
**NAME:** Catie Robinson

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**COMMENT:**

please please please consider other options that don't include a gondola. **(32.2.9E)** this canyon is not getting any bigger and creating something to just shove more ppl in , is not the answer. **(32.1.2B, 32.20A, and 32.20C)** we are loving this canyon to death (and the planet ) but if we could see this as an opportunity for others, and set an example, lead by an example. but that example is not a gondola. more efficient and user friendly bus schedules. **(32.2.9A)** how to get up the canyon in the morning, should take some time in figuring out. why people just congest 210 is because they're enabled to, is easy to. not saying make a complicated schedule for buses but make it so is spreads out the routes coming into the canyon. **(32.2.4A and 32.2.2I)**

i have been in this canyon since 2009 and seeing the growth is quite mind boggling. there is no way to accommodate for it. we need to learn how to control it. we have clearly found this canyons limits, and it's scary to want to push them. **(32.20B)**

thank you  
catie

**COMMENT #:** 12881  
**DATE:** 9/3/21 4:54 PM  
**SOURCE:** Website  
**NAME:** Deborah Case

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**COMMENT:**

LCC EIS Comment

Upon reviewing the two current EIS LCC alternatives, I can't help but think of King Solomon and "cutting the baby in half".

The option (s) available is not suitable and does not adequately address the issue. Instead, it is destructive to the ONE thing we are trying to address. The canyon.

First and foremost, at the heart of the topic is the Canyon. Not the roadway, a gondola or increasing visitors. Relieving residents from being trapped on snow days is an issue. Peoples daily lives are an issue. Traffic ONLY on snow days is an issue. **(32.1.4D and 32.7B)**

A complex, destructive, short-sighted, and expensive project that does little to address the issues, is not the answer. **(32.2.9E, 32.4I, and 32.17A)**

Exploitation and destruction of an irreplaceable natural resource for the State and private industrys profit, at the taxpayers expense, is not a viable reason.

I am an experienced Canyon user, with a decades long history dating back to the 80's, and currently make over 100 trips a year into the canyon for peace and recreation. I have seen many snow days, and know first hand the issues. These are not viable solutions to the problems.

I CANNOT thoughtfully support

- Widening of the road **(32.2.9E)**
- Damage to this unique and world acclaimed environment **(32.4I)**
- Damage to native animals and plants **(32.13A)**
- Additional salt into our watershed **(32.12A)**
- Additional pollution **(32.10A)**
- Higher speeds that are detrimental to the vulnerable users that we aim to attract and utilize this area.

Widening roads in not effective on snow days. **(32.2.6.3B)** Due to human nature, drivers tend to drive single file on heavy snow days for safety. This eliminates the effectiveness of widening or multiple lanes. Currently, drivers do not utilize all the lanes they have on snow days.

The 2 alternatives suggested are far too large scale, costly and destructive to validate their small contribution to easing a few traffic days.

The alternatives do not seem to take into account todays actively changing transportation or work from home "environment, or the environment of the future.

The data being presented in analysis is already obsolete and no longer is representative of recent human use changes, climatic changes (shortening winter season), future advances in transportation, trends, or future transportation infrastructure development throughout the Salt Lake Valley and state. These solution alternatives are "cutting the baby in half". They are destructive to what we want to elevate and protect.

Please consider moving in the lower scale, less damaging, costly, destructive, and easily modifiable direction of

- enhanced bus service **(32.2.9A)**
- mobility hubs **(32.2.6.2.1C)**
- greater snowplowing efforts **(32.2.2II)**

- additional policing officers (assist drivers needs and infraction)(**32.2.2II**)
- use of parking reservations (**32.2.2K**)
- mountain compliant vehicle enforcement (**32.2.2M**)

In addition, please take special notice to the suggestions made by organizations that reflect the peoples best interest, such as the Central Wasatch Commission (CWC) PILLARS document and comments from Utahs League of Women Voters. (**32.1.2E**)

Thank you,  
Deborah Case

**COMMENT #:** 12882  
**DATE:** 9/3/21 4:55 PM  
**SOURCE:** Website  
**NAME:** Caroline Gleich

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**COMMENT:**

My name is Caroline Gleich and I'm a Utah based professional skier. I moved to Utah 20 years ago. Growing up, Little Cottonwood Canyon captured my imagination, and I've devoted much of my adult life to pursuing my passion there as an athlete.

I oppose expanding the road or building a gondola until other steps have been tried. **(32.2.9C, 32.2.9E, and 32.2.9R)** For example, one of the biggest reasons I see congestion in the canyon is because the park and rides fill up before 8 am on powder days. A first step should be to expand park and ride parking and access. **(32.2.6.2.1C)** The gravel pit that is currently at the base of Big Cottonwood Canyon should be closing soon and could be converted into a giant transit center. This would eliminate the bottle neck that often forms on Wasatch Blvd to enter Little Cottonwood Canyon. Imagine a massive parking center with coffee shops, breakfast burritos, local stores, donuts and tacos. Every skier would want to park there and carpool/ride the bus. Imagine heated waiting places with nice bathrooms. Currently, the Little Cottonwood Park and Ride does not offer people an attractive waiting spot. The bathrooms are old pit toilets, there is no heated area to wait. Buses run intermittently and do not start early enough or run late enough for backcountry skiers or resort employees. **(32.2.6.5N)**

The next step is to deploy small shuttles in addition to buses to serve other trailheads/locations such as the White Pine parking lot which fills up so quickly in the summer and the winter. **(32.2.6.3C and 32.1.2C)** Public transportation/buses should be electrified so idling buses do not create harmful air quality. **(32.2.6.3F)** Park City serves as a good model for the possibility of electrified bus transportation. The park and rides should be expanded across the valley and connectivity from Park City should be considered.

Before building a gondola or expanding the road, we should try enforcing AWD/snow tires rules all winter, especially for trucks carrying cargo to and from the resorts. Instead of spending hundreds of millions of dollars on a gondola that would only serve the ski resorts, how about spending tens of thousands to hire someone to enforce AWD/snow tire regulations in the winter? **(32.2.2M)**

And have we studied the effect of having a toll, with a way for people from low-income families to apply for a free pass? **(32.2.4A and 32.5A)**

Spending hundreds of millions of dollars of Utah taxpayer money for a solution that only benefits resorts is unethical. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Like millions of other people, I love Little Cottonwood. But the current transportation challenges make it incredibly difficult to visit during the winter and on busy days during the summer. I want a long-lasting solution as much as everyone else. But I've seen with certain kinds of development that once you scar the land, you can't go back.

When I first started my career as a pro skier, I was quoted in a film saying how the Wasatch is like the Alps and how fun it is to ski between the resorts. But that was before I'd ever visited the Alps. The Wasatch is not like the Alps at all. It pales in comparison in size and scale. Furthermore, as an environmentalist, I don't believe we want or need that scale of development.

I believe we owe it to the future generations to try other solutions before permanently altering the canyon. Transportation solutions need to be accessible and inclusive. We don't need an expensive project that will forever change LCC for congestion that is only an issue 10-20 days a year. **(32.1.4D)**



**COMMENT #:** 12883  
**DATE:** 9/3/21 5:00 PM  
**SOURCE:** Website  
**NAME:** Patrick Pfister

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**COMMENT:**

There's obviously no perfect solution to traffic and overcrowding in LCC. That being said, a gondola that stands to only benefit two private companies for only several months a year at taxpayers' expense is by far the worst solution, if you could even call it a solution at all. **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The gondola won't be able to run during avalanche control due to putting guests in the line of fire from live artillery. **(32.2.6.5H)** There is no incentive for backcountry users to take the gondola due to no station at either Tanner's Flat or White Pine. **(32.2.6.5G)** It won't solve overcrowding because it seems the only goal of it is to put even more bodies in LCC. **(32.1.2B, 32.20A, and 32.20C)** And yes, it would obviously permanently ruin the dramatic views LCC has provided locals and tourists since the early mining days of the town of Alta. **(32.17A)**

So what can be done? Instead of destroying more of our ever more limited natural environment, why don't we work with what we already have? We can start with a dramatic increase in bus service. If you've ever tried to take the bus on a weekend or pow day you know it can be almost impossible to get on past the 6200 park & ride going up in the morning and past the Cliff Lodge going down in the afternoon. Sure, there's another bus scheduled in 15 minutes. But chances are that one will be full too. Most people will lose their patience after one full bus doesn't let them on. And they'll simply elect to drive every time from that point forward. **(32.2.6.5N)**

Which leads us to our next problem: The dreaded Red Snake. Yes, any car can slide off the road in adverse conditions. But it seems like the vast majority of the time it's a 2 wheel drive car with no snow tires and no chains or an all wheel drive rental car with a driver that has no business driving in the snow. So to help alleviate traffic I suggest the following:

First: An outright ban on 2 wheel drive vehicles during the winter driving season, regardless if they carry chains and have snow tires. That alone will force a lot of people to either start carpooling or to take the bus (which again, needs to have a dramatic increase in service).

Second: Have UPD set up checkpoints at the top of the canyon in the afternoon to enforce the traction laws when a storm moves in during the day. Lately there have been too many days where a big storm is in the forecast but the road is dry in the morning so the traction law is not in effect. All the unequipped vehicles go up on the dry road and slide off on the snowpacked road coming down. The traction law is in effect, yet I have never seen the police enforcing the law or checking vehicles before heading down. So if you don't want to enforce the traction law when the road is still dry, it needs to be enforced with checkpoints at Snowbird and Alta for vehicles driving down.

Third: Make the sticker program that UDOT has experimented with the past two winters mandatory. Make anyone that wants to drive their personal vehicle up canyon in the winter have their vehicle certified to drive in severe winter weather. No sticker, no access. No exceptions. I'd gladly pay a reasonable fee to have my vehicle certified to drive in the winter. Again, this solution would remove a lot of the problem vehicles from the road and increase the amount of people carpooling and taking the bus. And on that note, ban single occupant vehicles from driving up canyon at peak hours. Most of us drive trucks and SUV's that fit multiple people. Hold us more accountable on that front and make U-210 operate similar to an HOV lane on the freeway. **(32.2.2M and 32.2.4A)**

In conclusion, the best option for the future of LCC is to ban 2 wheel drive vehicles in the winter, enforce the traction law at the top of the canyon, not just the mouth, and make anyone who wants to drive their personal vehicle up canyon in the winter get their vehicle inspected and certified for adverse winter driving conditions. **(32.2.2M)**

A taxpayer funded gondola for two private companies is not a solution and will only exacerbate our current transportation and overcrowding problems. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** It is incredibly shortsighted and in no way should be supported. Let's not ruin LCC for future generations just so Snowbird and Alta can further deepen their greedy pockets. **(32.4I)**

**COMMENT #:** 12884  
**DATE:** 9/3/21 5:01 PM  
**SOURCE:** Website  
**NAME:** Troy Tully

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**COMMENT:**

The problem with Little Cottonwood Canyon has very little to do with transportation issues. Last year there wasn't a single day where the traction law was enforced. 99% of the time the slow roads have to do with bad drivers and 10% of the road, there are very obvious spots that are almost always really dangerous and people need to go very slow in order to make it down properly. The current solutions present no real intricate knowledge of someone who actually drives the road a lot. I promise if you put in snow sheds in areas where the road gets extremely slick, make the bus system free for anyone, and **ACTUALLY ENFORCED THE TRACTION LAWS** there wouldn't be such a [REDACTED] show. **(32.2.9A, 32.2.9K, and 32.2.2M)** Furthermore, the fact that we can't put a tunnel for trains is mind blowing. The most forward thinking solution is to put a train from SLC to park city, to BCC, to LCC. This alone would be step forward for the public (who is paying for this [REDACTED]) and importantly the working class who travels up and down parley's canyon to work for a bunch of rich people in Park City. It would also push people to stay up in park city, and also keep the people who are in park city, up there and not using I-80. I understand how large of a project that is but if we want Utah to actually become a prosperous place that isn't held back by its short sighted planner, we need to develop public transport that is 10-20 years ahead of when we "need" it. **(32.2.2H)** This whole project is a bandaid for the problems that BCC faces, Millcreek faces, eventually parleys etc. I'm not here telling you that its possible, but what I proposed is certainly the best solution for the future and for now. anything short of that that invests in large infrastructure is a waste for when we finally make the push for a train up and down parleys and through the mountains to BCC and LCC, maybe even to heber... These solutions don't even help BCC which is hilarious considering how bad the traffic was for them as well. **(32.1.1A)** With all this said I appreciate you all putting in the time to figure this all out. I would love nothing more than to help out as transportation has been a big focus of mine my whole life. (trains are subsidized in other countries and not in the U.S., specifically in the U.S. train companies pay land taxes where they don't in other countries...)

**COMMENT #:** 12885  
**DATE:** 9/3/21 5:02 PM  
**SOURCE:** Website  
**NAME:** Denise Chancellor

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**COMMENT:**

I adamantly oppose any of the Gondola alternative for a number of reasons. **(32.2.9E)** First, the towers (some of which will be 230ft high) will be an ugly eyesore on an iconic landscape. Grading a vegetation clearing on slopes greater than 15% for construction and access will be a permanent scar. Flashing red lights to comply with FAA will focus attention on the huge towers as well as impinge on dark skies that now exist in most of the canyon. **(32.17A)**

Second, the Gondola alternatives are exorbitant in cost and limited in addressing year round traffic in the Canyon. **(32.2.7C and 32.1.2C)** The Gondola ONLY serves the ski resorts during the ski season; it is an elitist clientele that will be served and a government subsidy that will be handed to ski resort operators. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Moreover, the Gondola will not operate during avalanche conditions; the cabs must be removed from the cables, the cables inspected before they are replaced on the two dozen towers. How much delay will be caused by these activities? Will the repositioning of cables, etc. during severe storms lead to enhanced safety risks for maintenance personnel? **(32.2.6.5K)**

Third, the Gondola capital costs all occur upfront. Also, there is no flexibility to change the infrastructure once built if conditions change. A limited bus alternative should, at least, be tried before sinking mega dollars into a project, one with limited impact on year round use of the Canyon. **(32.2.6.5A, 32.2.6.5D, 32.2.9R, and 3.1.2C)**

Fourth, cost comparison of Gondola vs bus alternatives is misleading. They are not equivalent. Bus service can run throughout the year and stop at various points in the Canyon. **(32.1.2C and 32.2.6.3C)** The Gondola is at best a six month operation. Given climate change and the warming in the West, the snow season is likely to be severely shortened during the expected life of the Gondola. You need to address this issue in the FEIS. **(32.2.2E)**

Finally, the travel time among the various alternative is marginal - in most cases bus travel is faster. While a gondola may appear to be a sleek alternative, I for one prefer a more limited and gradual approach by using road tolls and enhanced bus service as the first step. Other alternatives such as snow sheds can be added later if needed **(32.2.9A, 32.2.4A, and 32.2.9R)**.

**COMMENT #:** 12886  
**DATE:** 9/3/21 5:03 PM  
**SOURCE:** Website  
**NAME:** Linda Hoge

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**COMMENT:**

I think the gondola would work best for the environment and driving frustration! The canyon ia a treasure of the west and shouldn't be destroyed with more "black top" roads! **(32.2.9D)**

**COMMENT #:** 12887  
**DATE:** 9/3/21 5:03 PM  
**SOURCE:** Website  
**NAME:** Joseph Johnson

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**COMMENT:**

Am I excited that we're taking action Yes. Do I think this solution is short sighted considering the growth SLC is, and will continue to, experience? 100%. While a temporary stop gap, gondolas do not allow us to continue to react to the inevitable growing traffic. A gondola in LCC will help, but imagine what it's going to do to BCC. It frustrates me that we continue to ignore trains as a solution when we've seen how well they work from our european counterparts. **(32.2.9E, 32.1.1A, 32.20D, and 32.2.9F)**

**COMMENT #:** 12888  
**DATE:** 9/3/21 5:05 PM  
**SOURCE:** Website  
**NAME:** Brooklyn Cragun

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**COMMENT:**

I feel that neither alternative is an appropriate solution. **(32.2.9C and 32.2.9E)** Before we go to extreme measures that will forever change Little Cottonwood, we should first try less destructive traffic mitigation measures like a better bus system on the current road or winter weekend tolling. **(32.2.9A and 32.2.4A)** The gondola will not fix winter traffic, and the road widening is unnecessary before trying less extreme measures. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** This will greatly affect the safety of rock climbers, hikers and other athletes in the canyon, and these solutions don't take into account the countless other recreation opportunities that happen in the canyon all year round - in fact they come at the expense of them. This will increase potential injuries for recreational sports. **(32.4A, 32.4B, 32.4G, and 32.4I)**

**COMMENT #:** 12889  
**DATE:** 9/3/21 5:08 PM  
**SOURCE:** Website  
**NAME:** Lucia Leon Magana

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**COMMENT:**

I support the bus service **(32.2.9A. It's cheaper and it would serve the whole community**  
**A better option would be to have a train service up the canyon because it is more**  
**environmentally friendly than having more cars on the road (32.2.9F).** People would enjoy to take  
the train and the scenery

**COMMENT #:** 12890  
**DATE:** 9/3/21 5:08 PM  
**SOURCE:** Website  
**NAME:** Ray Klukoske

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**COMMENT:**

Tell Alta/snowbird they need to build a new parking garage before they try to build any more new lifts.  
**(32.29D)**



**COMMENT #:** 12891  
**DATE:** 9/3/21 5:08 PM  
**SOURCE:** Website  
**NAME:** Otto Solberg

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**COMMENT:**

You've probably read through countless arguments against the gondola. The list of issues with this proposal goes on and on, and I don't need to repeat them. **(32.2.9E)**

However, let's examine the root of the issue here. Highway 210 has no issue servicing the public land in Little Cottonwood Canyon. Highway 210 has issues with servicing the expanding private businesses in Little Cottonwood Canyon. **(32.1.2B)**

If these private businesses, Snowbird and Alta, want to continue bringing more skiers up the canyon, they should be responsible for bringing them up. Just as Snowbird shuttles guests through their parking lots, they should be shuttling guests up and down the canyon. **(32.2.2K)**

This solution, similar to the Zion shuttle solution, would accommodate some of the nuances of LCC. **(32.2.2B)**

But where will these guests park? That's where our local government can step in to help. We need transportation hubs near the bases of Little and Big Cottonwood. These hubs should include covered parking decks and public transportation stops. The roads leading to these transportation hubs need to be well thought out to avoid creating traffic problems in our communities. These transportation hubs could become great places for local entrepreneurs to open cafe's, restaurants and even ski shops. **(32.2.6.2.1C and 32.2.6.2.1D)**

But what if you're not going to the resort? Public land users, hotel guests, etc. could check in at a booth at the bottom of the Canyon to ensure they have proper tires/chains before driving up the Canyon. The resort shuttles could bypass this booth to ensure their efficiency. **(32.2.2M and 32.2.4A)**

This model addresses the parking issues at the private ski resorts and holds them accountable for the usage they want in the Canyon. They could simply cap the numbers of skiers per day like Powder Mountain if they didn't want to pay for shuttles. **(32.2.2K)**

This model recognizes that Little Cottonwood Canyon is full of public land and should be accessible for everyone, not just those using private businesses.

This model recognizes that Little Cottonwood Canyon is a fragile and "beautiful ecosystem that would be damaged by expanding roads or adding a gondola.

Why would we consider placing destructive, expensive, and ineffective solutions to two private business's problems on the backs of taxpayers? This is a resort problem that is impacting the public, not the other way around. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

**COMMENT #:** 12892  
**DATE:** 9/3/21 5:09 PM  
**SOURCE:** Website  
**NAME:** Jordan Buttars

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**COMMENT:**

As a canyon resident I appose the gondola project. **(32.2.9E)** We know this isn't about helping the congestion situation because clearly anyone can see it won't change anything. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** It is clearly a business plan to benefit the resorts and la Caillie. There are other methods and ways to solve this issue that really is an issue only a few days of the winter months. **(32.2.2PP and 32.1.4D)** To spend this amount of mo day and destroy the beauty of the canyon would be a shame. Please don't do the gondola. **(32.4I and 32.17A)**

**COMMENT #:** 12893  
**DATE:** 9/3/21 5:09 PM  
**SOURCE:** Website  
**NAME:** Adam Lenkowski

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**COMMENT:**

I am strongly opposed to the Gondola option. **(32.2.9E)** And slightly less opposed to the widening of the road option. **(32.2.9C)** There has to be some common sense middle ground solutions before these extreme measures are taken. **(32.2.9R)**

The Gondola will cause irreparable harm to LCC. **(32.4I)** You just can't put a price on the inherent aesthetic beauty of arguably the most gorgeous canyon in the Wasatch. You will see 200+ foot tall metal structures from every single vantage point, some of which will require FAA strobe lighting, no matter where you are in the canyon. **(32.17A)** And there is no need. We are supposed to be protecting these precious lands we enjoy so much. **(32.2.9G)** If this actually was going to solve the problem, this might be acceptable. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The Gondola will take too long, be too expensive, and will just push the traffic jams even further back into the neighborhoods where people are already complaining. **(32.2.6.5E)** I recreate in Little Cottonwood all year long. This option is not scalable, and will only slightly ease congestion on the busiest 10-20 holiday or powder days per year. **(32.1.4D)** The mere fact that the largest corporations are intensely lobbying and marketing for this option should tell you something...Taxpayer funded for private gain. This is NOT what the people who call Little Cottonwood Canyon home want.

As for the buses and widening of the road...Utah has never had a reliable bus system for the canyons. It's never been even attempted. They are too infrequent, take too long, and are too crowded. Too widen the roadway just for a bus lane also makes no sense. If you really want to widen the road and make it effective, it needs to be like the tollways in large cities where the priority lane goes with traffic in the morning, and then switches to come down canyon later in the day when everyone is leaving the resorts. It makes so much sense from a traffic flow standpoint. **(32.2.6.5N and 32.2.2D)**

So, what are the other options that we haven't even attempted? Make a toll. Incentivise carpooling, add more buses and parking stations at the base. **(32.2.4A and 32.2.9A)**

I would like an explanation, how will the gondola solve the original problem of safety, and traffic congestion in Little Cottonwood? **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Also, why are we ignoring Big Cottonwood? **(32.1.1A and 32.2.0D)** That canyon has become the new little cottonwood in terms of traffic. Sure, there aren't as many avalanche paths so it has a lower danger rating. But people are getting turned around from up there on every busy weekend...What is the plan for Big Cottonwood?

**COMMENT #:** 12894  
**DATE:** 9/3/21 5:10 PM  
**SOURCE:** Website  
**NAME:** William Hoge

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**COMMENT:**

I have been skiing LLC for over 65 yrs and seen the traffic increase over the years. You are going to need both the gondola and improved road conditions to handle the popularity of a world class destination. **(32.2.2W)** LLC is not just for locals; Snowbird and Alta are must visit resorts the World over. Start with the gondola first and do it well. (3.2.9D)

**COMMENT #:** 12895  
**DATE:** 9/3/21 5:12 PM  
**SOURCE:** Website  
**NAME:** Summer Millican

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**COMMENT:**

I'm a new resident of Little Cottonwood [REDACTED] [REDACTED]. I am writing to suggest a delay of the gondola project, not necessarily an outright refusal of it. **(32.2.9E)**

My primary concern with the gondola is not the destruction of the area or the views. **(32.17A)** Although I would hate to see those views destroyed as I now appreciate them from my own home, it seems like a lot of petty whining on behalf of very privileged people to complain about something like a lost view, when environmental stability is at stake for all of us. Rather, I take issue with the funding structure of the project and its lack of topographical reach.

In its current phase, it is clear to me that this project exists primarily to benefit private businesses (Snowbird, Alta, and also LaCaille) by stopping directly at their premises and running only during ski season. **(32.2.6.5G, 32.2.6.5F, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** This does nothing to benefit public access to trailheads and campsites in the canyon, which could be accessed outside of ski season by a larger portion of the population, as they depend on hobbies like hiking and camping that are more financially accessible than skiing. **(32.1.2C)** Therefore, it's deeply problematic to me that public, taxpayer dollars would be used to solve the problems of private businesses which primarily cater to elite subsets of the population for only a short time of the year. If this were truly a project meant to benefit the public at large, the gondola would run year round, serve multiple stops for multiple outdoor recreational activities, and also cost little or nothing to ride **(32.2.6.5F, 32.2.6.5G, and 32.2.4A)**. Furthermore, if this project were truly meant to ameliorate the traffic caused by the ski industry and also present an avalanche proof situation, I think it should connect both Big and Little Cottonwood Canyons. **(32.1.1A)** Put simply, if this project truly aims to solve the problems it claims to solve at the scale it intends to solve them, it needs to cover even more ground and cost even more money and take even more time to complete.

I have only lived in Salt Lake for six years now, and I am originally from flat and snowless Oklahoma. I may not be the best person to determine what the ski industry really needs. However, as an outsider, as a hiker and not a skier, and as a public and now private school teacher, it has become clear to me in the last six years that skiing is an excessively hobby that attracts and retains only the wealthiest members of society. Utah's public transportation needs as a whole far outweigh the wishes of a single industry. Transportation funding should be used to benefit the entire population, not simply the people who already have so much that they think that lost views are an actual threat to their existence. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Please use your current funds to make public transportation more reflective of the people's needs, not the wealthy's wants.

**COMMENT #:** 12896  
**DATE:** 9/3/21 5:12 PM  
**SOURCE:** Website  
**NAME:** David Green

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**COMMENT:**

I'm concerned about the environment as well as the fact on the beauty and solitude of the Cottonwood Canyon. I would favor system where more parking place in the mouth of the canyon and there was a more robust busing system. **(32.2.6.2.1C and 32.2.9A)**

**COMMENT #:** 12897  
**DATE:** 9/3/21 5:16 PM  
**SOURCE:** Website  
**NAME:** Erin Hofmann

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**COMMENT:**

The gondola is a horrible, environmentally destructive use of money. **(32.2.9E)** The return on this investment will never be seen. Instead, the money would be better spent expanding buses and park and ride facilities. The easier it is to use public transport, the better. **(32.2.9A and 32.2.6.2.1C)** There is no way to justify this spend for two privately-held companies while also destroying a natural recreational area. Please do not build a gondola. **(32.4B, 32.4I, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

**COMMENT #:** 12898  
**DATE:** 9/3/21 5:18 PM  
**SOURCE:** Website  
**NAME:** Bene Dansie

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**COMMENT:**

The gondola is not beneficial to the local community. It will not improve traffic or the commute. It infringes upon the natural state of the canyon and what people go to see. **(32.2.9E, 32.17A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**



**COMMENT #:** 12899  
**DATE:** 9/3/21 5:20 PM  
**SOURCE:** Website  
**NAME:** Kristin Mullen

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**COMMENT:**

Do not implement these proposals. They are destructive, costly, unsightly, and unnecessary.

All that is needed:

Enforce snow tire / chain compliance. **(32.2.2M)**

More buses. Build a parking garage at the base. Tolling. Parking reservations possible. **(32.2.9A, 32.2.4A, and 32.2.6.2.1C)**

Please do not permit more people up the canyon than it could handle. The lift lines are already long. I do not want to arrive and spend money to ski and not be able to ski b/c of so many in line. Neither do tourist. Please please please do not ruin this for your city and your skiers. **(32.20A, 32.20B, 32.20C, and 32.4I)**

Please spend this billion dollars on ways that can help our community. Help the homeless. Build low income housing. Give teachers pay raises. **(32.1.2B)**

I ski Alta. It is my mountain. I don't think I could go back if this destruction and disrespect to our mountain happens.

**COMMENT #:** 12900  
**DATE:** 9/3/21 5:21 PM  
**SOURCE:** Website  
**NAME:** Angie Packer

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**COMMENT:**

I vote for busses with no cars as they have done in Zion canyon. **(32.2.2B)**

**COMMENT #:** 12901  
**DATE:** 9/3/21 5:22 PM  
**SOURCE:** Website  
**NAME:** Mindi Hamilton-Novasio

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**COMMENT:**

I am extremely concerned with both of the proposed solutions for Wasatch Blvd and LCC. Neither option is ideal for the residents of this area. **(32.2.2L and 32.2.9E)** While I realize we can't always keep this a sleepy little town like we would like to, both of these plans are not fiscally responsible. We can't go from having minimal public transportation in the area, to jumping right to adding 5+ lanes of traffic and/or a gondola. Neither of these options are fiscally sound. Why do we always jump to paving everything with faster and faster speed limits through residential neighborhoods? It makes ZERO common sense. **(32.1.2B)** People still live here... this isn't just something to push forward to keep the ski and tourism industry happy while ostracizing the community. We need to take a stepped approach to see what works. Why not start small? **(32.2.9R)** The ski resorts had a parking reservation system that they were using for Covid. Why not make that permanent. If you don't have reserved parking, you take public transportation. **(32.2.2K)** Then, make sure there are buses running every 10 minutes in both directions. **(32.2.6.5N)** I think you will find there are a lot more people that will use it if you actually make it functional. Maybe consider adding to the price of a season or day pass so all skiers cover the bus system instead of paying each time. **(32.2.4A)**

We need to realize that adding more lanes to Wasatch Blvd between Big and Little Cottonwood Canyons just adds to a wider parking lot during the Winter months because all of these lanes have to funnel down to single lanes to go into the Canyon. **(32.7B, 32.7C, and 32.2.4A)** So... it's just dumping more emissions into the air while these cars wait. **(32.10A)** We already have problematic air, why purposely create a bottleneck to make it worse? Why only have these two terrible options? **(32.2.9E, 32.2.9C, and 32.2.2PP)** Why are we not exploring various bus hubs that scatter the traffic instead of concentrating it all on Wasatch Blvd. **(32.2.2I and 32.2.6.2.1C)** We already can't get out of our neighborhoods during the Winter months now. **(32.7B)** It can become a literal parking lot when they are avalanche blasting in the Canyon **(32.7A)**. Adding more lanes will not help. I can't even tell you how many times I have to call the school and tell them my children will not be on time. It became quite common for me to not be able to drive North on Wasatch Blvd for less than a mile in 45 minutes when there is avalanche blasting going on. **(32.7A)**

Again, why is UDOT proposing hundreds of millions of dollars of very expensive transportation improvements only to benefit our ski and tourism industry at the detriment to the actual residents that live here? **(32.4F, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** This is unethical and fiscally irresponsible! For far too long, the developers in this area get what they want and the residents get shafted! Enough is enough!

UDOT has only focused on peak transportation scenarios, all while completely ignoring non-peak times. For those residents, like myself, that drive Wasatch Blvd multiple times each day, as it is the only route out of my neighborhood, it concerns me to take an already bad stretch and make it worse. Not to mention, the detriment it will have on our property values. **(32.4F and 32.2.6.2.2A)**

Another thing... the gondola towers are a COMPLETE EYE SORE! Why on earth would we every destroy the look of our beautiful canyons with this? **(32.17A)**

Likewise... nobody wants a 2 mile stretch of freeway running through their neighborhood, only to have it come to a screeching halt when it has to funnel down to single lanes in all directions. Again... ZERO common sense and fiscal responsibility to either of the proposed solutions. **(32.2.2L)**

When you talk about growth projections for this area, I think they are misguided. First, so much of our land is already built out on the East side. Secondly, why on earth are we not finishing Highland Drive past the Home Depot on 9400 South first, when the land is already set aside to do this. Highland Drive would make far more sense, as it is more centrally located and would have the option of providing a better commuting option. Your projections for growth are quite speculative right now. **(32.1.4B and 32.2.6.2.2A)**

Please bring some better proposals to the table. The residents have been telling you for years these two solutions are problems. You had all sorts of public comment sessions, and listened to NONE of the proposed solutions we provided. **(32.2.9N and 32.2.2PP)** Why did you have public comments if you are right back to the original two solutions you always planned? Even Mayor Jenny Wilson has opted for more fiscally responsible solutions. Let's start with a lot more frequent public transportation options, better bus hubs scattered away from Wasatch Blvd so all the traffic doesn't collect to add to our poor air quality, and continue with the parking reservation systems at the ski resorts that were implemented during Covid. **(32.2.9R, 32.2.2I and 32.2.2K)** This is the ONLY responsible stepped approach. It creates a great baseline that helps understand what works and doesn't work before destroying neighborhoods and canyons with fiscally and ethically irresponsible projects.

Thank you!

**COMMENT #:** 12902  
**DATE:** 9/3/21 5:22 PM  
**SOURCE:** Website  
**NAME:** Matthew Bouis

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**COMMENT:**

LCC needs Unified Police to enforce traction control laws at the bottom AND the top of the canyon. UDOT should be able to proactively declare traction control based on the forecast. Unified should be punishing those who violate the rules. These basic steps along with updating how the canyon is managed on extremely busy or inclement days is the simple and cheap solution that is getting ignored **(32.2.2M)**. Expand the buses at the expense of vehicular traffic but in smart ways using the existing roadway. **(32.2.9A)** Utah does not need to spend a billion dollars on tourists and people from California ruining our watershed. **(32.12A and 32.12B)** Also, the developers are lying to us. We do not need more people up the canyon. Covid-era winter taught us that LCC is full and that crowd mitigation is easily enabled by resorts managing their parking **(32.2.2K)**.

There are many incremental options that are being ignored in order to subsidize one canyon and those who stand to benefit from a gondola. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Of course, a billion dollar project filled with local kickbacks fails to even evaluate the simple and cheap options. First, enforcement of the traction laws via a massive expansion of the UDOT approved traction control sticker will bring about a culture of vehicles and humans capable of getting up the canyon, plus it's an easy enforcement mechanism. Fine violators or let them have no fine after they improve their vehicle and get the UDOT sticker. It's crazy that UDOT can't proactively activate the traction control signs based on forecast weather. So many LCC traffic jams are due to one selfish human driving up or down the canyon when they should not. **(32.2.2M)**

Secondly, pulsing the canyon traffic by strategically holding traffic at certain points throughout the travel experience, up and down, will reduce bottlenecks and allow for "prioritized traffic" to make it through, such as emergency responders, buses, canyon employees and other essential workers. This pulsing concept is how music shows and festivals manage to handle hundreds of thousands of people. We haven't even tried a solution that is based on innovative thinking instead of pointless development. **(32.2.200)** Unified officers are equipped and should be tasked with a higher degree of management in the canyon on certain declared "Extreme Condition" days. Also, much better signage on the road informing the ill-equipped drivers of dangers is a cheap but effective upgrade to reduce problems at common crash areas. If all the vehicles in the canyon really had the traction control devices they should and then used the way they should, so many awful red snakes would be avoided. Rental agencies at the airport MUST share this burden. **(32.2.2M)**

Finally, it's happened. We must accept it. LCC is full (at capacity) on certain days. **(32.20B)** The gondola would be a disaster to the experience in the canyon. It would bring up 10x the amount of people possible on the roadway. It would erode the experience and overtask a critical watershed with human waste and excess. It ignores everything about the non-resort activity that occurs year around in LCC. Subsidizing Alta and the Bird is a careless give away to those who do not deserve it **(32.20A and 32.20C)**.

Please, let's not take either option. Let's take a moment to investigate the small improvements that are cheap before we waste billions of tax dollars on rich people and 15 days of traffic. **(32.1.4D)**

**COMMENT #:** 12903  
**DATE:** 9/3/21 5:23 PM  
**SOURCE:** Website  
**NAME:** Greg Packer

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**COMMENT:**

Add bus service. Limit cars. **(32.2.A and 32.2.4A)**  
No gondola. **(32.2.9E)**

**COMMENT #:** 12904  
**DATE:** 9/3/21 5:24 PM  
**SOURCE:** Website  
**NAME:** Dale Chalmers

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**COMMENT:**

Leave Little Cottonwood Canyon alone. No mater what you do, there will be a bottleneck somewhere. When I-215 so. opened up about 40 years ago it did not fix an unfixable problem, just like you want to spend 1/2 billion dollars of taxpayer money to not fix the same problem. It's not your money to spend. There will always be someone first in line no matter how long or hard it is to get to the top. It took me 25 minutes to go the last mile and park at Fashion Place Mall yesterday.. Traffic was back up from North Salt Lake to Ogden today. Lots of traffic problems. Leave Little Cottonwood Canyon alone!! **(32.2.9G)**

**COMMENT #:** 12905  
**DATE:** 9/3/21 5:26 PM  
**SOURCE:** Website  
**NAME:** Adam Dunford

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**COMMENT:**

I would like to add my voice to seek more time for comment from the community. **(32.29A)** As I have researched this issue and found many organizations on both sides, I support the ideas brought up by the Save Our Canyons organization. I oppose actions that include large-scale construction projects that detract from the natural resources of Little Cottonwood Canyon, like the gondola or road-widening. **(32.2.9E and 32.2.9C)**



**COMMENT #:** 12906  
**DATE:** 9/3/21 5:26 PM  
**SOURCE:** Website  
**NAME:** Mark Mccoy

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**COMMENT:**

I really can't believe we are considering a tax payer funded gondola up LCC in order to get skiers up to private ski resort. **(32.2.9E and 32.1.2B)** I love Alta and snowbird but this just isn't the right move. Are we really going to spend half a billion dollars to satisfy one user group at the expense of all the others that would extremely negatively effected? **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The boulders that would be destroyed are truly iconic and famous throughout the world. **(32.4B)** Let's not ruin that just to help skiers on 10-15 days of powder. **(32.1.4D)** Why can we not consider a toll to help reduce traffic up LCC. **(32.2.2Y and 32.2.4A)** Let's make the right decision and consider other alternatives! **(32.2.2PP)**

**COMMENT #:** 12907  
**DATE:** 9/3/21 5:26 PM  
**SOURCE:** Website  
**NAME:** Scott Keller

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**COMMENT:**

Definitely No to the gondola. **(32.2.9E)**

Widening is also not desirable but the lesser of two evils. **(32.2.9C)**

Prefer to close the canyon to most traffic and force most oriole to ride the bus. Follow the Zion model.  
**(32.2.2B)**

**COMMENT #:** 12908  
**DATE:** 9/3/21 5:27 PM  
**SOURCE:** Website  
**NAME:** Emily Adler

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**COMMENT:**

More busing before a gondola. **(32.2.9A and 32.2.9E)** The gondola is not a real solution, and will not help local Utahns get into the Montaigne year round **(32.1.2B, 32.1.2C, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

**COMMENT #:** 12909  
**DATE:** 9/3/21 5:27 PM  
**SOURCE:** Website  
**NAME:** Diane Chalmers

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**COMMENT:**

Do nothing to Little Cottonwood Canyon except miner improvements like you have made the last couple of years. **(32.2.9G)**

**COMMENT #:** 12910  
**DATE:** 9/3/21 5:27 PM  
**SOURCE:** Website  
**NAME:** Kate Johnson

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**COMMENT:**

This will increase the number of people traveling to Little Cottonwood Canyon, yet Snowbird and Alta's capacity was at its limits in 2020-21 and have not done enough research to know the capacity of the canyon and what the gondola would potentially bring to the canyons. **(32.20A, 32.20B, and 32.20C)** This "solution" will increase pollution which is already been an effect through global warming and the canyons did not receive enough snow in 2020-21. **(32.4I and 32.2.2E)** On top of that, the lines in 2020-21 for each and every single lift were at least half an hour long, each Saturday. As a local I will not continue to ski at either one of these resorts if the gondola is in the picture. **(32.20C)**

**COMMENT #:** 12911  
**DATE:** 9/3/21 5:28 PM  
**SOURCE:** Website  
**NAME:** Matthew Masterson

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**COMMENT:**

I would first encourage the use of enhanced bus service with snow sheds, as this option has the least visual impact on the canyon. **(32.2.9A and 32.2.9K)** Restricting daily users should also be explored. **(32.2.2L and 32.2.2K)** The canyon is only so big, and overcrowding it is not the answer. **(32.20A, 32.20B, and 32.20C)** I am against the gondola 100%. **(32.2.9E)** Initially I liked the idea, but after giving it more thought, it will be too impactful to the natural beauty of the canyon **(32.17A)**. I also support tolling of canyon traffic or ticket limits at resorts as a way to curb overcrowding. **(32.2.4A and 32.2.2K)**

**COMMENT #:** 12912  
**DATE:** 9/3/21 5:28 PM  
**SOURCE:** Website  
**NAME:** M Mallon

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**COMMENT:**

Expanded buses offers greatly increased flexibility (to trailheads in summer for example) over gondolas with only two stops. **(32.2.6.3C and 32.2.6.5G)** If we've learned anything from the hottest summer on record, ski seasons are not getting any longer & the gondolas offer extremely limited flexibility **(32.2.2E and 32.2.6.5A)**

**COMMENT #:** 12913  
**DATE:** 9/3/21 5:29 PM  
**SOURCE:** Website  
**NAME:** Fred Hoskins

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**COMMENT:**

remember multi million dollar pump to drain great salt lake? this is same folly as soon there will be no snow and it will be to warm to make it so spend money on something that will help the poor instead  
(32.2.2E and 32.1.2B)



**COMMENT #:** 12914  
**DATE:** 9/3/21 5:30 PM  
**SOURCE:** Website  
**NAME:** Tracy Price

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**COMMENT:**

Gondola sounds great. **(32.2.9D)** In the meantime, how about enforcing the traction law all winter and ensuring that cars are equipped to navigate the canyon in all weather conditions? **(32.2.2M)** We all know weather changes are frequent and unpredictable- right now most delays are caused by ill-equipped cars with bald tires or no 4wd/chains. Do it for everyone's safety.

**COMMENT #:** 12915  
**DATE:** 9/3/21 5:30 PM  
**SOURCE:** Website  
**NAME:** Kevin Moss

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**COMMENT:**

Thank you for the opportunity to comment.

I am an avid skier. My family spends multiple days in Little Cottonwood Canyon each week during the winter. I have witnessed the increase in traffic over the last 40 plus years. I have also witnessed the parking at the ski resorts reach capacity more frequently.

Traffic is worst on powder days. Weekends are busy, but all of my 2+ hour drives from my home (near the mouth of the canyon) have been because of recent snowfall, not because it is a weekend.

Neither of the two preferred options will run during avalanche mitigation which is the single greatest cause of congestion due to the backup it creates. **(32.2.6.5H and 32.7A)**

For most people, what this comes down to is the FASTEST WAY TO GET UP THE CANYON. The bus option wins here. People stuck in traffic that see buses go by will be incentivized to get out of their cars. **(32.2.4A)** The idea of 1500 cars all trying to get to the same parking garage at 8am just shifts the traffic congestion from the mouth of the canyon to the garage. **(32.2.6.5E)** People won't want to deal with this either. It doesn't incentivize them to get out of their car. **(32.2.4A)** Furthermore, 1000-2000 people all at the gondola station in the morning will create very long lines if the gondola runs at a rate of 30 people every two minutes. **(32.2.6.3C)** Imagine how long this line will be when the canyon is closed for mitigation! The queue for the Gondola will be a nightmare. At least the buses can line up and be ready to go. I believe this makes the time estimate for the gondola grossly underestimated. The number of buses you can deploy is not a fixed number the way the number of gondola cars would be. Long bus lines can be addressed over time by flexing up and down the number of buses. Gondola cars have their limit. Why implement something with a fixed capacity like that? **(32.2.6.5K)**

Another concern I have with the gondola is the fact that you would be putting something in that actually increases the number of people in the canyon. A ride. Another thing to draw people into the canyon. **(32.20A and 32.20C)**

I also frequent the canyons during the summer. The Gondola is a winter solution but bus lanes that can be used for recreation (e.g. biking) in the summer create a year-round solution. **(32.1.2C and 32.2.6.3C)** It is also a solution that enables implementation of other potential solutions down the road in the event summer activity increases more than forecast. It's an option with more foresight.

**COMMENT #:** 12916  
**DATE:** 9/3/21 5:34 PM  
**SOURCE:** Website  
**NAME:** Elena Shanin

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**COMMENT:**

Hello,

I am a lifelong resident of Sandy, near [REDACTED] and have been recreating in Little Cottonwood Canyon for as long as I can remember. I have seen firsthand the increased traffic and usage of the beautiful canyon. While I agree that something needs to be done to manage traffic in the canyon, especially during the winter months, I am strongly against both of the unacceptable proposals of road widening and a new gondola. **(32.2.9C and 32.2.9E)**

The main two options are drastic and would result in a permanent, negative impact on the canyons viewshed, the climbing resources within the canyon, and the accessibility of recreation within the canyon that is outside the two ski resorts, Alta and Snowbird. **(32.17A, 32.17B, 32.4A, 32.4B, 32.4G, and 32.4P)** Enhanced bus service without lane widening would allow for modular changes to the transportation options in the canyon and allow for greater accessibility. **(32.2.9A)** I disagree with having taxpayer money primarily fund what will only be serving two private businesses, in the case of the gondola. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Please take into consideration alternatives such as enhanced bus service (especially electric buses) without lane widening before permanent changes are made to a public resource. **(32.2.9R and 32.2.6.3F)**

**COMMENT #:** 12917  
**DATE:** 9/3/21 5:34 PM  
**SOURCE:** Website  
**NAME:** Donna Kuhl

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**COMMENT:**

So many people, local, national, and foreign visitors, come up those canyons to enjoy the natural beauty and gondolas will RUIN that experience and all canyon photos **(32.2.9E, 32.4I, and 32.17A)** Buses have lower impact and I want them to help out, NOT GONDOLAS. **(32.2.9A)**

**COMMENT #:** 12918  
**DATE:** 9/3/21 5:34 PM  
**SOURCE:** Website  
**NAME:** Mario Balzano

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**COMMENT:**

I have lived in and around the canyon for the last 8 years, and have been working in the canyon for the last 8 winter seasons. The two biggest problems are multi resort passes allowing people to pay less and then choose when and where they want to ski, leading to more people in the canyon then ever on stormy powder days causing greater traffic issues then before. The second and I am guilty of it, that single user vehicle occupancy is the biggest problem surrounding little cottonwood canyon. I do not believe a gondola is anyway to fix this because you would see single use vehicles alternatively just driving to the gondola or up the canyon still, thus forcing the traffic into local neighborhoods like mine (Cottonwood Heights). **(32.2.6.5E, 32.2.4A, 32.7B, and 32.7C)** I feel shedding the road and focusing on infrastructure down canyon to enable more people to ride an increased amount of busses is a far better idea, with direct routes from neighborhoods further away. **(32.2.9K and 32.2.2I)** These hubs would be more useful not only servicing lcc but the city as well. Also there is unfortunately a limit to these canyons in terms of capacity, sad but true. Even if you find away to move all these people up there then what they get the privilege to pay 150 dollars to wait in a 1 hour long lift line for every run. **(32.20C)** Maybe its time we start to limit occupancy or start to look at other options to enable winter recreation, American fork into Mary Ellen or even conecting Little and big via road so you could create a loop of one way traffic a little crazy, maybe. **(32.2.2J and 32.1.1A)** The masses need to be spread out and this problem will only continue to grow worse with rapid growth our city is seeing. **(32.1.2B)** Thank you for allowing us to weigh in on the matter and thank you for thinking it through.

**COMMENT #:** 12919  
**DATE:** 9/3/21 5:35 PM  
**SOURCE:** Website  
**NAME:** Mark Cavazos

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**COMMENT:**

I am in favor of the Little Cottonwood Canyon Gondola. **(32.2.9D)** It has less environmental impact, and less animal life impact. I believe it is a long term solution to mitigate traffic. Widening roads is not a good solution, and buses are dangerous especially going up, and down Little Cottonwood Canyon. **(32.2.9C)** Gondola I believe is a much safer form of transportation. I've been to Europe skiing, and rode on a 3S gondola it was amazing. Less vehicles will result with a gondola. Moving into the future for generations to come the gondola is the logical choice.

**COMMENT #:** 12920  
**DATE:** 9/3/21 5:36 PM  
**SOURCE:** Website  
**NAME:** Amy Routt

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**COMMENT:**

As a local backcountry user, I am VERY against plans to use tax payer dollars for a gondola that only serves two wealthy ski resorts. **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Not only that, but the building of the infrastructure to support the gondola would GREATLY impact climbing areas up the Canyon, which affects the local climbing community **(32.4B)** Think about the local outdoor community, not about catering just to ski resorts for the rich. **(32.29G)**

**COMMENT #:** 12921  
**DATE:** 9/3/21 5:37 PM  
**SOURCE:** Website  
**NAME:** Brady Newton

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**COMMENT:**

Why are we starting with a billion dollar project; one that will forever change the landscape of Little Cottonwood Canyon when there are other, more effective and inexpensive ways to deal with congestion.

**DO NOT BUILD A GONDOLA!** And especially at the expense of the taxpayer. **(32.2.9E)**

Snowbird effectively and efficiently regulated traffic during the winter of 2020-2021 using reservations.

This should be further explored. Alta is following suit. **(32.2.2K)**

The traffic congestion is only an issue a handful of days per year, yet a massive infrastructure development is proposed at taxpayer expense to transport people up LCC. **(32.1.4D)**

The numbers don't make sense either. A 30 person gondola car departing every 2 minutes only transports a maximum of 900 people per hour. At their maximum capacities Alta and Snowbird accommodate about 3000 and 5000 people per day respectively. That's 8000 people. Using a gondola only that's 9 hours for transport. **(32.2.6.5N and 32.2.6.5C)**

Start with simple solutions first! Start from the ground, not the sky! We have a crowding problem, not a transportation problem. **(32.1.2B)**

Force the resorts to manage crowds, do not reward them with a taxpayer funded gondola or railway or other massive infrastructure projects. **(32.20C)**

Preserve LCC! Say no to the gondola.



**COMMENT #:** 12922  
**DATE:** 9/3/21 5:38 PM  
**SOURCE:** Website  
**NAME:** Caroline Bagley

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**COMMENT:**

As a resident of Cottonwood Heights who lives [REDACTED] for the past 15 years, I am 100% opposed to UDOT plans for the Gondola **(32.2.9E)** It will negatively impact my quality of life and other residents in the area. **(32.4M)** I love Little Cottonwood Canyon and can NOT fathom having huge towers and a gondola ruining nature. **(32.17A and 32.13A)** Please use bus lanes, and clean electric buses. **(32.2.9B and 32.2.6.3F)** I am frustrated and appalled that a Gondola system is even being considered. It is not practical for all canyon uses and is too great of a negative ecologically impact. **(32.13A)** I say NO to the Gondola.

**COMMENT #:** 12923  
**DATE:** 9/3/21 5:38 PM  
**SOURCE:** Website  
**NAME:** Annie Omer

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**COMMENT:**

As a native resident of Salt Lake City and a longtime outdoor enthusiast, I strongly oppose the gondola proposal for Little Cottonwood Canyon (LCC). **(32.2.9E)** The environmental impact from the gondola alone is enough of a reason to reject the proposal altogether. LCC is a beautiful and special place to both our community and the world. The damage the gondola towers would inflict on its delicate and vibrant ecosystem cannot be understated. **(32.4I, 32.13A and 32.17A)** Additionally, there are other solutions that pose less of an impact to LCC's incredible ecosystem and beauty, that should be considered before a harmful "solution" such as the gondola. I have lived and skied in Salt Lake for over two decades, and I have never seen a genuinely committed effort to the bus system in either of the Cottonwood Canyons. It is demoralizing, as a resident of nearly 30 years, to finally have your frustrations and concerns about traffic congestion and canyon user safety finally acknowledged - only to be thrust into a "solution" that 1) will not solve the traffic congestion during peak winter times;**(32.2.6.5E, 32.7B, and 32.7C)** 2) will force LCC users to funnel through one entry and exit point which will result in massive delays ascending or descending the canyon;**(32.2.6.5E)** 3) will have a detrimental impact on the natural ecosystem and environment of the beautiful canyon;**(32.13A)** 4) will block the magnificent views up and down the canyon with the dozens of massive industrial and hideous towers; **(32.17A)** 5) will cost taxpayers significantly more money in order to build, maintain, and operate in addition to requiring users to pay for the service up and down the canyon, all while the ski resorts and large corporations rake in revenue off of the profit driven base lodge that users will again be required to pay for in terms of parking, locker storage, food, and other services;**(32.2.7A and 32.2.4A)** 6) will not run in summer, spring, or fall times outside of the regularly scheduled ski season therefore being not only an eyesore year-round but an utterly useless and destructive waste of space and taxpayer dollars at least 75% of the year! **(32.2.6.5F)** I cannot stress enough how intrusive and damaging the gondola will be to the natural wonder and beauty of LCC. I urge you, as a Salt Lake City native who grew up skiing and snowboarding in the Cottonwoods, do not destroy our sacred and precious canyon just for capital gain. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The gondola will not solve the traffic congestion problem and will only do more harm than good. I urge you to consider the other proposals suggested and listen to the voices of the community that are saying NO to the gondola in LCC.

**COMMENT #:** 12924  
**DATE:** 9/3/21 5:42 PM  
**SOURCE:** Website  
**NAME:** Lisa Latoni

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**COMMENT:**

I prefer the bus service while building the parking lot so the buses can act more as a shuttle service. I DO NOT want a gondola. **(32.2.9A and 32.2.9E)**

**COMMENT #:** 12925  
**DATE:** 9/3/21 5:42 PM  
**SOURCE:** Website  
**NAME:** Ryan Wheeler

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**COMMENT:**

I request that UDOT reject the proposal for the Enhanced Bus Service in Peak-Period Shoulder Lane and the proposal for the Gondola. **(32.2.9C and 32.2.9E)** Both proposals are an extreme solution to a recent problem. **(32.1.2B and 32.1.4D)** As a summertime user (Rock climbing) and a wintertime user skiing (and have been skiing at Snowbird for 20 years) I feel that we have not explored or tried to implement less invasive options thoroughly enough before suggesting such drastic changes to our canyon. **(32.2.2PP)** Currently, the least expensive and most easily implemented proposal that is not invasive, is to limit car traffic at peak times (maybe a toll booth near the entrance and those who have full cars are allowed up to endorse carpooling?) and run a continuous stream of busses, spaced out so users don't have to wait more than 10 minutes for a bus. **(32.2.4A, 32.2.9A, and 32.2.6.3N)** On 94th there is already a transit station this could be run out of. **(32.2.6.2.1C)** Currently peak times are in the winter when big storms come in, but if the growth ever gets to the point in the summer, that we need to use the busses over expanding the road, I fully support this as well. **(32.1.2C and 32.2.6.3C)** I have climbed in Rocky Mountain National Park and had to ride a bus to various climbing destinations (everywhere in RMNP is a 2 lane Rd just like little and the park sees many more visitors a year than Little Cottonwood). There were small pull outs where one could pull the stop chain when ready to hop off or stand by to get picked up. I would gladly ride a bus and hike up or down a road to preserve the beauty of a canyon and in the winter, I would gladly ride a bus to do the same **(32.2.2B)**. Simply put no matter the time of year we have not tired to utilize our existing transit system which is the most economical to the taxpayer and using natural gas can be an extremely low polluter as well, especially compared to all the cars in the canyon. This is an unfair expense on the citizens of Utah it does not properly address the problem. **(32.2.9R)** It feels only beneficial to Snowbird and their tourism marketing (maybe we should consider if it is even safe to have this many people up at Snowbird at one time?) and not the citizens of Utah. As well as other options haven't even been tried and it ruins what makes that canyon special... Pure nature uninterrupted by towers or a 4 lane highway. **(32.2.6.3B)**

**COMMENT #:** 12926  
**DATE:** 9/3/21 5:43 PM  
**SOURCE:** Website  
**NAME:** Julie Chronis

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**COMMENT:**

It's not clear it's necessary to widen lanes, instead, just significantly reduce the number of cars. **(32.2.9C and 32.2.4A)** Regardless, here's how to ensure mass transit is successful: make it free, fast, and easy. Make it cheaper, faster, and easier than driving a car, and people will use it. Here's how to start:

- X - Make buses free. **(32.2.4A)**
- Free is best. But if buses aren't free, use electronic methods of payment plus cash and a system where people can pay before they get on the bus. This will also make buses faster. **(32.2.4A)**
- Buses should run express. They should go directly to an end destination, not make every single possible stop along the way. **(32.2.6.3N)**
- Consider smaller, more nimble buses and vans. **(32.2.9A)**
- Ensure people can enter and exit the bus quickly by having multiple doors.
- Buses could be electric. Apply for federal grant money, if available. **(32.2.6.3F)**
- Charge cars to use the road or charge for parking. Consider decreasing fees based on occupancy, e.g. 4 people in a car costs \$5, versus 1 person costs \$20. Charge extra for peak times. **(32.2.4A)**

Thank you for considering, and please do bring us better mass transit with the least environmental impact.

**COMMENT #:** 12927  
**DATE:** 9/3/21 5:43 PM  
**SOURCE:** Website  
**NAME:** Brenden Martin

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**COMMENT:**

Please do not build a gondola up our beautiful, special, and unique canyon! **(32.2.9E)**

**COMMENT #:** 12928  
**DATE:** 9/3/21 5:43 PM  
**SOURCE:** Website  
**NAME:** Richard McFadzean

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**COMMENT:**

I think the gondola makes the most sense. Despite higher initial cost it has lower environmental impact over time. **(32.2.9D)**

**COMMENT #:** 12929  
**DATE:** 9/3/21 5:44 PM  
**SOURCE:** Website  
**NAME:** Melinda Almquist

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**COMMENT:**

I am not in favor of either. **(32.2.9C and 32.2.9E)**. I think there are ways to monitor the traffic with toll booths, rotating booth employees communicating with the parking lot attendees. **(32.2.4A and 32.2.2Y)** There are many who use the canyon in winter and would not benefit from either the buses or gondola **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I am in favor of the ski resorts paying for this project. The tax payers should not be billed. **(32.2.7A)**. If I have to choose the buses are the the way. With more drop offs at Tanners, etc. The last bus needs to be later to accommodate those who want to stay for dinner or drinks **(32.2.9A, 32.2.6.3C, and 32.2.6.3N)**



**COMMENT #:** 12930  
**DATE:** 9/3/21 5:44 PM  
**SOURCE:** Website  
**NAME:** Deven Martin

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**COMMENT:**

Don't put in a gondola pit tolls (32.2.9E)

**COMMENT #:** 12931  
**DATE:** 9/3/21 5:45 PM  
**SOURCE:** Website  
**NAME:** Tanner Cottle

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**COMMENT:**

I have been following the LLC traffic reduction process with great interest and increasing dismay. The premise of the enter project is fundamentally flawed - design a transportation system that maintains the current level of cars while transporting 30% more people up the canyon for 30 days or so of peak ski demand in the winter. **(32.1.2D and 32.1.4D)** The financial cost of this objective to the public is staggering and the damage to the canyon permanent. **(32.4I)** All this to support two private businesses and one, and only one, user group. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** In addition, the question that really matter, namely the carrying capacity of LCC, is completely ignored. **(32.20A, 32.20B, and 32.20C)**. Therefore, I join SL Country, SL City and other user focused groups to urge UDOT and the State of Utah to pause the process and reconsideration what we're really trying to do and why. Please adequately fund programs that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems before tearing up LCC to construct new and unproven solutions. Some of these proven systems and programs could include:

Tolling **(32.2.4A)**

Increased funding for more buses and bus service **(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)**

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

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

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)**

Again, I am concerned that without a plan in place to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience **(32.20A and 32.20C)** Increased capacity will also inevitably lead to increased ski resort expansion pressures. I am against any future ski resort expansion outside of their current footprints. **(32.20C)** Finally, if one of the preferred UDOT alternatives is inevitable, an outcome I sincerely hope is not inevitable, I strongly oppose the Gondola A alternative. A gondola in LCC with massive towers will permanently and significantly degrade the very thing that draws the majority of people to the canyon year round - stunning views that inspire **(32.17A)** Once constructed, a gondola will not come down, even if its usage is far below UDOT's assumptions. It appears to me that a LCC gondola has a better chance to become another west desert pumping station in the next 50 years as it does to be an effective public asset. **(32.2.6.5A)** The risk/reward calculus seems completely out of whack and our children and grandchildren will be left to wonder what we were thinking.

Thank you for seriously considering my and other comments in this process. I commend UDOT for accommodating public comment and engaging the public in many ways.

**COMMENT #:** 12932  
**DATE:** 9/3/21 5:45 PM  
**SOURCE:** Website  
**NAME:** Stuart Rempel

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**COMMENT:**

Gondola please! (32.2.9D)

**COMMENT #:** 12933  
**DATE:** 9/3/21 5:45 PM  
**SOURCE:** Website  
**NAME:** Tucker Babcock

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**COMMENT:**

I think the gondola is a much better choice since I think more people would use it than would use the bus. I know I personally dislike taking the bus, and have preferred to drive instead of taking it. I would likely take the gondola instead of driving, and I expect many others would as well. **(32.2.9D)**

**COMMENT #:** 12934  
**DATE:** 9/3/21 5:47 PM  
**SOURCE:** Website  
**NAME:** Libby Hague-Smith

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**COMMENT:**

It is hard to know where to begin, but as a resident of the [REDACTED] of Wasatch, I am not a fan of either plan and it would be a choice between the lesser of two evils. **(32.2.9C and 32.2.9D)**

It is mind boggling why we are planning to implement such drastic measures when there has been virtually no effort to improve these traffic problems and safety issues without impacting the environment at all. **(32.2.2PP)** How about taking an incremental approach and seeing how certain modifications that can be made without destroying the canyon and natural habitats could improve things. We are essentially talking about a few days out of each ski season. **(32.2.9R and 32.1.4D)**

One of 2 major reasons we moved to SLC and this neighborhood in particular is for the skiing in LCC. We have an Alta/Bird family pass every winter and ski virtually every weekend and I ski with a woman's group every Wednesday at the Bird. We can also see Wasatch Blvd out our windows and can see when it is backed up. It has helped us decide when to leave the house on powder days in the past.

We also have children and would like to feel safe letting them walk or ride bikes across Wasatch Blvd. in order to see friends, go to school, the Cottonwood Heights rec center or Smiths. If Wasatch Blvd is made wider or turned into what is basically a highway, this will separate the kids in the neighborhood from these things even more and make it so dangerous, it will be impossible to allow them to cross in any manner. **(32.2.6.2.2A and 32.4F)**

Here are some examples of what could be tried immediately without implementing either plan:

1. Requiring a toll for the canyon **(32.2.4A and 32.2.2Y)**
2. Make the toll lower the more people riding together-in other words, the more people in the car, the lower the toll or make it no toll at all for 4+ passengers **(32.2.4A)**
3. Increase bus service to every 3-5 minutes. If I knew I could catch a bus within 5 minutes guaranteed, I would gladly take a bus -especially if the busses were also made more comfortable, with ski racks.. Provide more lockers as well for those who ride the buses at the resorts. **(32.2.6.3N)**
4. Don't allow rental cars-make tourists "take the bus, or make their tolls higher than for residents **(32.2.4A)**
5. make the toll lower or eliminate altogether in the afternoon after 12pm, to encourage traffic to spread out.
6. Not allowing 2 wheel drive cars in the canyon-if only 4 wheel drive can go up the canyon in the winter, then A LOT less cars will slide off the road in bad weather. It is always the 2 wheel drive cars that have no business being up there that this happens to! **(32.2.2M)**

I listened to the public hearing and there were several people who voiced this same opinion on trying options like these before anything else. I didn't write down what they said, but I agreed with all of their suggestions and ideas so if I am leaving out any of the other ideas put forth that we could implement before resorting to putting in a gondola or widening the canyon road, please know that I support them.

Now, between the two ideas, the Gondola is my least favorite. There are some benefits to it I understand, but the cons far outweigh the pros.

1. Again, this is to mitigate traffic problems that occur only 10 -20 days/year. **(32.1.4D)** The rest of the year it will be an eyesore and presumably no one wants to blemish the beauty of the canyon. **(32.17A and 32.4I)**
2. The New Zealand example is so true. My husband is from NZ and they appreciate the natural beauty of their country, it is what they are known for. They would never have installed a manmade Gondola in Milford Sound to detract from the beautifully formed natural landscape.
3. We are not a religious family, but being up in that canyon gives us a spiritual feeling like no other and to scar it with a gondola that could be obsolete in a matter of years is a tragedy **(32.4I)**.
4. As brought up in the meeting, road vehicle technology is changing rapidly so bus and car options may improve traffic and quickly give us more options to mitigate the problem. Once those gondola towers are installed, they are there to stay even if it is decided that there is a better way in the future. Imagine how awful it would look to see the remnants of a gondola system no longer in use decaying in the canyon some time in the future. **(32.2.6.3D and 32.2.6.5A)**
5. Something that I was surprised no one brought up is whether or not locals will even use it. I highly doubt it. **(32.2.4A)** The creekside parking lot at Snowbird to my driveway is 14 minutes without traffic. There is no way I am going to take a bus and then a gondola to make my trip over an hour. Part of the beauty of living here is that I can go up for a few runs and come down within 2 hours. With the gondola, that would be my roundtrip without any runs. I would rather risk it in my 4 wheel drive with snow tires than take the gondola and increase my commute to the slopes any time. I can't imagine that people are going to want to drive to a park-in-ride, get on a bus to ride to the gondola parking lot and THEN ride the gondola while increasing their transportation time by roughly 45 minutes. Especially with ski gear and if you've got young kids in tow, forget about it. **(32.2.4A)**

This reminds me of when Los Angeles spent tons of money on a subway system and then no one used it! People would rather sit in traffic on the 405 than use the subway there. It isn't practical in a city like LA. The gondola is not practical and would not be used. Increasing travel time by that much will make it undesirable to frequent skiers. Most of our days we only go up for about 3 hours. Adding so much travel time would not be worth it to us. I imagine we are not alone. Therefore, it would potentially cause more traffic (or at least not decrease it), not be utilized and look horrible.

6. The snowbird tram gets shut down for high winds or lightning. So during a snowstorm with high winds, will the gondola still run? If so, why can it run when the tram cannot? **(32.2.6.5K)**
7. If the resorts think it will attract more tourism, and therefore want it, they most certainly should pay for it. Why are taxpayers paying for their business capital improvements when it does nothing to improve our lives? **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

As for the increased bus service with a dedicated lane, if trying things before drastic measures is not possible, then this would be my choice. **(32.2.9B)** I am not happy about widening Wasatch for the reasons I have mentioned. It is dangerous already and making it a main thoroughfare would only make it more so. It really does divide a residential section of Cottonwood Heights and it seems that other roads like Highland or 1300 are more commercial and should be widened to accommodate more traffic heading south towards Sandy, Draper, etc. **(32.2.6.2.2A)**

And I certainly don't like the idea of carving out more of the canyon to widen that road, but this is a far more practical solution that will be utilized by the public. Increasing buses and giving them a dedicated

lane is helpful, but again, increasing buses right now is a good way to start and see what happens before destroying the canyon.

I hope that this feedback will truly be considered and that it is possible to take a step back and realize that there are initiatives that we can take now that may solve the problem. There has not been a conscious effort to enforce any of these things yet and so there is no way to know how much they might help without trying them first. We need to remember that this is not a daily problem, but only a very small number of days per year. Let's take the least invasive and expensive ideas, implement them and make sure to actually enforce them, and then decide if one of these drastic measures is even necessary.

Thank you.

**COMMENT #:** 12935  
**DATE:** 9/3/21 5:47 PM  
**SOURCE:** Website  
**NAME:** Carson Darling

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**COMMENT:**

Please do not implement either the gondola or road widening in Little Cottonwood Canyon. **(32.2.9E and 32.2.9C)**

Little Cottonwood Canyon is one of Salt Lake's premier natural resources. Both the gondola and widening the road will have a drastic negative impact on these wild areas. **(32.4I)** Over the last several years, Salt Lake City's growth has been largely driven by access to the outdoors, and with this study failing to even consider dispersed recreation, it's a disservice to our city, and will have a negative economic impact. **(32.1.2B, 32.1.2D, 32.2.7A, 32.6A, 32.6B, 32.6D, 32.7B, and 32.7C)** As evidence of this trend, look at ski resort users over the last decade, ridership has been relatively static (1) and yet usage of Little Cottonwood Canyon has exploded. This usage is driven by dispersed recreation: climbing, backcountry skiing, and hiking. **(32.1.2D)** The current plans presented in the EIS completely fail to address the needs of these users, and instead actively harm access for climbing, and present eyesores for both hiking and backcountry skiing. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Any development in Little Cottonwood Canyon needs to take into account the full usage story of the canyon, and drastic measures like building a gondola that will not realistically be a primary mode of transportation shouldn't even be considered until options with a significantly lower impact have been developed & tested.)**(32.29R)** Options like using a network of local buses to not only assist travel up the canyon, but to give access to Little Cottonwood without first driving to the base of the canyon are actual potential solutions, unlike the current express bus system and gondola. **(32.2.2I)**

(1) <https://www.statista.com/statistics/206544/estimated-number-of-skier-visits-in-the-us-since-2000/>



**COMMENT #:** 12936  
**DATE:** 9/3/21 5:48 PM  
**SOURCE:** Website  
**NAME:** Madeline Welch

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**COMMENT:**

I don't a gondola because using it past the point of it being obsolete it will still be there for many generations. It's only beneficial for promotion. **(32.2.9E)**

**COMMENT #:** 12937  
**DATE:** 9/3/21 5:48 PM  
**SOURCE:** Website  
**NAME:** Travis Bauer

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**COMMENT:**

I grew up in this area learning to ski and snowboard at Snowbird and taking part in hikes throughout the year and Oktoberfest in the fall. I think proposals that would severely and irreversibly impact the canyon ecosystems, let alone costing us taxpayers hundreds of millions, are a drastic overstep to what is a much more complicated issue than just "How do we get people to Alta and Snowbird fastest?" **(32.4I, 32.13A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**.

As mentioned by both Erin Mendenhall and Mayor Wilson it seems much more prudent to test out less drastic/permanent measures while studying any potential hard caps in service given that our valley is also still expanding. **(32.29R and 32.20B)**

In short, please DO NOT move forward with either plan for the gondola, or widening the road service without more comprehensive studies. **(32.2.9E and 32.2.9C)** Thank you.

**COMMENT #:** 12938  
**DATE:** 9/3/21 5:49 PM  
**SOURCE:** Website  
**NAME:** Brett Zockle

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**COMMENT:**

Sickened that it's come to either option. In typical Utah fashion react instead of proact. Never thinking ahead. Acting like a minor city instead of a major metropolitan. For example. The new airport. I back Snowbird and the gondola as the lesser of the 2 evils. Won't care before too long when we won't be able to enjoy our Canyons and we move away from this mess **(32.41)**

**COMMENT #:** 12939  
**DATE:** 9/3/21 5:49 PM  
**SOURCE:** Website  
**NAME:** Dennis Cavazos

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**COMMENT:**

I strongly believe the gondola is the right alternative with regard to transportation within Little Cottonwood Canyon. It offers lower impact on environment, water shed, and animal life. **(32.2.9D, 32.12A, and 32.13A)** I believe the return on investment for the State of Utah economically will be far greater with the gondola. It will increase skier days, and create more revenue while reducing the carbon footprint. Widening the road with buses is antiquated, and not environmentally responsible. The gondola is a long term solution to mitigate traffic, and also be mindful of the environment. I also believe it is a much safer form of transportation.

**COMMENT #:** 12940  
**DATE:** 9/3/21 5:55 PM  
**SOURCE:** Website  
**NAME:** Tim Rogers

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**COMMENT:**

My name is Tim Rogers and I have worked for UDOT Station 249 as a Roadway Safety Specialist and Avalanche Forecaster in both Little and Big Cottonwood Canyons, as well as across the state since 2018. Previous to this I worked for the Washington State DOT as an Avalanche Forecaster and Roadway Safety Technician on Snoqualmie Pass (Interstate 90) and Chinook Pass (SR 410). I have also worked as a Ski Patroller for Alta Ski Area and as a Patrol Director for Ohau Ski Area on the South Island of New Zealand. I'm not including this short biography to impress myself upon you but rather to highlight the fact that I have worked amongst and experienced firsthand the challenges of avalanche prone mountain roads throughout the world. While there are many things that make SR 210 a unique roadway there are also many similarities to ski field and mountain roads throughout the world. Indeed, the record high Avalanche Hazard Index that LCC boasts is in large part due to the amount of personal traffic on the highway that can and does quickly become backed up.

First off I would like to say how much of a pleasure it has been to work for UDOT and Station 249 in particular. UDOT has hands down been the best employer I have had the privilege to work for and the professionalism, experience, and technical knowledge of my coworkers at Station 249 and 233 consistently encourages me to preform my duties to the best of my abilities.

Getting down to the brass tacks, I do not believe a gondola (Gondola Alternative B in the Draft EIS) is a suitable solution to meet the purpose of improving the reliability, mobility, and safety of roadway users on SR 210. **(32.2.9E)** While I do appreciate that the Gondola is an alternative that can run when the roadway becomes congested or unsafe due to extreme weather conditions, I think that the alternative as it is presented does not serve the needs of Wasatch Front canyon users. On a road that is more regularly seeing 5000+ vehicles in a day, the 1500 parking spots available at La Caille will not be sufficient to prevent this alternative from becoming multi-modal, requiring most users to park at one of the satellite "mobility hubs" and bus to the gondola, requiring at least 4 modes of transportation including personal driving, walking, bussing, and gondola "riding. **(32.2.6.5J)** This is the epitome of inefficiency. Furthermore, the proposal of the gondola to only have two stops at Snowbird and Alta make it glaringly clear that this is a solution hand catered and spoon fed to the private resorts that need no assistance from taxpayers in making their lucrative businesses any more profitable. **(32.2.6.5G, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Let's be totally clear, if the resorts are the drivers behind the large number of roadway users in LCC then they can foot the bill for an expensive transportation alternative that serves them alone. If the gondola is to serve all users of LCC and the Wasatch Front, then it must include stops at popular winter and summer trailheads and should operate year round, as we continue to see use of LCC broaden beyond the resorts and canyon congestion and parking issues stretch into summer months. **(32.1.2C)**

I am incredibly grateful to see avalanche sheds included in both preferred alternatives. As an avalanche forecaster with extensive experience in LCC I honestly believe that this solution alone will serve to significantly limit mid-canyon, mid-day closures for avalanche control and as such keep traffic moving and limit the impact of any avalanche control related closures on canyon congestion. Thank you for including this solution in both alternatives. **(32.2.9K)**

In regards to the Enhanced Bus alternative I believe this solution is the most in line with serving to improve the reliability, mobility and safety of roadway users as outlined in the Draft EIS purpose. I understand, as many are quick to point out, that buses have a habit of becoming stuck or slowed due to extreme weather conditions on the road but it is my belief that this is in large part due to the overall

congestion of the canyon prohibiting the talented and hard working folks at Station 233 from plowing the road in a regular interval. It is my opinion that in addition to Enhanced Bus Service, the addition of roadway capacity (roadway widening) is not required, but a strong policy of limiting personal vehicles during times of peak capacity is. **(32.2.9A, 32.2.9C, 32.20C, and 32.2.4A)**

As I understand it, either alternative of Gondola or Enhanced Bus Service will require large parking structures somewhere near the mouth of the canyon. If we are aiming to limit cars in the canyon, we need to have a transportation solution that will either meet people at their homes (integrated bus service), or give them a place to park and employ another form of transportation (gondola or bus). **(32.2.2I)** I believe that building the avalanche sheds and these parking structures are the crucial first steps of improving the safety and mobility of LCC roadway users. Meeting the third purpose of the Draft EIS, reliability, is a matter of perspective. Does a gondola that can run when it's snowing hard, but not when we're performing avalanche control in the mid canyon improve reliability? Well, sort of. I understand and agree that in general this method is more reliable, but in contrast to enhanced bus service I believe this alternative is an unnecessary intrusion in the canyon. **(32.2.6.5H and 32.4I)** It is my opinion that with avalanche sheds and parking structures and enhanced bus service, UDOT can make significant strides towards limiting canyon congestion. It is my opinion that roadway widening is not required as much as strong policy and enforcement of shutting down the canyon to personal vehicles on days that are forecast to have poor roadway conditions or significant congestion.

I appreciate the work and insight you've put into this project and the alternatives, and furthermore appreciate the difficult position you are in contending with all of the strong and diverse opinions this community shares. If the goal is improving reliability, mobility, and safety of SR 210 while preserving the incredible natural wonder that LCC is, I strongly believe that a small amount of infrastructure with a strong and thoughtful policy will go a long way to making LCC a scenic and restful escape for decades to come. LCC is a special place for myself and many others who have been drawn to this beautiful state for it's beautiful and wild scenery. I'm afraid that the construction of a miles long lift line will only serve to deliver more people to private businesses in an already congested canyon. **(32.20C)** I hope that UDOT considers the experience of canyon users in its final decision and implements infrastructure and policy that serves LCC's broad user group.

**COMMENT #:** 12941  
**DATE:** 9/3/21 5:55 PM  
**SOURCE:** Website  
**NAME:** Andy Friedman

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**COMMENT:**

The Gondola is the solution that actually addresses the issues. **(32.2.9D)** I live [REDACTED] and ski in Little Cottonwood very often and have for decades. I'm intimately familiar (have first hand knowledge) with the road and how daunting traffic has become in LCC. The tram removes cars and traffic from the road (paramount importance), allows skiers to get up the canyon when snow has made the road impassable or is slow or dangerous (LCC is the most avalanche prone road in the USA!), removes pollution from the canyon, and is a transportation method that skiers will enjoy using... perhaps even excited to use.

The argument that "it will put to many people in the canyon" is a false narrative by people with an ulterior motive. How do buses put any less people in the canyon? **(32.20C)** They won't. The argument that gondola towers are a visual problem is not valid either. Very few towers will be visible in the valley. Even fewer be able to be seen on the floor of the canyon and the sight of them will be minimal and likely be viewed as interesting and a modern solution to a problem. **(32.17A)** Gondolas are used everywhere in Europe to transport people from town to town and all over the mountains and never is there a complaint of the sight of towers.

Adding a bus lane is NOT going to be an effective solution. Why? First and foremost: People won't ride the bus!!! **(32.2.4A)** Look at the skier demographic and find out how often those people ride a bus... NEVER. That won't change just because you add more buses! Adding a bus lane: The destruction to the canyon to blast away enough mountain to make additional lanes is a huge ecological insult. **(32.13B)** The bus lane will do nothing to allow vehicles to go up the canyon when the road is in bad shape from snow or blocked from avalanche control work. And the snarl of cars and buses in the morning and at the end of the day will still be a mess. Unless all buses are electric you are still polluting the canyon. **(32.7B, 32.7C, and 32.2.6.3F)**

Most important: People will ride and enjoy a gondola. They don't like riding a bus!

The gondola is the correct and elegant solution.

**COMMENT #:** 12942  
**DATE:** 9/3/21 5:58 PM  
**SOURCE:** Website  
**NAME:** Spencer Christiansen

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**COMMENT:**

I do not support the gondola option. **(32.2.9E)**

I do not believe the bus option as proposed truly helps alleviate the issues that LCC users experience. **(32.2.9C, 32.7B and 32.7C)**

LCC is a precious resource and can only support so many users on a given day. I support greater public transportation alongside improvements that help ensure continuity of service (snowsheds), but also believe that tolling and other methods that cap the total number of people who can use the canyon each day can provide a better overall experience for all, and can help protect the resource itself. **(32.2.4A, 32.2.2L, 32.2.2K, 32.2.9K, and 32.2.2Y)**



**COMMENT #:** 12943  
**DATE:** 9/3/21 5:58 PM  
**SOURCE:** Website  
**NAME:** Arthur Veenema

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**COMMENT:**

Don't build the gondola. **(32.2.9E)**

**COMMENT #:** 12944  
**DATE:** 9/3/21 5:59 PM  
**SOURCE:** Website  
**NAME:** Matthew Wilkin

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**COMMENT:**

Little Cottonwood Canyon features the beauty of glacier carved granite comparable to a small slice of Yosemite National Park, perhaps the most treasured park in our entire collection.

The fact that it simply empties into the populous Salt Lake Valley makes that metropolis unique and very fortunate. I believe the tram idea complemented with plenty of parking is the very best long term solution. **(32.2.9D)** Probably not the cheapest, which is perhaps why there are other inferior options proposed. Such a treasure as we have deserves the funds to do it right. Right the first time as these other solutions are not going to be adequate in a more populated future. Nor do they cover the snow bound traffic issues or even the total avalanche hazard probability. Busses get stuck and just are not cool **(32.2.6.3P)**. Seriously. Look at how much popular the Trax System is currently vs if the city planners did it all with busses.

This canyon deserves the best without wasting time and resources in half measures.

**COMMENT #:** 12945  
**DATE:** 9/3/21 6:03 PM  
**SOURCE:** Website  
**NAME:** Lisa Hathaway

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**COMMENT:**

No gondolas. No road widening. (32.2.9E and 32.2.9C) There are many better ways. More busses and possibly Daily access permits. (32.2.9A, 32.2.4A, and 32.2.2K)

**COMMENT #:** 12946  
**DATE:** 9/3/21 6:05 PM  
**SOURCE:** Website  
**NAME:** Victoria Cheng

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**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 Butte, Grit Mill, and at the lower Little Cottonwood Park and Ride. **(32.4N and 32.4P)**

Instead, UDOT should expand parking AT THE BOTTOM OF THE CANYON. **(32.2.6.2.1C)**  
Alternatively, UDOT should prohibit driving and increase bussing frequencies throughout the day to shuttle people back and forth from the parking lots to the resorts. **(32.2.9A and 32.2.4A)** In this case, driving in private vehicles (including sedans, SUVs, trucks) is SHUT OFF from 8 AM to 6 PM on the weekends when skiing/snowboarding is popular. **(32.2.2B)**

- Regardless, expanding the road is UNACCEPTABLE **(32.2.9C)**

**COMMENT #:** 12947  
**DATE:** 9/3/21 6:09 PM  
**SOURCE:** Website  
**NAME:** Julie Faure

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**COMMENT:**

I believe that the two chosen solutions are unfortunately flawed and will damage Little Cottonwood Canyon. **(32.2.9C, 32.2.9E, and 32.4I)**

I believe the Gondola option is an expensive proposition that will only help winter resort users who are willing to drive congested roads in Cottonwood Heights to park and wait in line to ride a gondola that takes longer to travel up LCC than it would in their car **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. In addition the large towers will obstruct the natural views of the beautiful U-shape glacier formed canyon. **(32.17A)**. I believe that frequent buses and better bus service from various parts of Salt Lake Valley are the best option. **(32.2.2I)** However, I don't believe that widening the road to the extent proposed in the Enhanced Bus option is a good solution because it will damage the beauty of the canyon and destroy some of the world renown climbing boulders at the base of LCC. **(32.17B and 32.4A)**.

I moved to Alta in Little Cottonwood Canyon in 1987. I lived in Alta and worked at Alta and Snowbird for 15 years. I am the owner of a business that operates in LCC and holds an Alta business license. For nearly 35 years, my family and my employees have been driving, carpooling or taking the bus up and down LCC nearly every day. I know that a solution is necessary especially for the residents who live in Cottonwood Heights and along Wasatch Blvd. It is not safe for them to live near gridlock traffic nearly all winter long. **(32.7B)**

The solution of a better designed and more frequent bus service has never been implemented. Why not start there? **(32.29R and 32.2.9A)**

**COMMENT #:** 12948  
**DATE:** 9/3/21 6:10 PM  
**SOURCE:** Website  
**NAME:** Andreas Schmidt

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**COMMENT:**

I support the ENHANCED BUS with NO ADDITIONAL ROADWAY CAPACITY alternative before more costly and damaging solutions are pursued in Little Cottonwood Canyon. **(32.2.9A and 32.29R)**

The second option, Enhanced Bus WITH Roadway Widening would help speed transit and encourage its use, but I am concerned that the renowned bouldering along the roadway would be destroyed or significantly degraded. **(32.4A)** If the roadway could be expanded in a way without negatively impacting these resources this seems like a good solution despite the negative impact of larger paved area, reduced wildlife habitat, etc. **(32.13B)**

The gondola, while having a physically smaller footprint on the ground, will degrade the canyon experience visually and audibly, spreading the blight of resort development throughout the entire canyon. **(32.17A and 32.11D)** It will not speed travel times, is expensive, and does little to benefit non-resort users. I urge against this option. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Hopefully tolling, more bus parking, expanded bus service, etc. will encourage skiers to leave their cars below the canyons. **(32.2.4A, 32.2.6.2.1C, and 32.2.9A)**

**COMMENT #:** 12949  
**DATE:** 9/3/21 6:14 PM  
**SOURCE:** Website  
**NAME:** Ian Burns

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**COMMENT:**

Little Cottonwood is a unique and valuable climbing destination that has become an integral part of SLC's identity. Destroying this community and environment would replace the astonishing natural beauty in this area with a generic, uninspired, tourist trap. **(32.4A, 32.4B, 32.17A, 32.17B, and 32.4I)**

**COMMENT #:** 12950  
**DATE:** 9/3/21 6:15 PM  
**SOURCE:** Website  
**NAME:** Lukas Jordan

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**COMMENT:**

Do not destroy a natural resource that is worth so much more left alone **(32.29G)**



**COMMENT #:** 12951  
**DATE:** 9/3/21 6:16 PM  
**SOURCE:** Website  
**NAME:** David Morgan

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**COMMENT:**

The Idea of a gondola in the canyon is APPALLING! **(32.2.9E)** I am also not in favor of widening the road and destroying some of the bouldering areas that I love. **(32.2.9C and 32.4A)** I would be in favor of more buses and tolls for private cars **(32.2.9A and 32.2.4A)**.

**COMMENT #:** 12952  
**DATE:** 9/3/21 6:16 PM  
**SOURCE:** Website  
**NAME:** Wayne Christoffersen

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**COMMENT:**

The Gondola absolutely should not happen! Both plans feel like "Lets celebrate nature by destroying its beauty!". **(32.2.9E and 32.2.9C)** Additionally, the public should not pay for this with our taxes, Alta and Snowbird should be the ones to pay for a solution that they alone will profit from. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The argument of tax revenue from out of state travelers to the resorts does not outweigh the devastation this would cause. **(32.4I)**

**COMMENT #:** 12953  
**DATE:** 9/3/21 6:16 PM  
**SOURCE:** Website  
**NAME:** Ryan Naylor

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**COMMENT:**

The gondola is the only viable option. **(32.2.9D)**

**COMMENT #:** 12954  
**DATE:** 9/3/21 6:17 PM  
**SOURCE:** Website  
**NAME:** Meghan Milford

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**COMMENT:**

Community members have discussed that “this is essentially a money grab by two private corporations to get public funds to support their enterprise.” **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** A scalable, sustainable alternative w/o permanent impact to the canyon would be better. SLC needs to improve our broader public transportation network. Resorts should contribute to the financial burden in the new transportation solution. **(32.1.2B)**

**COMMENT #:** 12955  
**DATE:** 9/3/21 6:17 PM  
**SOURCE:** Website  
**NAME:** Andrea Rodriguez

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**COMMENT:**

Andrea Rodriguez and Shane Duncan  
(Shane Duncan is a native Utahn. Andrea Rodriguez is a longtime resident of Utah. We both have spent a lot of time in the Wasatch Mountains.)

We are both opposed to the UDOT EIS alternatives for transportation in Little Cottonwood Canyon (LCC). **(32.2.9C and 32.2.9E)** Building a gondola or widening the road with avalanche sheds are both too costly and do not address all of the issues users and residents face in the canyon. **(32.1.2B)** We need a balance of the numbers of people accessing LCC at one time and the various recreation opportunities, while also considering the residents who live there. **(32.20B)**

The EIS alternatives are blatantly skewed toward the ski industry, specifically ski resorts. There are many other uses in LCC that are equally important and legitimate. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** There are also environmental impacts related to water quality and wildlife habitat, that must be considered as well. And there are nearby wilderness areas that would be affected by a gondola or wider roads accommodating more traffic. **(32.29G)**

We believe the reality of our current situation here in LCC, and other nearby areas, is that there are more and more people who want to access these areas and this is unsustainable. A sensible carrying capacity must be established, with all recreation uses and residents in mind. Alternatives that limit access must be considered. **(32.20A, 32.20B, and 32.20C)** Continually allowing more people up the canyon is resulting in overcrowding, leading to a diminished user experience, and potential to harm the environment. We favor a reservation system for heavy ski use days at both resorts in LCC. **(32.2.2K)** We also favor improving the bus system by establishing specific buses for various uses (resort skiing vs backcountry skiing - different stops at resort locations vs trailheads; fishing, hiking; etc) and establishing more bus parking lots in the Salt Lake valley. In addition, we favor user fees to access the canyon, especially during times of heavy use. **(32.2.6.3C and 32.2.6.2.1C)**

We are blessed with the Wasatch Mountains - their wild, beautiful, and valuable wilderness characteristics are special and unique. We are all responsible for their stewardship. We must not destroy what we have by creating a theme park atmosphere resulting on excessive use, and ruining the Little Cottonwood Canyon experience for everyone. **(32.4I)**

**COMMENT #:** 12956  
**DATE:** 9/3/21 6:20 PM  
**SOURCE:** Website  
**NAME:** Alex Farley

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**COMMENT:**

Hello, I am a PhD student at the University of Utah. I would like to say I am in favor of an improved bus service and potential tolling. **(32.2.9A and 32.2.4A)** I am vehemently against a gondola or road expansion. **(32.2.9E and 32.2.9C)** Simply, a gondola is far too expensive and will cripple local climbing. **(32.4B)** Not to mention it is largely solely serving private entities (the resorts) and will be funded by the public. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Road expansion would be devastating for the canyon. **(32.4I)** You do not have to be a civil engineer to drive up LCC and realize the herculean effort it will take to widen a road. Again, the environmental impact of this would be severe, and I am not sure if this really even deals with the traffic problem. **(32.13A, 32.7B, and 32.7C)** I am in favor of an electrified bus expansion. **(32.2.6.3F and 32.2.9A)** I really don't think UTA has fully given buses a fair chance. **(32.1.1D)** I understand the pandemic threw a wrench into public transit, but I remember just in early 2020/all of 2019 just how busy the buses were. They were flourishing. Improved park 'n' ride stations and increased service could make a huge difference. **(32.2.6.2.1C)** Additionally, ski resorts could incentivize taking the bus (as Solitude is already doing). **(32.2.4A)** Additionally an additional fleet of electric buses is flexible. Electric buses can be dispatched to serve the canyons on weekends when other transit is not as busy and those same buses could be deployed on other routes during the week. **(32.2.6.3E)** Not to mention, a new fleet of electric buses is cheaper by multiple orders of magnitude. **(32.2.7C)** Finally, the charging works out with the buses too. If there is enough of a concern (most buses get at least 60 miles per full battery), you could build a high voltage fast charging station at Alta and other park 'n' rides. I work in power systems (Utah Smart Energy Lab) and would be happy to help create a model that optimizes charging and cost savings.

**COMMENT #:** 12957  
**DATE:** 9/3/21 6:20 PM  
**SOURCE:** Website  
**NAME:** Robert Kirschner

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**COMMENT:**

I am all for the gondola option. **(32.2.9D)** It would have limited impact on the environment, would be able to operate regardless of avalanches, and would be a great tourist attraction even during the summer.

**COMMENT #:** 12958  
**DATE:** 9/3/21 6:22 PM  
**SOURCE:** Website  
**NAME:** Thomas Colemere

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**COMMENT:**

I am an experienced real estate professional with a 50 career in residential and commercial real estate, which included appraising and property management. I live [REDACTED] of the proposed Mobility Hub at 9400 S. Highland Drive. I have six objections to this proposal.

1. Traffic Congestion---9510 S. is one of two accesses to our neighborhood. The other is at the intersection of S Raintree Drive and Candlewood Drive. The 9510 access is two lanes with a turn lane up to the intersection of 9510 and Candle Tree Ln. This a heavily used access for the neighborhood, more than 30 vehicles per hour by my own count. There are approximately 125 residences in the neighborhood with the majority accessing their homes on 9510. The majority, say 90%, of the neighborhood have 3 car garages. Assuming 3 cars for 112 residences, that's 336 vehicles, which a conservative estimate because many have more than 3 vehicles. Add the vacant ground directly east of Alta Canyon Sports Center, which will be developed at some point. It is estimated that would add at least 20 more residences having an estimated 18 with 3 car garages, which would add another 54 vehicles for a total estimate of 390 vehicles, most using 9510, coming and going several times a day. Now throw into the mix 6 buses coming and going 6 times an hour (UTA estimate) and you have a huge traffic jam and continual congestion. This estimate does not include all the traffic coming and going to the Alta Canyon Sports Center, which can very heavy at times. **(32.2.6.2.1D)**
2. Safety---Having all this traffic on 9510 with children crossing the street to go to Alta Canyon Sports Center, coming home from school, going to the fast food restaurants and other services and you have the potential for serious accidents. From personal acquaintances who have been UTA drivers, I'm told that large buses have limited visibility and braking capacity, "they can't stop on a dime." What if Highland Drive and 9510 are so clogged with bus and vehicle traffic that the emergency vehicles from the fire station can't answer an emergency on a timely basis? Also, what kind of criminal and squatter element activity would such a use attract. We already have a squatter problem at the Alta Canyon Sports Center ball diamond area. **(32.2.6F)**
3. Pollution---The environmental and visual pollution from having a 3 story 1,000 vehicle parking garage and a 6 bus terminal will be tremendous. Large buses run their engines continuously to provide heating and air conditioning. The visual pollution will big and bold. There are no 3 story structures in the area. This is primarily a high value residential area. **(32.10A and 32.2.6F)**
4. Industrial Use---From a real estate standpoint, having a 3 story industrial building at this location is an incongruous use and it should not be. **(32.2.6F)**
5. Loss of Property Value---As an appraiser I can testify that the proposed industrial use would negatively impact property values in the neighborhood. Many of the neighbors, including myself, will be asking for compensation for loss of value. **(32.2.6F)**
6. Better Alternatives---This use is much better suited for the gravel pit or vacant land at the mouth of the canyon. Or, why not negotiate a trade for the vacant Shopko site on 9400 South. That is a much better option, not so close to residential and much better ingress and egress. The subject site is much better suited for a small strip center. **(32.2.2FF)**

Thank you for your consideration of my objections. Please DO NOT PROCEED with this proposal!



**COMMENT #:** 12959  
**DATE:** 9/3/21 6:23 PM  
**SOURCE:** Website  
**NAME:** Sarah Gibbs

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**COMMENT:**

Please do not choose the gondola b option. **(32.2.9E)** please do not choose the Enhanced Bus Service in Peak-Period Shoulder Lane alternative, Either. **(32.2.9C)** Please add mobility hubs down canyon in the proposed locations only. **(32.29D)**

**COMMENT #:** 12960  
**DATE:** 9/3/21 6:24 PM  
**SOURCE:** Website  
**NAME:** Arthur Lipson

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**COMMENT:**

I oppose the gondola **(32.2.9E)** It will desecrate a beautiful, open public space. **(32.4I)** I support improved bussing, even free bussing and tolls high enough to sharply reduce auto traffic \$10?, \$20?, \$50?, \$100. Whatever it takes. Possibly reduce tolls for car pooling. **(32.2.4A and 32.2.9A)** Thank you.

**COMMENT #:** 12961  
**DATE:** 9/3/21 6:25 PM  
**SOURCE:** Website  
**NAME:** Carter Bullock

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**COMMENT:**

I believe that the option to erect a gondola system servicing ski resorts up Little Cottonwood Canyon is an inflexible and ineffectual solution to traffic and mobility issues. **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** That these gondolas would not run during summer months and would not service highly-trafficked trailheads and destinations throughout the canyon is a major deficiency. **(32.2.6.5F and 32.2.6.5G)** Buses and cars operating concurrently provide more flexible service which not only delivers people swiftly to their destinations, but allows those without personal vehicle access a chance to recreate across various Little Cottonwood destinations. **(32.2.6.3C)** In short, the proposed gondola system provides too little benefit in relation to its cost, and an alternative, such as one involving bus lanes, should be implemented instead. **(32.2.9B)**

**COMMENT #:** 12962  
**DATE:** 9/3/21 6:26 PM  
**SOURCE:** Website  
**NAME:** Kevin Moffatt

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**COMMENT:**

I believe UDOT should consider alternative transportation options for LCC. **(32.2.2PP)** Both the road widening and gondola are measures that will permanently change the landscape and environment of LCC, as well as impact activities such as climbing and hiking. **(32.2.9C, 32.2.9E, 32.4I, 32.4A, and 32.4B)** Before these options are pursued, less environmental impactful alternatives should be attempted, such as increased busing and public transit incentivization. **(32.2.9A)**

**COMMENT #:** 12963  
**DATE:** 9/3/21 6:28 PM  
**SOURCE:** Website  
**NAME:** Renee Camerota

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**COMMENT:**

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

**COMMENT #:** 12964  
**DATE:** 9/3/21 6:30 PM  
**SOURCE:** Website  
**NAME:** Jessica Rubin

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**COMMENT:**

I don't support anything that requires the destruction of the natural landscape & plants. **(32.2.9G)**

**COMMENT #:** 12965  
**DATE:** 9/3/21 6:30 PM  
**SOURCE:** Website  
**NAME:** Rachel Morse

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**COMMENT:**

The most important factor in this decision must be our environment and our impact on the land around us. **(32.29G)** I personally believe the enhanced bus system to be better for our canyon, but the only way to make that a viable and enticing option is to provide benefits and incentives to those who use it. Also, adding a toll upon exit + creating yearly passes is another way to benefit from individual users and recycle the funds into canyon protection and maintenance. Tax write offs for using the bus and resort discounts would also increase bus participation. **(32.2.9A and 32.2.4A)**

**COMMENT #:** 12966  
**DATE:** 9/3/21 6:32 PM  
**SOURCE:** Website  
**NAME:** Marianna Buckel

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**COMMENT:**

The proposed alternatives to the congestion in Little Cottonwood Canyon are serving the needs and desires of the ski resorts and tourists, rather than that of the Utah locals. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The gondola is devastation, an eyesore, and building infrastructure such as that in Little Cottonwood Canyon would show that the priorities of this government are that of money and tourism, rather than protecting the last bit of wild Utah that is left. **(32.2.9E, 32.17A, and 32.4I)** Did not Brigham Young first see this valley and proclaim it as the land of the holy? How are we to see what's left of this same land and continue to destroy the wilderness with senseless structure to make "traffic lighter," when the reality of this is that this will only cause more people to enter into this canyon. **(32.1.2D, 32.20A, and 32.20C)** If we think folks will drive to the base of the canyon, see a long line for the gondola, and not just drive themselves the rest of the way we are being naive. **(32.2.4A)** If anything is to happen to this canyon, it is the widened / third lane proposal. **(32.2.9B)** However, this is once again prioritizing a group over another group, as this proposal is benefitting those skiers while eradicating classic climbs along this road. **(32.4B)** Salt Lake City has recently become the mecca for climbing, by integrating this proposal we would only say we care more about the needs of ski franchise and not about the vast group of individuals that come to recreate responsibly up the entire length of the canyon. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** In short and summary, the gondola is the WORST, the third lane is below average, and doing nothing is what is best for the people! **(32.2.9G)** If we want to ski the best powder on earth, we can either earn our turns or suck it up and wait in traffic. These proposals will in no way reduce congestion. **(32.7B and 32.7C)**



**COMMENT #:** 12967  
**DATE:** 9/3/21 6:35 PM  
**SOURCE:** Website  
**NAME:** Kevin Horsburgh

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**COMMENT:**

This will be my 25th year supporting Snowbird as a season pass holder. The situation in LCC is dire. The solution is not to build a gondola or a railway but to limit the amount of people in the canyon. **(32.2.9E, 32.2.9M, 32.2.2L, and 32.2.2K)** Regulate the number of passes sold and continue/enhance the parking reservation system. **(32.2.2K)** Gondolas and Railways will pack the canyon beyond capacity and kill the experience completely. **(32.20C)** Also I don't support anything that services Alta. My family is not welcome there so I don't welcome anything that benefits Alta. **(32.29I)** I feel Alta needs to rethink their stance on usage of National land. Let's not Colorado Utah.

**COMMENT #:** 12968  
**DATE:** 9/3/21 6:35 PM  
**SOURCE:** Website  
**NAME:** Spencer Urie

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**COMMENT:**

Hello!

I know I am only one small voice, but I am thankful for the opportunity to make my voice heard on this subject which is very important to me. I have lived and played in these mountains we call the Wasatch ever since I was a little kid. As I have grown up, I have learned to respect these mountains and the place I call home. They say “nothing is sacred.” But “they” are wrong. These mountains- Twin Peaks, the Pfeifferhorn, Mt Superior, and all the others, are where I retreat for quiet reflection and to commune with nature, and to pray. I love to hike and ski all throughout this mountain range. One thing I try to practice is the philosophy of “leaving it better than I found it.” I try to have as little impact as possible when exploring these wonderful places, and often find myself cleaning up after others as well. However the proposed plan (the Little Cottonwood Aerial Tramway) would have a huge impact both from an environmental and social point of view. **(32.2.9E and 32.4I)** There are many iconic boulders and other climbing spots that would either be destroyed or made inaccessible by building the tram. **(32.4B)** It would also make the whole canyon more congested, less accessible, and more exclusive. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** People who want to ski, hike, and climb in the backcountry in LCC (which some people regard as the most important backcountry skiing and climbing destination in North America) would actually have a harder time getting to trailheads such as White Pine, since the tram would not stop at those places. **(32.2.6.5G, 32.4G, and 32.7C)** Ski resorts and their parking lots are already crowded. Since the tram would only serve the ski resorts, the in bounds slopes would only become more congested. **(32.20C)** The tram would not reduce automobile traffic, it would only increase the overall number of people going up the canyon **(32.1.2D and 32.20C)** More people means more litter and more pollution. Furthermore, unless the tram was free to all to use, many people would not be able to afford tickets for the ride up the canyon. **(32.2.4A)** If one of our goals as an outdoor community is to diversify the demographic of people who have opportunities to recreate in public open spaces, we need to come up with a more inclusive solution which allows people from all walks of life to have more access to these incredible mountains. As I stated before, the tram only serves the ski resorts (which are not public property). **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** So the only people who would really benefit from it are tourists, and local seasonal workers and other members of our communities would get the short end of the stick. The environmental impacts would also be massive. In park city, many tram towers from the days of the silver mines still stand. They are part of our history, but they are also irreparable scars on our mountains. The same would be true for the tram in LCC. I and many others regard these mountains as a holy place, where we can observe the natural world around us, unobstructed by modern civilization. From the top of Red Baldy Peak, the panoramic view is absolutely amazing! The rugged beauty of Timpanogos to the south, and the opposing wall of mountains in Little Cottonwood to the north are awe inspiring. Just imagining standing up there and picturing a line of tram towers from Superior to Twin Peaks and beyond, is enough to bring tears to my eyes. **(32.17A)** It breaks my heart to think about all the wildlife that will abandon their homes if the tram is built **(32.13A)**. Not only would the noise scare them away, but the obtrusive towers would limit their access to water in Little Cottonwood Creek. **(32.13A)** For the sake of the deer, elk, moose, and other animals, we must not disturb their habitat any more than we have. It was their home before it was ours. If we wish to coexist with nature in Little Cottonwood Canyon, the tram is not the right answer. If we wish to coexist with each other and be a more inclusive community, the tram is not the answer. If we are looking for a low impact solution which is sustainable for all people and animals, the tram is not the answer. I understand that there are very influential people who are pushing very hard to make this happen. Please understand that money does not equal morality. Please be selfless and come up with a solution

that will benefit all who call these mountains home. **(32.2.2PP)** Thanks again for listening and allowing me to share my opinions.  
-Spencer Urie

**COMMENT #:** 12969  
**DATE:** 9/3/21 6:39 PM  
**SOURCE:** Website  
**NAME:** Ginger Monsen

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**COMMENT:**

We need the road widened going up and add more buses. No GONDOLA, to expensive. (32.2.9B and 32.2.9E)

**COMMENT #:** 12970  
**DATE:** 9/3/21 6:39 PM  
**SOURCE:** Website  
**NAME:** Alyssa Erickson

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**COMMENT:**

Please consider a long view. What is best for the land. What is best for the people. **(32.29G)** I think the problem is we need to assess how many people can safely be up LCC, not just try to increase traffic flow. **(32.1.2B and 32.20B)** I do not support putting in a gondola that doesn't serve the locals, local businesses, hikers, skiers or enthusiasts, only the resorts. **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Let's try simpler and less expensive methods first. **(32.29R)**

**COMMENT #:** 12971  
**DATE:** 9/3/21 6:40 PM  
**SOURCE:** Website  
**NAME:** Maria Bisaga

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**COMMENT:**

I do not support the gondola. **(32.2.9E)** I support expanding the bus system- it is already heavily utilized. I also support a toll. **(32.2.9A and 32.2.4A)**

**COMMENT #:** 12972  
**DATE:** 9/3/21 6:41 PM  
**SOURCE:** Website  
**NAME:** Shawna Paterson

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**COMMENT:**

Gondola, gondola, gondola. They work well in the mountains of Europe. Environmentally friendly and a great asset for the county and state. Year round attraction and tax review generator **(32.2.9D)**

**COMMENT #:** 12973  
**DATE:** 9/3/21 6:41 PM  
**SOURCE:** Website  
**NAME:** Samantha Heim

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**COMMENT:**

Please don't build gondolas! (32.2.9E)



**COMMENT #:** 12974  
**DATE:** 9/3/21 6:41 PM  
**SOURCE:** Website  
**NAME:** Kathryn Chabal

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**COMMENT:**

I am against road widening and a gondola system in Little Cottonwood Canyon. **(32.2.9C and 32.2.9E)** Please protect and conserve Little Cottonwood Canyon climbing areas with as little disturbance as possible **(32.4A and 32.4B)**. I know skiing here is world class but so is the climbing and with the sport of climbing becoming more popular we must do all we can to keep these areas accessible and not damage the land beyond repair or conservation. Thank you.

**COMMENT #:** 12975  
**DATE:** 9/3/21 6:42 PM  
**SOURCE:** Website  
**NAME:** Patrick Phillips

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**COMMENT:**

As an avid recreationalist In Little Cottonwood, I appreciate the opportunity for this input. I have often been on the wrong side of traffic jams and inefficient traffic flow (of which I'm just as guilty for causing). I think the effort to determine the most optimal solution is one that should have an iterative approach. By that, I mean we have potential solutions at our disposal that we can quickly deploy while looking for a long-term sustainable resolution. We have an obligation to our community and our environment before looking at financially excessive options such as gondola. I believe excessive is a valid term to describe this option as dollar for dollar it's the most expensive possibility as well as the least impactful for those who reside locally along the Wasatch Front. **(32.29R and 32.2.9E)**

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)** I believe a technological solution paired with more mass transit throughput would easily give us a "day 1" solution. Not in five years with the sore and inconvenience of construction but this year and every year thereafter as we explore additional options to keep our canyons beautiful. I would love the opportunity to share with you what we had created in terms of Ride Sharing and how we could use this solution in partnership with other mass transit options to quickly resolve our canyon problems. Personally, my passion is finding a solution irrespective of my involvement in the canyons I call home. **(32.2.9A and 32.2.4A)**

**COMMENT #:** 12976  
**DATE:** 9/3/21 6:42 PM  
**SOURCE:** Website  
**NAME:** Parker Reed

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**COMMENT:**

The DEIS doesn't seem to think through the downsides to any of the Gondola options.

First of all, after having looked at similar models of gondolas, the support towers are gigantic and will have to be 200-300 ft tall to get the gondolas above the potential impact of avalanche paths. This gondola also seems to be twice as long as the longest gondola in the world. These massive towers lining the whole canyon as well as the 2+ mid stations that will have to be built in the canyon where there are currently no buildings will be a permanent scar on the visual aesthetic of the canyon. **(32.2.9E and 32.17A)**

As a Frequent user of LCC for over 10 years the biggest problems with the traffic lies in the unique aspects of the canyon, it is not just a simple congestion problem. We have already seen significant increase in bus usage by a simple increasing of service. Priority lanes on Wasatch BLVD for busses (even if just on the shoulders) would significantly improve reliability on the worst days because it would allow busses to skip the worst of the traffic and zip to the mouth of the canyon. **(32.2.6.2.2A)**

It seems prudent to invest further in a solution that we know works, rather than a pie in the sky gondola scheme that has many issues that aren't brought up in the DEIS, not to mention that the gondola would require a full buildout to provide any benefit and has no option to scale higher to increase demand in the future. **(32.2.6.5A)**

The visual impact in the canyon from the gondola will be massive - the towers are akin to the snowbird tram towers. The road is an existing impact and the avalanche sheds can be covered with green roofs like they are in Europe which will actually decrease the visual impact of the road. In the summer they will be covered with vegetation and in the winter they will likely be covered in snow and disappear completely. **(32.17A)**

The enhanced bus has the added benefit of surge capacity. **(32.2.6.3N)** Since the gondolas will still close whenever there is active avalanche mitigation, which is usually right before peak hours, there will be massive bunching at the gondola station - with busses, all 24 busses from the hour that the road is closed can be loaded and go up all in one line ahead of traffic. This will not "even be close to possible with the gondola. **(32.2.6.5H)**

The DEIS states that since towers will be in the path of avalanche towers as well as in areas possibly affected by artillery shells, that a visual inspection by cameras would be required before the towers could run - how is that possible during strong winter storms that the gondola is designed run during? Furthermore, the DEIS fails to provide a basic level of detail on who will conduct such inspections, how long such inspections will take, the effectiveness of such inspection methods in periods of extreme and/or inclement weather, and what steps would be taken if the gondola towers or cables did not pass the inspection. The DEIS also fails to account for how long it would take to remove the cabins from the cable before artillery work can be done. **(32.2.6.5H and 32.2.6.5K)**

The only time the gondola could be considered more reliable than the buses is if the road is closed due to avalanches and the gondola could still run. If the gondola system is stopped for inspection after use of artillery, then it is not more reliable than the road when artillery is being used. The only time the inspection would not take place, then, is if an artillery shell were not used, but the road was still closed, like after a natural avalanche. In this case, the DEIS does not adequately demonstrate that it would be

safe to operate the gondola under these conditions. The DEIS fails to document the resilience of gondola towers placed within avalanche paths (“stronger pole towers might be required in some avalanche paths” (Figure 2.6-24)), nor does it demonstrate that the gondola system or cabins would be capable of withstanding a powder blast from an avalanche, which the DEIS concedes “can extend over 200 feet in the air, creates high forces and can exert excessive pressures on the gondola cabins” (Section 2.3.2 Gondola Design) **(32.2.6.5K)**

Furthermore, there seems to be insurmountable issues of safety with having passengers on a gondola through very dangerous slide paths when it is decided that it is too dangerous to have the road open. What happens in one of the cabins is damaged by a natural avalanche? What is the plan to evacuate the cabins if power is lost and it is too dangerous to be outside for rescuers because of avalanches and a severe winter storm? What is the plan for when passengers get hypothermic in unheated cabins because help can't get to them because of avalanches? **(32.2.6.5K)**

I wonder if there is any comparable example of a successful gondola that runs horizontally across the base of so many dangerous slide paths instead of climbing vertically up a mountain. It seems very dangerous

I would not be surprised if most of the snow related accidents are because people are driving in the canyon without AWD and/or with improper tires. Especially people who rent vehicles. snow related accidents would decrease significantly if snow tire rules were actually enforced every day. Too many people drive up the canyon when it is sunny out and have trouble coming down when the snow starts. **(32.2.2M)**

The biggest problems I have seen in the canyon are due to bottlenecks caused by the unique nature of the canyon. At this point there are very few times when the canyon road is closed because of avalanche danger, but the resorts are open. The only time I can think of was one day this last season in the last 10 years. This is the ONLY time that the gondola would provide any benefit, but with the amount of damage that had to be cleared from those slides, it is unlikely that the gondola would be able to run until it was fully inspected for damage. **(32.2.6.5K)**

Building sheds would decrease the visible impact of the road, reduce the amount of time the road needs to be shot, which would allow the road to be open more. Without the sheds the road will be closed more, which will also close the gondola more making it a useless and ugly solution that has no room for growth and massive possibility for failure **(32.7A and 32.2.6.5Z)**

I am strongly against the gondola option and think it will have a permanent and negative environmental impact

**COMMENT #:** 12977  
**DATE:** 9/3/21 6:44 PM  
**SOURCE:** Website  
**NAME:** Jonathan Duncan

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**COMMENT:**

I am writing to express my strong objections to the proposed Little Cottonwood Canyon gondola project. **(32.2.9E)** Frankly, I am surprised and disappointed this proposal has gotten this far. The real weight of what is at stake here struck me a couple weeks ago while I was hiking down from Red Pine Lake with my family. I looked down over the majestic U-shaped valley below, and I was flooded with all kinds of memories of growing up exploring this canyon, hiking it's trails, skiing the backcountry, photographing the wild flowers. I tried to imagine the impact of an amusement-park style "ride" transecting the length of this magnificent space. **(32.4I and 32.17A)**

Gifford Pinchot, the first director of what became the US Forest Service, once explained the best use of our precious national forests. He explained how they should be managed to ensure the "greatest good, for the greatest number." What this proposal essentially amounts to is a half billion dollar, tax payer funded resort amenity. All the other uses of this priceless landscape are complete locked out of any added value. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** UDOT must also be sensitive to the "class" dimension here. This "transportation" project only serves the rich elite who can afford to pay \$150 a day for the luxury of resort skiing. That is just so out of touch, it strikes me as unconscionable. **(32.5A)**

I sincerely hope that a more rational transportation plan can be put together; a plan that doesn't permanently alter the aesthetics and enjoyment of a landscape held dear to the lives of so many. Little Cottonwood Canyon is not simply a playground for affluent resort skiers for the four months of winter. It is much, much more than that. We need to preserve what we have in this canyon for all the generations to come. **(32.29G and 32.2.2PP)**

**COMMENT #:** 12978  
**DATE:** 9/3/21 6:45 PM  
**SOURCE:** Website  
**NAME:** Lina Haggard

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**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 #:** 12979  
**DATE:** 9/3/21 6:46 PM  
**SOURCE:** Website  
**NAME:** Jenna Porter

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**COMMENT:**

I would like to see the ikon pass not be allowed at snowbird to see if that alleviated some crowds. **(32.2.2K)** If that didn't work having specific set weekends for people to limit the crowds. If money is the main issue, charge more for a pass. **(32.2.2L and 32.2.2K)**

**COMMENT #:** 12980  
**DATE:** 9/3/21 6:47 PM  
**SOURCE:** Website  
**NAME:** Whitney Miller

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**COMMENT:**

What about widening the road and having 3 lanes going up canyon in the morning and then switch it to 3 lanes going down in the afternoon? **(32.2.2D)**



**COMMENT #:** 12981  
**DATE:** 9/3/21 6:48 PM  
**SOURCE:** Website  
**NAME:** Daniel Edlin

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**COMMENT:**

Gondolas ruin the appeal to the canyons. It ruins the natural beauty of what the city doesn't have to offer. **(32.2.9E and 32.17A)** Gondolas also feed the big corporations. **(32.2.7A)** Widening the road will impede lots of climbing access and we don't need more asphalt in the canyons. **(32.2.9C and 32.4A)** Suggestion: more frequent bus shuttles going up and down the canyon during peak hours or imposing a reasonably, priced toll for the canyons during the winter season. **(32.2.9A and 32.2.4A)**

**COMMENT #:** 12982  
**DATE:** 9/3/21 6:48 PM  
**SOURCE:** Website  
**NAME:** Stephanie Viehl

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**COMMENT:**

I plan to visit LCC again and a gondola would ruin the tranquil nature experience that i come to Utah for. **(32.2.9C and 32.4I)**

Please look for alternatives that are not as expensive and will not ruin nature **(32.2.2PP)**

**COMMENT #:** 12983  
**DATE:** 9/3/21 6:49 PM  
**SOURCE:** Website  
**NAME:** Rodger Renstrom

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**COMMENT:**

According to the UDOT Little Cottonwood Canyon EIS, "Ultimately, the partners seek to deliver transportation options that meet the needs of the community while preserving the values of the Wasatch Mountains." UDOT's preferred options do neither of those things **(32.2.9C and 32.2.9E)** What they do is forever alter and further commercialize a unique urban forest canyon, a priceless resource benefiting a broad community living along the Wasatch Front. **(32.4I)** The "needs of the community" and the "values of the Wasatch" fall far behind UDOT's and the state's real desire to get as many people up LCC as possible, all to benefit two private businesses for roughly 30 days a year. **(32.1.2B, 32.1.2D, and 32.1.4D)** The problem demands more creative, and less costly, thinking than "build more road," or "build a carnival ride through a national forest."

UDOT's decision making on this issue has been flawed from the start because it sought to solve a unique problem with a standard answer. LCC experiences severe traffic problems less than 10 percent of the year, primarily during winter weekends, holidays and occasional powder days. **(32.1.4D)** The congestion occurs because too many private vehicles enter the canyon during peak periods through a narrow-morning time window. The problem is exacerbated when snowfall requires avalanche control work. UDOT has made no effort to solve this problem using immediately available options at a lower cost to ALL members of the community.

Let's look at some of the facts surrounding the value and nature of LCC and UDOT's promotion of a half billion dollar "remedy":

- Widening S.R. 210 or introducing a gondola will accelerate the number of people entering the canyon. **(32.20A and 32.20C)**
- Serious congestion is currently only a problem during the winter. **(32.1.2C)**
- Heavy traffic only occurs about 30 days a year. **(32.1.4D)**
- Traffic issues are due to the attractions held by private companies operating largely on public land.
- The gondola would only service two business locations and ignore trailheads, climbing sites, and other areas of community interest in the canyon. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**
- A significant percentage of private vehicles heading up LCC transport only the driver. **(32.2.4A)**
- Traffic problems during snowstorms can be reduced with more consistent "enforcement of vehicle traction requirements. **(32.2.2M)**
- LCC has a good avalanche control record. **(32.7A)**
- When the canyon road is closed due to avalanche danger, the ski resorts are often closed to skier traffic too.
- Pollution will decrease with the introduction of zero emission buses. **(32.10A)**
- Climate change is real and may continue to decrease average annual snowfall; powder panic may not be as big of a problem in the future. **(32.2.2E)**

Although safety in the canyon is of prime importance, concerns about canyon safety are overblown. It is more lethal to drive I-15 than S.R. 210. And the ski community has managed to coexist with avalanche control issues for over 50 years. Snow management has been an understood part of the ski resort business model since its inception and both resorts have managed to become very successful. **(32.7A)**

UDOT should revisit its objectives of meeting "the needs of the community while preserving the values of the Wasatch Mountains." Its proposals, especially the ill-conceived gondola, do nothing to control the pressures on the canyon itself, they only serve to increase visitors and generate revenue for private companies and developers. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** UDOT must emphasize

what is really important here, the protection of LCC values from the cumulative effects of commercialization and development. Accommodating reasonable transportation needs to the ski resorts and the segment of the community they attract is important, too. That does not mean encouraging an ever-increasing or unlimited number of visitors. **(32.20A and 32.20C)**

From destroying prime non-ski-resort recreation opportunities to altering the natural condition of the canyon itself, UDOT's preferred options should not even be on the table until less intrusive and less expensive alternatives are implemented, tested, and exhausted. Here are just a few options to help address the underlying simplicity of the real problem, too many private vehicles in the canyon on some days:

- Identify weekends, holidays and other select days as peak periods with standardized canyon traffic protocols understood by all visitors.
- Require a carpool minimum during certain times. **(32.2.4A)**
- Provide truly expanded bus service to the resorts during busy days and hours on a reliably standardized basis. **(32.2.9A)**
- Consistently provide public transportation with priority access to the canyon during problem hours **(32.2.6.3N)**.
- Eliminate private vehicles in the canyon altogether during peak hours. **(32.2.2B)**
- Explore ways to give canyon employees priority access to the ski resorts; staffing the ski resorts is a challenge for those businesses. **(32.2.6.3N)**
- Adjust ski resort hours of operation on problem days. **(32.2.2K)**
- Erect a canyon entrance service booth to help manage visitors, similar to that used successfully in Millcreek Canyon. **(32.2.4A)**
- Identify a carrying capacity that doesn't compromise the nature of LCC before developing permanent ways to crowd even more people up the canyon. Maybe we have already reached that capacity on certain days. **(32.20B)**

Average annual snowfall in LCC has been trending downward for decades. It is possible that powder days, which are the catalyst for some of the most heavily congested days, will decrease in the future. Perhaps in another twenty years there will be fewer powder days to drive a fraction of the community to congest S.R. 210 for a few hours on a given day. A wide road or a gondola may simply turn out to be no more than a standing monument to misguided engineering, like a giant corroded pump in the middle of a dry lake bed. **(32.2.2E)**

There are myriad ways to address LCC's traffic challenges without forever damaging the "value of the Wasatch." Building a bigger road or installing a carnival ride may increase value for two private companies, but either would forever transform the canyon's value to the broader community. And those changes will continue to contribute to ever greater changes down the road, so to speak. The cumulative effects inherent in either of UDOT's preferred alternatives are unacceptable.

**COMMENT #:** 12984  
**DATE:** 9/3/21 6:49 PM  
**SOURCE:** Website  
**NAME:** Gene Weymouth

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**COMMENT:**

Gondola may be the best answer but I am not entirely certain. **(32.2.9D)**

**COMMENT #:** 12985  
**DATE:** 9/3/21 6:49 PM  
**SOURCE:** Website  
**NAME:** Marianna Buckel

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**COMMENT:**

The proposed alternatives to the congestion in Little Cottonwood Canyon are serving the needs and desires of the ski resorts and tourists, rather than that of the Utah locals. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The gondola is devastation, an eyesore, and building infrastructure such as that in Little Cottonwood Canyon would show that the priorities of this government are that of money and tourism, rather than protecting the last bit of wild Utah that is left. **(32.2.9E, 32.17A, and 32.4I)** Did not Brigham Young first see this valley and proclaim it as the land of the holy? How are we to see what's left of this same land and continue to destroy the wilderness with senseless structure to make "traffic lighter," when the reality of this is that this will only cause more people to enter into this canyon. **(32.1.2D, 32.20A, and 32.20C)** If we think folks will drive to the base of the canyon, see a long line for the gondola, and not just drive themselves the rest of the way we are being naive. **(32.2.4A)** If anything is to happen to this canyon, it is the widened / third lane proposal. **(32.2.9B)** However, this is once again prioritizing a group over another group, as this proposal is benefitting those skiers while eradicating classic climbs along this road. **(32.4B)** Salt Lake City has recently become the mecca for climbing, by integrating this proposal we would only say we care more about the needs of ski franchise and not about the vast group of individuals that come to recreate responsibly up the entire length of the canyon. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. In short and summary, the gondola is the WORST, the third lane is below average, and doing nothing is what is best for the people! **(32.2.9G)** If we want to ski the best powder on earth, we can either earn our turns or suck it up and wait in traffic. These proposals will in no way reduce congestion. **(32.7B and 32.7C)**.

**COMMENT #:** 12986  
**DATE:** 9/3/21 6:50 PM  
**SOURCE:** Website  
**NAME:** Calvin Meyer

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**COMMENT:**

I do not support the gondola due to the environmental damage to the canyon it would cause, it would increase congestion in cottonwood heights around the station terminal and ruin the natural scenery. I am in favor of other alternatives (**32.2.9E, 32.2.6.5E, 32.4I, and 32.17A**)

**COMMENT #:** 12987  
**DATE:** 9/3/21 6:51 PM  
**SOURCE:** Website  
**NAME:** Bridget L

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**COMMENT:**

Horrible idea. Oppose this as a viable solution to solve the transportation issue **(32.29D)**



**COMMENT #:** 12988  
**DATE:** 9/3/21 6:51 PM  
**SOURCE:** Website  
**NAME:** Deanna Smith

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**COMMENT:**

Do not build the gondola!!! Buses as a vote 100000 percent don't ruin our beautiful iconic rock climbing and canyons **(32.2.9E, 32.4B, 32.17A, and 32.2.9A)**

**COMMENT #:** 12989  
**DATE:** 9/3/21 6:51 PM  
**SOURCE:** Website  
**NAME:** Matt Cichoski

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**COMMENT:**

I'm against the gondola and would not like to see it go through. I think better bus systems and wider roads would be better. **(32.2.9E and 32.2.9B)**

**COMMENT #:** 12990  
**DATE:** 9/3/21 6:52 PM  
**SOURCE:** Website  
**NAME:** Glen Finley

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**COMMENT:**

Please consider a train that interconnects all the Wasatch Mountains. (32.2.2I)

**COMMENT #:** 12991  
**DATE:** 9/3/21 6:54 PM  
**SOURCE:** Website  
**NAME:** Chelsey Kenney

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**COMMENT:**

Please please go with the Gondola for the cottonwood canyon. This is a green and efficient way of addressing the traffic issue and will be great for all residents of the salt lake valley. The idea that we shouldn't allow people in the canyon is not realistic and would hurt Utah's state and local economies. We should celebrate our growth and the gondola is a great way to keep our communities moving forward. **(32.2.9D)**

**COMMENT #:** 12992  
**DATE:** 9/3/21 6:54 PM  
**SOURCE:** Website  
**NAME:** Zach Bradford

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**COMMENT:**

The canyons should stay as they are! Both widening and creating a gondola would devastate a fragile ecosystem and burden the views for which people go to LCC (**32.2.9G, 32.2.9E, 32.2.7, 32.13A, 32.13B, 32.17A, and 32.17B**)

**COMMENT #:** 12993  
**DATE:** 9/3/21 6:55 PM  
**SOURCE:** Website  
**NAME:** Colby Stevenson

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**COMMENT:**

Please DO NOT follow through with the gondola as it does not solve the traffic problem we need to explore other options like building a monorail or train that comes through the city and up. **(32.2.9E, 32.7B, 32.7C, and 32.2.2I)**

**COMMENT #:** 12994  
**DATE:** 9/3/21 6:55 PM  
**SOURCE:** Website  
**NAME:** Lauren Whitney

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**COMMENT:**

I do not support the gondola plan. **(32.2.9E)** It doesn't provide sufficient transportation volume per hour, for only the winter, to justify the expense and environmental impact **(32.2.6.5N)** Less costly and potentially more effective options exist such as the added lane and or bus plan as measures that should be piloted as the least in the latter example. **(32.2.9B)**

**COMMENT #:** 12995  
**DATE:** 9/3/21 6:57 PM  
**SOURCE:** Website  
**NAME:** Kara Trevino

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**COMMENT:**

I am a lifelong Utahn that has been skiing in the Cottonwoods for over 40 years. I love Little Cottonwood and all the recreation and beauty it has to offer. I am a 30+ year season pass holder at Snowbird, but enjoy backcountry skiing up Grizzly Gulch, Red Pine and Flagstaff, as well. I frequent the canyon in the summer, too. Hiking Superior and the Pfeifferhorn.

I think the gondola is the best solution to improve transportation in Little Cottonwood Canyon. **(32.2.9D)** It will be more reliable than buses and road expansion. The most congested days are when it is snowing. More buses and cars on an expanded road will not add to mobility and we will have the same or worse delays and congestion. **(32.2.6.3P)** I have had countless days that have taken me and my family 3-4 hours to get down the canyon when there is an inch of snow on the road. If the gondola was an option, we could ski to the end of the day and ride down the canyon safely and reliably.

I have a teenage driver that I would be worried about driving the canyon if it was a snowy day. If there was a gondola, he could drive to the base, park and safely ride to the resort and return without the hazards and delays of the road. A bus would not offer the same reliable, safe transportation on a snowy day. In addition, I know of stories where it took people 6 hours to get down the canyon on a bus. The construction of the gondola won't take as long as the expanded road and will have less of an impact on the canyon ecology and water quality. **(32.2.7C, 32.13A, 32.13B, 32.12A, and 32.12B)** The footprint of the towers is far less than the added roadway and the interruption to wildlife and natural beauty of the canyon. How many construction seasons will the road take and what will the disruption to using the canyon be? **(32.2.7C)** The canyon congestion needs to be addressed immediately, not 5-10 years from now. The height of the towers and the visual of the gondola is not my favorite but I think it is the only solution to the congestion and transportation problems in LCC. Utah's population is one of the fastest growing in the country and more and more people are moving here because of our world-renowned skiing and its proximity to our urban areas. The gondola is a better solution for air quality. An expanded road, with diesel buses and more cars that snakes up the canyon will not help with air quality. The gondola provides a near-zero emissions option. **(32.10A)**. The gondola provides a critical secondary access by opening another transportation artery into and out of the canyon. When the road is covered by avalanches, the gondola will be able to move people up and down the canyon. The road closure stops all access and strands everyone either up the canyon or in a long line at the mouth waiting for the canyon to open. **(32.7A)**. There is criticism that the gondola will only serve those going to resorts and not dispersed users going to other spots. 85% of the people traveling up the canyon are going to either Snowbird or Alta. White Pine and Tanners are not the cause of the congestion. The congestion is from resort skiers that want to ski between 9:00-4:30 and have ski team or lessons for their children. Backcountry skiers can head up the canyon early or midday and only have limitations from daylight or weather conditions. Resort skiers are limited by the resort hours and need to be there at the opening bell to get the best snow. **(32.1.2D)**. Critics think the enhanced bus will help with the summer months but the same kind of congestion doesn't occur in the summer months. **(32.1.2C)** Hiking and sightseeing does not need to happen during the hours of 9:00-4:30 like during the ski season and the canyon doesn't close because of snowy weather or avalanche danger. The gondola can run during the summer months as a revenue generator and alleviate parking demands.

Recently, the County Mayor and Mayor of Salt Lake City have asked for the bus option with a phased approach on the road expansion. That is not a solution. It is status quo. No one is going to take an alternative method of transportation unless it is truly quicker, reliable, and safer. The gondola meets these criteria.



UDOT should also consider having stricter requirements for vehicles and snow tires that are allowed up the canyon during the winter. We have been delayed count less times by non-AWD cars or SUVs that don't have proper tires. It only takes one ill-equipped driver or car to mess up the canyon for everyone. UDOT should also discourage single occupant vehicles during peak hours. This would help with congestion and air quality. **(32.2.2M and 32.2.4A)** Without tolls, people will not get out of their vehicles. **(32.2.4A)**. I am hopeful UDOT can find an alternative to the snow sheds. They will be expensive and ugly **(32.2.9J)**. It seems like on high avalanche days, the gondola capacity could be increased and allow crews to clear the road or do control work to mitigate avalanche danger. **(32.2.6.5Z)**. In conclusion, the gondola is the best alternative for safety, reliability and mobility and I am excited for UDOT to address the congestion problem.

**COMMENT #:** 12996  
**DATE:** 9/3/21 6:58 PM  
**SOURCE:** Website  
**NAME:** Todd Chen

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**COMMENT:**

UDOT construction crews arent even competent enough to keep a single dump truck full of gravel on its tires. How do you expect them to build an entire gondola without messing up the environment around the gondola towers? Just widen the road. **(32.2.9E and 32.2.9B)**

**COMMENT #:** 12997  
**DATE:** 9/3/21 7:00 PM  
**SOURCE:** Website  
**NAME:** Brady Morris

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**COMMENT:**

I think that the Gondola is the better option and less impact to the canyon. (32.2.9D)

**COMMENT #:** 12998  
**DATE:** 9/3/21 7:00 PM  
**SOURCE:** Website  
**NAME:** Zach Burt

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**COMMENT:**

We would love any help moving traffic through our canyons. People don't understand the benefits of tourism, and that's what Utah offers. A couple gondola towers isn't gonna kill anyone, you will be fine. **(32.2.9D and 32.17A)**

**COMMENT #:** 12999  
**DATE:** 9/3/21 7:03 PM  
**SOURCE:** Website  
**NAME:** Drew Weston

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**COMMENT:**

I believe that neither option presented is an equitable solution to the congestion problem of LCC. **(32.2.9C and 32.2.9E)** The gondola being the absolute worst option presented. It would only service the resorts and would destroy the beauty of LCC. **(32.17A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. The impact of a gondola would be irreversible and would destroy a lot of the amazing climbing in the canyon. **(32.4I and 32.4B)** I would like to see more options that don't completely alter the canyon and actually help service all aspects of why we go into the canyon i.e. climbing, hiking, biking. **(32.2.2P)** We should not alter the canyon just to better service 2 ski resorts for a few months out of the year. **(32.1.2B)**

**COMMENT #:** 13000  
**DATE:** 9/3/21 7:03 PM  
**SOURCE:** Website  
**NAME:** Anna de Lorenzi

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**COMMENT:**

This is a terrible mistake, it will greatly impact the climbing community and developing a nature area is NEVER the right thing to do :/ do better **(32.4A and 32.4B)**

**COMMENT #:** 13001  
**DATE:** 9/3/21 7:03 PM  
**SOURCE:** Website  
**NAME:** Catherine Haddad

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**COMMENT:**

I think this is a bad idea because of many different reasons. Reason number one being it's disruptive to the ecosystem. **(32.13A and 32.13B)** Thats all. Pls don't install

**COMMENT #:** 13002  
**DATE:** 9/3/21 7:06 PM  
**SOURCE:** Website  
**NAME:** Ryan Bird

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**COMMENT:**

Please do not use my tax dollars to support Private Ski Resort Corporations. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C).**



**COMMENT #:** 13003  
**DATE:** 9/3/21 7:07 PM  
**SOURCE:** Website  
**NAME:** Brock Holt

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**COMMENT:**

I use little cottonwood canyon as a backcountry skier in the winter. The plans all seem to be focused on resort skiers and not in uphill folks. I want to make sure that we are not excluded from access to the roads, hills and parking. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C).**

**COMMENT #:** 13004  
**DATE:** 9/3/21 7:08 PM  
**SOURCE:** Website  
**NAME:** David Robinson

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**COMMENT:**

If UTA Bus Service remains a part of the transportation mix in Little Cottonwood Canyon, with or without enhanced bus lanes, then UTA has some serious work to do to deliver a viable product. You have got to keep the buses on the road when it snows. It is very predictable where the buses will go off the road. And that, of course, makes a mess of things. Top of the bypass road is the number one area of concern. You have got to provide adequate and reasonable places for skiers to stow their gear while on a ski bus route. **(32.2.3A)**. Over the years I have watched the ski racks come and go. At a Mountain Accord Transportation group session back in the day I remember a UTA supervisor complaining that when there were ski racks on the buses, it took too long for the passengers to load and unload, and the schedule went out the window. OK, I get it that keeping on the schedule is important to a transportation entity, but in this case it should be about delivering a service that meets the needs of the riders as well. That brings us to the plan to end multiple stops at the resorts, and have only one stop at each ski area on the highway. **(32.2.6.3N)**. Bad idea. Again, I get it that trying to get in and out of the Snowbird Center, the Wildcat turnaround, and the ticket office stop at Albion is very challenging at times. Those stops, along with the Hotel stops in Alta provide good service to the community, employees, and Season Pass holders. **(32.2.6.3C)**. As your own data shows, employees and pass holders make up the majority of your ridership. If you work at the Peruvian, and the bus stop is up by the Post Office, and it's snowing you are not going to want to walk along the road, with the plows and traffic, to get back to your place of employment. Same thing for pass holders who may have seasonal lockers in a variety of buildings scattered around the town of Alta. If this is, in fact, the future outcome, you are going to find a different way to commute in the canyon.

Lets review:

Right size the equipment so that it will stay on the road

Take care of the need to transport ski gear

Provide routes and service that will be attractive to current riders, and hopefully make it an attractive option for future riders.

Thank you.

**COMMENT #:** 13005  
**DATE:** 9/3/21 7:09 PM  
**SOURCE:** Website  
**NAME:** Nick Pederson

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**COMMENT:**

My stance is the first option of enhanced bus service **(32.2.9A)**. This would be the least impactful and could be more useful than no enhanced service. This will help bring more guests to and from LCC. However, the extra road and gondola will be too impactful and bring too many people into the canyons. There is a carrying capacity and these options are too impactful. **(32.20A and 32.20B)** I am an Alta season pass skier. **(32.2.9C and 32.2.9E)**

**COMMENT #:** 13006  
**DATE:** 9/3/21 7:10 PM  
**SOURCE:** Website  
**NAME:** Amie Francis

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**COMMENT:**

The gondola will absolutely ruin the canyons and overfill the canyons destroying the canyon we know and love **(32.2.9E, 32.4I, 32.20A, and 32.20B)**.

**COMMENT #:** 13007  
**DATE:** 9/3/21 7:10 PM  
**SOURCE:** Website  
**NAME:** Keith Kirkman

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**COMMENT:**

I like the idea of the gondola eliminating a lot of traffic. **(32.2.9D)**. Whichever plan is finally decided, the park and ride lots need to be greatly expanded to handle all of the riders either on the gondola or enhanced bus service. **(32.2.6.5J)**. Also, the avalanche sheds should be implemented to greatly reduce the possibility of road closures. **(32.2.9K)**

**COMMENT #:** 13008  
**DATE:** 9/3/21 7:12 PM  
**SOURCE:** Website  
**NAME:** AJ Marino

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**COMMENT:**

The proposed gondola would eliminate every last possible wild opportunity in Little Cottonwood Canyon. **(32.2.9E and 32.4I)** It provides transportation to the rich and leaves individuals with little connection to what makes the Wasatch special. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. Not to mention 250ft lift towers plaguing the landscape. **(32.17A)** The gondola is not an actual transportation solution, it's a money grab for the CEO's of private resorts. Move forward with enhanced bus transit and save the canyon. **(32.2.9A)**

**COMMENT #:** 13009  
**DATE:** 9/3/21 7:14 PM  
**SOURCE:** Website  
**NAME:** Lindsey Elliott

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**COMMENT:**

I like option A, a private bus lane. **(32.2.9B)** The gondola is so much public money that solely benefits these private resorts. **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. They want to solve the parking issue, they should build their own multi-story parking structures and improve on what they already have paved. Snow shed tunnels are amazing, a bus lane is amazing. **(32.2.9K and 32.2.9B)** Expanding the park and ride lots is fantastic! **(32.2.6.2.1C)** Keep major construction out of the Canyon! We the people do not want to pay for a gondola that will do so little for the public. PLEASE keep it minimal and keep the resorts responsible. The people who really care about the mountains appreciate the backcountry. We the people appreciate learning and respecting nature, I don't want to see it from a gondola! **(32.4I and 32.17A)** Anyone who wants to look down at nature instead of be in it should book a room at the top of snowbird.

**COMMENT #:** 13010  
**DATE:** 9/3/21 7:14 PM  
**SOURCE:** Website  
**NAME:** Trevor Schlossnagle

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**COMMENT:**

Spending half a billion dollars minimum on a problem for two private businesses that exists a maximum of what, 30 days a year, is not a good use of taxpayer money in Utah. **(32.1.2B, 32.1.2D, 32.1.4D, 32.2.7A, 32.7B, and 32.7C)**. How has the effect of climate change been factored into this analysis? **(32.2.2E)** This year has been a stark reminder of what the future looks like in the Wasatch - warmer temperatures, less snowpack, lower lake levels... how many lake effect powder days will Alta see by 2040, or even 2030? If either of these “preferred alternatives” are chosen, the canyon will be irreversibly damaged for a problem with a limited lifespan. **(32.2.2E)**

Let’s also take a second to address the extremely narrow scope of the problem. 30 days a year, maximum, let’s say 20ish days on average, for the customers of two private businesses. **(32.1.4D)** And these “solutions” will have a permanent impact on every single other user of the canyon, nearly all of which is PUBLIC LAND, 365 days a year. **(32.4I)** All dispersed recreation - hiking, climbing, mountain biking, whatever, will be scarred forever by either a gondola or expanded lanes. **(32.17A and 32.17B)** Parking in the canyon, which is already severely strained, will be a complete mess with either of these “solutions”. **(32.2.6.2.1D)**

What if we take a less extreme approach, and actually TRY some of the less destructive options out there first? **(32.29R)** bus services, tolling, and other traffic mitigation strategies should be given a serious attempt before anything drastic is done, especially since the two “solutions” do absolutely nothing to address dispersed recreation needs. **(32.2.9A, 32.2.4A, and 32.2.6.3C)** People in Salt Lake Valley don’t view Little Cottonwood Canyon as simply the road you take to get to the fancy resorts, they see it as a wild and diverse place to recreate the entire length of the canyon. So maybe it’s time to go back to the drawing board and reformat the problem, instead of creating new problems for everyone else. **(32.2.2PP)**



**COMMENT #:** 13011  
**DATE:** 9/3/21 7:14 PM  
**SOURCE:** Website  
**NAME:** Hailey Griffin

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**COMMENT:**

Today is the last day for public comment and I still can't think of anything to say that will actually be heard. Expansion of roads, a gondola, or a train, are not going to fix any of the immediate problems we face as a community. **(32.2.9C, 32.2.9E, and 32.2.9F)** Furthermore, they're expensive temporary fixes that don't address our real problem, population growth of the state and more directly Salt Lake Valley **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**.

As a taxpayer, it's hard to conceive that we'll be forced to pay half a billion dollars for any project that simply benefits two private businesses, especially to "fix" a problem we see 10-15 days per year **(32.1.4D, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. Our focus should be focused on the 2021/2022 ski season and holding the ski areas accountable for their inaction of mitigation of traffic in Little Cottonwood Canyon. It's hard to fathom that we can't do something today **(32.2.9R and 32.2.7C)**.

Traction laws that are in effect the entire season, Canyon vehicle permits that require tire inspections and a fee (they do it in OR), the ability to close the highway when the Canyons are at capacity, and more funding to the Cottonwood UDOT Shed are all options that we could consider now. **(32.2.2M, 32.2.2K, 32.2.4A, 32.2.2Y, and 32.2.9K)** The Cottonwood UDOT Shed is over-extended as I see it. Having sheds in both Little Cottonwood and Big Cottonwood Canyons (how are we not discussing Big?!) would be great starts at having plows at hand when weather moves in fast. **(32.1.1A)** I understand the Cottonwood Shed is already heavily funded, but if we're considering a half billion dollar option for one canyon, why can't we focus on both canyons and utilizing amazing resources that we already have at hand. This would create more state jobs and improve infrastructure.

I don't know the answer, but I don't believe a Gondola, operating half the year and only stopping at two private businesses, benefits anyone. **(32.2.6.3F, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. There has to be a better solution. **(32.2.2PP)** In my experience, there is never just one way to fix a problem. Thank you for your time.

**COMMENT #:** 13012  
**DATE:** 9/3/21 7:14 PM  
**SOURCE:** Website  
**NAME:** Liam Alfred

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**COMMENT:**

This gondola is going to destroy the canyon we have lived with our entire lives. The project will take far too long and ruin the canyons as we know it **(32.2.9E and 32.4I)**

**COMMENT #:** 13013  
**DATE:** 9/3/21 7:16 PM  
**SOURCE:** Website  
**NAME:** Karoline Meador

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**COMMENT:**

Neither of the alternatives that UDOT has presented are good enough. **(32.2.9C and 32.2.9E)** The gondola will be a permanent eye sore to a beautiful canyon that is used for more than just skiing at the resorts. **(32.17A)** The canyon serves as recreational place for mountain bikers, hikers, rock climbers and ice climbers, back country skiers, etc. The gondola only serves the interests of Alta and Snowbird. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. Additionally, it will increase car traffic in residential areas where the gondola will load. **(32.2.6.5E)** Are the infrastructure in those areas prepared to handle that traffic? The gondola will only fill the canyon with more people and we do not know the capacity of the canyon since a study has not been done. **(32.20A, 32.20B, and 32.20C)**. Will UDOT commit to having a capacity study conducted? **(32.20B)**. The road widening is also not good enough. Both the impact of the gondola and the road widening will cause detrimental damage to the canyon, including destroying over 100 granite boulders that are recreated on and loved by the Salt Lake climbing community, as well as climbers that come from all over. **(32.4I, 32.4A, and 32.4B)** These boulders are a staple for Salt Lake climbers and are important part of the climbing culture and community in Salt Lake. As someone who lives near and recreates in LCC, I don't want to see a gondola permanently scar the canyon, nor do I want to see more asphalt poured. **(32.17A and 32.17B)** UDOT needs to explore an increased and improved bus system more in depth before moving on to any other alternatives **(32.2.9A and 32.2.9R)**. While the technology of a gondola doesn't have the capacity to improve over time, bus technology does. **(32.2.6.5N and 32.2.6.3N)** We will be able to adapt as technology improves and cleaner, more efficient solutions become available. Make the busses run more regularly and impose a modest toll at the mouth of the canyon to further incentivize people to carpool. **(32.2.6.3N and 32.2.4A)** Find a way to incentivize the busses, just as the resorts were prepared to incentivize the gondola. Please do not pander to the ski resorts. Listen to the residents of SLC and Cottonwood Heights who are strongly opposed to these alternatives and work with us to preserve the canyon and the beauty it holds, and support the smaller communities that recreate the canyon and wish to take care of it and see it thrive. **(32.29G)**

**COMMENT #:** 13014  
**DATE:** 9/3/21 7:16 PM  
**SOURCE:** Website  
**NAME:** Ethan Dubil

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**COMMENT:**

Hello, I would like to advise against the gondola. **(32.2.9E)** A canyon that is tens of millions of years old should not have a gondola running up the middle of it. I understand it would be hugely profitable for Alta and snowbird, bringing in tons of revenue to Utah, but I feel it would be wrong to do anything that detracts from the natural beauty of this canyon, no matter the possible upside. **(32.17A and 32.4I)**

**COMMENT #:** 13015  
**DATE:** 9/3/21 7:16 PM  
**SOURCE:** Website  
**NAME:** Steve Gibson

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**COMMENT:**

To design anything that still requires the majority to use a vehicle to access in today society is beyond short sighted and will lead to further traffic problems. **(32.7B and 32.7C)** The following aired on KPCW in Park City yesterday and every final decision maker should take a good listen prior to lifting a pen to a final proposal of any kind. Get this right or live with it for the next 75 years!

The following is timely and relative.

How the Invention of the Automobile Shaped Society from Cool Science Radio on my KPCW.

<https://bit.ly/3yUbda1>

**COMMENT #:** 13016  
**DATE:** 9/3/21 7:18 PM  
**SOURCE:** Website  
**NAME:** Mary Kay Clark

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**COMMENT:**

Have you considered what happens when we lose the GSL as a water and snow source? **(32.2.2E)**

**COMMENT #:** 13017  
**DATE:** 9/3/21 7:20 PM  
**SOURCE:** Website  
**NAME:** Kelly Nielson

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**COMMENT:**

I'm for the Gondola **(32.2.9D)**

**COMMENT #:** 13018  
**DATE:** 9/3/21 7:20 PM  
**SOURCE:** Website  
**NAME:** Sierra Swan

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**COMMENT:**

I think that the gondola is a poor and wrong choice for the canyon. **(32.2.9E)** I don't think that it will prevent a decrease in traffic because cars will still attempt to drive up. **(32.2.4A)** I also think that the environmental impact via putting the concrete towers in our water shed is simply not a solution. **(32.12A)** I think that there are much more effective measures- continual traction laws, more public transit (by funding a better bus system), and prioritizing car pooling that we can implement this season. **(32.2.9A, 32.2.2M, 32.2.4A, and 32.29R)** Thank you for your time.



**COMMENT #:** 13019  
**DATE:** 9/3/21 7:22 PM  
**SOURCE:** Website  
**NAME:** Adam Bellomy

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**COMMENT:**

Thank you for taking the time to read my comments on the EIS. My primary concerns/feedback are as follows:

- My primary concern is that the current plans would increase the amount of users in the canyons which would reduce the quality of the recreation and increase the impact on the environment. The concluded alternative should seek to maintain the current experience. Even if that means limiting the number of users in the canyon. Resort skiers make up the largest portion of the users and there needs to be a cap on the number of resort skiers in the canyon in a given day. **(32.20A, 32.20B, 32.20C, 32.2.2L, and 32.2.2K).**
- Before making a major investment using tax payer money, options such as tolling and incentivized carpooling should be considered. Tolling should be used to manage canyon capacity. **(32.2.2Y and 32.2.4A)**
- Bus service should be increased during peak periods and run during a wider range of times during the day (i.e. 5am - 10pm). **(32.2.6.3N)**
- The fastest growing group of canyon users is backcountry skiers and hikers. The solution that is selected should include expanded parking at backcountry skiing and hiking trailheads. **(32.2.6.2.4A)**
- Parking near Alta/Snowbird should also be expanded to include spots for backcountry ski and hikers **(32.2.2QQ)**
- Roadside parking near backcountry ski trailheads such as White Pine, Tanner's Gulch, Coalpit should be expanded. **(32.2.6.2.4A)**
- The resorts will benefit the most from any option selected. They should be required to pay for a significant portion of the cost. **(32.2.7A)**

**COMMENT #:** 13020  
**DATE:** 9/3/21 7:22 PM  
**SOURCE:** Website  
**NAME:** Mackenzie Epperson-Valum

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**COMMENT:**

I oppose the idea of a gondola for several reasons. **(32.2.9E)** But mainly, the bigger problem is trying to get more people up the canyon when it's already beyond its carrying capacity **(32.20A, 32.20B, and 32.20C)** Instead we should find better ways to regulate the impact we are having on the environment. **(32.2.2I, 32.2.2K, and 32.2.4A)** Furthermore, the gondola only accessing resorts is not going to contribute to those who choose to venture into the public backcountry space **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. And it will be an eye sore. **(32.17A)** Please NO gondola

**COMMENT #:** 13021  
**DATE:** 9/3/21 7:28 PM  
**SOURCE:** Website  
**NAME:** Susie Albertson

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**COMMENT:**

The problem in Little Cottonwood Canyon is only for a few hours 10 days a year! **(32.1.4D)** Most of the limited problem could be solved by Avalanche sheds and tolling on powder days. **(32.2.9K, 32.2.4A, and 32.2.2Y)** If there is still a problem then the Ski Resort Employees can be encouraged to ride the bus instead of driving in their cars. All of these should be done before anything major is done to the Canyon. The EIS has obfuscated the fact that the enhanced bus with shoulder lane, is a four lane highway! A four lane highway up the Canyon would destroy it! **(32.2.9C and 32.2.6.3B)**. These two major projects are to get rich people Skiing faster. While the west side sits in gridlock everyday. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**.

**COMMENT #:** 13022  
**DATE:** 9/3/21 7:29 PM  
**SOURCE:** Website  
**NAME:** Matthew Butrum

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**COMMENT:**

I would like to state my objection to the gondola plan. **(32.2.9E)** The gondola is a costly and permanent solution to what is a problem on a small percentage of days out of the year. **(32.1.4D)** The travel times of the gondola don't take into account the time to make it to the station. During peak loading times what will the wait time be to board the gondola **(32.2.6.5C)**. It will not ease congestion at the mouth of the canyon as cars pile into the base station. **(32.2.6.5J)** Tolling would have to be extremely high to force people into the gondola rather than just driving up the canyon. **(32.2.4A)** Expand parking for buses, investing in electric buses and tiered tolling to reward carpooling would be cheaper and more effective measures to reduce traffic in LCC. **(32.2.9A, 32.2.4A, and 32.2.6.3F)**

**COMMENT #:** 13023  
**DATE:** 9/3/21 7:29 PM  
**SOURCE:** Website  
**NAME:** Melanie Stone

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**COMMENT:**

Environmental damage from road construction or from the gondola will be irreparable. **(32.2.9C, 32.2.9E, and 32.4I)** Climate change may reduce the snowpack and negate the need for either option. **(32.2.2E)** Funds could be spent in so many other ways that would reap benefits instead of lead to the damage and waste of these proposals. **(32.1.2B)**

**COMMENT #:** 13024  
**DATE:** 9/3/21 7:33 PM  
**SOURCE:** Website  
**NAME:** Ryan Little

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**COMMENT:**

As a climber and Geotechnical engineer that has spent countless days in LCC, I can safely say that neither the gondola or the road widening could be accomplished without special exemption being given to the project in regards to rock fall, slope stability, avalanche, and debris flow. **(32.2.9C and 32.2.9E)** And why should a project that only benefits a select few (ski resorts) be given exemptions. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. The same question can be asked about funding with the public's tax dollars. Furthermore the environmental impact would be devastating **(32.4I)** I suggest a permit system, similar to how our national park is going (Yosemite). **(32.2.2L, 32.2.2K, and 32.2.4A)** I think it's fair to say that the canyons only have so much vehicle capacity, and a permit system would ensure that without and infrastructure costs. **(32.20B)** In my experience, while the permit system in our national parks was originally met with disgust from myself and others, it actually does have a positive impact by reducing congestion and traffic. **(32.2.2K)**

**COMMENT #:** 13025  
**DATE:** 9/3/21 7:33 PM  
**SOURCE:** Website  
**NAME:** Alexandra Ng

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**COMMENT:**

Please consider widening the roads instead of destructive options that will destroy landmark climbing boulders. (32.2.9B, 32.4A, and 32.4B)

**COMMENT #:** 13026  
**DATE:** 9/3/21 7:35 PM  
**SOURCE:** Website  
**NAME:** Peter Dahlberg

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**COMMENT:**

Has the "Loop system" that is available from the Boring Company been considered in place of the Gondola for little cottonwood canyon. If so, where can I find documentation of the analysis that was done. **(32.2.2C)** As far as I can see, the loop system would be less expensive and superior with regard to all criteria used to evaluate the gondola option. The loop system is proven technology with a demonstration system operation in Las Vegas.



**COMMENT #:** 13027  
**DATE:** 9/3/21 7:36 PM  
**SOURCE:** Website  
**NAME:** Lismore Nebeker

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**COMMENT:**

I don't understand how we've gotten to this point. How are these the only two options? While long term solutions the gondola has extreme potential of streamlining commuting up the canyon why haven't we started with simple solutions? **(32.2.9N and 32.29R)** to get up the canyon ? Increasing bus capacity? **(32.2.9A)** Increasing bus incentive ? **(32.2.4A)** There has to be a way to start the process at a slower pace.

**COMMENT #:** 13028  
**DATE:** 9/3/21 7:36 PM  
**SOURCE:** Website  
**NAME:** Lindsey Bellomy

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**COMMENT:**

I fear making irreversible damage to our beautiful canyon. Unfortunately both solutions offered will permanently change our canyon. **(32.2.9C, 32.2.9E, and 32.4I)** Less drastic measures must be taken before altering our canyon forever. We need to focus on decreasing our impact, not increasing accessibility and profit for the ski resorts. Some less invasive alternatives that should be considered are as follows:

Increasing bus/shuttle accessibility

- Have buses stop at popular hiking and backcountry ski locations **(32.1.2D and 32.2.6.3C)**
- Increase the bus frequency on weekends/holidays/high traffic days **(32.2.6.3N)**
- Start buses earlier to allow backcountry users to utilize public transportation **(32.2.6.3N)**
- Create more park and ride lots for increased accessibility **(32.2.6.2.1C)**

Our focus now should be on decreasing our impact and to protect the land for all users. Please consider less invasive alternatives before making a mistake we cannot reverse.

**COMMENT #:** 13029  
**DATE:** 9/3/21 7:39 PM  
**SOURCE:** Website  
**NAME:** Catherine Nuar

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**COMMENT:**

I strongly oppose the gondola solution for LCC. **(32.2.9E)** The canyon has limited capacity that the gondola solution ignores. **(32.20A, 32.20B, and 32.20C)** Additionally, building the gondola would destroy many key bouldering areas and have a negative environmental impact. **(32.4B and 32.4I)**

Environmental consciousness and canyon capacity aside - it is ludicrous that we are being asked to fund a "solution" that support two multi million dollar corporations (Alta and snowbird) while ignoring the many users of the canyons. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. As well, this permanent solution is only applicable on a very limited number of weekend days per winter. **(32.1.4D)** It is irresponsible to harm the ecosystem for just a short sighted solution **(32.13A)**

**COMMENT #:** 13030  
**DATE:** 9/3/21 7:39 PM  
**SOURCE:** Website  
**NAME:** Adam Pellerin

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**COMMENT:**

Please keep development minimal! More buses and improving existing infrastructure is the only reasonable option in my eyes **(32.2.9A)**

**COMMENT #:** 13031  
**DATE:** 9/3/21 7:40 PM  
**SOURCE:** Website  
**NAME:** John Ryan

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**COMMENT:**

The purpose of this EIS is to help determine which option would have less impact on the environment in Little Cottonwood Canyon. Less impact equals less people and less vehicles, which should be in line with the greater environmental impact goals the Salt Lake Valley in general. **(32.2.9N and 32.2.9G)** It would seem that the goal is to reduce the impact of human activity in Little Cottonwood Canyon by placing a ceiling on user days in the canyon year-round regardless of the activity. **(32.2.20B)** And to provide access to all those activities (ie. resort and back-country skiing, ice and rock climbing, snow shoeing and cross-country skiing as well as hiking and mountain biking, etc.) with levels that provide the best wilderness experience for all. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. Also, it would seem that a gondola would favor the use to skiers while diminishing the remaining recreational user's opportunities. **(32.4I, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. I would like to believe that the best solution would benefit all recreational users in the canyon and it would seem that an enhanced /improved Hwy 210 would achieve that to provide better bus access for the benefit all users and resort operators. Otherwise, it would seem that only the resorts would benefit at the taxpayer's expense. **(32.2.9B and 32.2.6.3C)**. Finally, a fee system seems like the best solution presently to mitigate overuse in the canyon. Season passholders would absorb their share in their pass price while citizens and tourists would be levied a reasonable day use fee, much as has been implemented in other canyons in the valley. **(32.2.4A, 32.2.2K, and 32.2.2Y)** It's obvious that this and other Utah canyons, with their unique beauty, should be protected in any reasonable way from the overuse and mismanagement it is presently experiencing. **(32.2.29G)**

**COMMENT #:** 13032  
**DATE:** 9/3/21 7:41 PM  
**SOURCE:** Website  
**NAME:** Rick Whitson

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**COMMENT:**

No gondolas! **(32.2.9E)** And let's start with something simple like improved bus service but not spend an arm and a leg on major road changes. **(32.2.9A)** Express buses to the resorts and local buses that would also stop at backcountry trailheads. Cars still able to go up but with tolls. **(32.2.9A, 32.2.6.3C, and 32.2.4A)**

**COMMENT #:** 13033  
**DATE:** 9/3/21 7:43 PM  
**SOURCE:** Website  
**NAME:** Joshua Tao

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**COMMENT:**

I'm in Little Cottonwood all seasons throughout the year. I'm a huge skier and utilize it plenty in the winter. I find that adding a gondola or widening the road would be incredibly detrimental to the natural beauty of the canyon. **(32.17A and 32.17B)** To destroy the view shed or to remove boulders in order to alleviate traffic solely on weekends and only 2 or 3 months out of the year sounds incredibly destructive. **(32.1.4D, 32.17A, 32.17B, 32.4A, and 32.4B)** Please hear out others perspective on this manner, I am a skier and climber. Little Cottonwood is greatly famous for its climbing and doing anything to detract from the wildness of the canyon would have a huge impact on the community

**COMMENT #:** 13034  
**DATE:** 9/3/21 7:44 PM  
**SOURCE:** Website  
**NAME:** Ryan Goff

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**COMMENT:**

No gondola. (32.2.9E)



**COMMENT #:** 13035  
**DATE:** 9/3/21 7:44 PM  
**SOURCE:** Website  
**NAME:** Carly Scofield

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**COMMENT:**

I honestly feel that we should acknowledge that the canyons have a limited capacity and we may be at it. **(32.20B)** There are ways to approach that kind of problem, without altering the landscape such as daily lotteries for who can go up the canyon would, a reservation pass system, or tolling. **(32.2.2K and 32.2.2Y)** I am aware that none of these would be popular options and that we as a group are unlikely to acknowledge the canyon's limitations. Therefore we need to try less invasive options and prove whether or not they could alleviate the current traffic issues before taking drastic measures that will permanently alter the landscape for the worse. **(32.29R)** These options could include things like increased parking outside the canyon to encourage carpooling and other mitigation strategies. **(32.2.6.2.1C and 32.2.4A)**

That said, if I have to choose between the two proposed options I would choose the bus. **(32.2.9A)** The gondola would irreversibly and severely impact the landscape in a negative manner that is impossible to adapt to potential future changes. **(32.2.9E, 32.4I, and 32.2.6.5A)** If climate change negatively impacts the ski industry and people stop using the canyon so much in the winter we'll be stuck with an expensive ugly gondola that is difficult to repurpose. **(32.2.2E)** It will destroy favorite trails and hundreds of climbing routes that our community cherish. **(32.4B)** The canyon is about more than the ski resorts and it belongs to all of us, not just them. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C).**

**COMMENT #:** 13036  
**DATE:** 9/3/21 7:45 PM  
**SOURCE:** Website  
**NAME:** Sara Windle

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**COMMENT:**

as a utah native who also has spent 20 years living and skiing in Colorado, i wholeheartedly support a better solution for accessing the Cottonwood Canyons. one need only look at what a lack of future planning has done to CO and the traffic on I-70 to know SLC is not far behind these issues. i urge you to expand bus service and restrict individual cars as your solution. **(32.2.9A and 32.2.4A)** this will ensure everyone who accesses the mountain will pay for it, rather than placing the cost burden solely on the SLC community. furthermore, commuting via bus becomes a much more attractive transit option when the buses are on time and not stuck in traffic (full of single drivers!). there will be growing pains as nobody likes change, but i urge you to be brave and strongly encourage, or require the use of public transportation to access what is becoming an overwhelmed part of the state. i look forward to seeing your amazing results, thanks for the opportunity to comment.  
Cheers,  
Sara Windle

**COMMENT #:** 13037  
**DATE:** 9/3/21 7:47 PM  
**SOURCE:** Website  
**NAME:** Sam Omer

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**COMMENT:**

No gondola! (32.2.9E) The canyon is so much more than ski resorts. Please do not ruin the canyon with a gondola. (32.4I) The increase of electric bus traffic will greatly improve accessibility in the canyon for everyone. (32.2.9A and 32.2.6.3F) Please no gondola.

**COMMENT #:** 13038  
**DATE:** 9/3/21 7:47 PM  
**SOURCE:** Website  
**NAME:** Patrick Keenan

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**COMMENT:**

Rather than spend millions of dollars and years of construction on a project that will take away the natural beauty of the canyon and only service Snowbird and Alta, we should increase the funds to the current programs/resources and expand the bus system within the canyons (including additional parking at the base of the canyons). **(32.2.9A and 32.2.6.2.1C)**

**COMMENT #:** 13039  
**DATE:** 9/3/21 7:49 PM  
**SOURCE:** Website  
**NAME:** Deborah Case

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**COMMENT:**

LCC EIS Comment

Upon reviewing the two current EIS LCC alternatives, I can't help but think of King Solomon and "cutting the baby in half".

The option (s) available is not suitable and does not adequately address the issue. Instead, it is destructive to the ONE thing we are trying to address. The canyon.

First and foremost, at the heart of the topic is the Canyon. Not the roadway, a gondola or increasing visitors. Relieving residents from being trapped on snow days is an issue. Peoples daily lives are an issue. Traffic ONLY on snow days is an issue. **(32.1.4D and 32.7B)**

A complex, destructive, short-sighted, and expensive project that does little to address the issues, is not the answer. **(32.2.9E, 32.4I, and 32.17A)**

Exploitation and destruction of an irreplaceable natural resource for the State and private industrys profit, at the taxpayers expense, is not a viable reason.

I am an experienced Canyon user, with a decades long history dating back to the 80's, and currently make over 100 trips a year into the canyon for peace and recreation. I have seen many snow days, and know first hand the issues. These are not viable solutions to the problems.

I CANNOT thoughtfully support

- Widening of the road **(32.2.9E)**
- Damage to this unique and world acclaimed environment **(32.4I)**
- Damage to native animals and plants **(32.13A)**
- Additional salt into our watershed **(32.12A)**
- Additional pollution **(32.10A)**
- Higher speeds that are detrimental to the vulnerable users that we aim to attract and utilize this area.

Widening roads in not effective on snow days. **(32.2.6.3B)** Due to human nature, drivers tend to drive single file on heavy snow days for safety. This eliminates the effectiveness of widening or multiple lanes. Currently, drivers do not utilize all the lanes they have on snow days.

The 2 alternatives suggested are far too large scale, costly and destructive to validate their small contribution to easing a few traffic days.

The alternatives do not seem to take into account todays actively changing transportation or work from home "environment, or the environment of the future.

The data being presented in analysis is already obsolete and no longer is representative of recent human use changes, climatic changes (shortening winter season), future advances in transportation, trends, or future transportation infrastructure development throughout the Salt Lake Valley and state. These solution alternatives are "cutting the baby in half". They are destructive to what we want to elevate and protect.

Please consider moving in the lower scale, less damaging, costly, destructive, and easily modifiable direction of

- enhanced bus service **(32.2.9A)**
- mobility hubs **(32.2.6.2.1C)**
- greater snowplowing efforts **(32.2.2II)**

- additional policing officers (assist drivers needs and infraction) **(32.2.2II)**
- use of parking reservations **(32.2.2K)**
- mountain compliant vehicle enforcement **(32.2.2M)**

In addition, please take special notice to the suggestions made by organizations that reflect the peoples best interest, such as the Central Wasatch Commission (CWC) PILLARS document and comments from Utahs League of Women Voters. **(32.1.2E)**

Thank you,  
Deborah Case

**COMMENT #:** 13040  
**DATE:** 9/3/21 7:50 PM  
**SOURCE:** Website  
**NAME:** Michael Giessing

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**COMMENT:**

The gondola is the solution that makes the most sense with the large number of car moving up and down the canyon. I know many people are concerned with the changes in the canyon, but the increasing traffic is already doing that. **(32.2.9D)**

**COMMENT #:** 13041  
**DATE:** 9/3/21 7:51 PM  
**SOURCE:** Website  
**NAME:** Pamela Mayer

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**COMMENT:**

The gonola is an awful idea **(32.2.9E)**



**COMMENT #:** 13042  
**DATE:** 9/3/21 7:52 PM  
**SOURCE:** Website  
**NAME:** Hardy Sherwood

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**COMMENT:**

An issue with both alternatives is that they're only intended to handle a fraction of the traffic going up and down the canyon. A solution to the problem needs to handle most if not all the traffic. **(32.1.2D and 32.7C)**

The cost of the bus alternative is inflated because it includes cost for extensive road expansion and also includes driver salaries. In the not too distant future, buses will not have human drivers. **(32.2.7C)**

The gondola alternative doesn't include the expense of providing busing to the gondola station. Shouldn't it include that expense? **(32.2.6.5J)**

The bus alternative can easily be expanded to handle a significantly larger portion of the canyon traffic. The gondola alternative would be difficult and expensive to expand beyond the proposed 30%. **(32.2.6.3N and 32.2.6.5N)**

The advocates of the gondola alternative state that it would be able to transport people up the canyon even when the road is closed. What they don't mention is that in most of these times, the lifts at the resorts would also be closed. That means lots of people would be transported up the canyon with no safe place to stay until the lifts open. **(32.2.6.5H)**

The gondola is estimated to take over half an hour to transport an individual up the canyon. Buses would take about half that time.

The gondola has a few fix stops. What about all the people who wish to go to somewhere else than one of the two resorts? Would they have to drive? **(32.2.6.5G and 32.4G)** The bus alternative doesn't discriminate. It can handle all canyon uses, not just those that wish to recreate at an overcrowded resorts. **(32.1.2C and 32.2.6.3C)**

Buses can be easily scheduled to handle peak traffic periods. Gondolas can't. **(32.2.6.3N and 32.2.6.5N)**

With a bus system, there's a possibility of closing the canyon to private vehicles, at least during peak traffic periods such as start of the day for uphill traffic and end of the day for downhill traffic. That possibility doesn't exist for the gondola alternative. **(32.2.2B)**

What I'd like to see is that LCC is closed to private vehicles during the hours when the ski resorts are operating. That would allow buses to operate without the need for major expansion to the LCC road. That would not only solve traffic problems, but reduce pollution in LCC and do so at a fraction of the cost of either of the proposed alternatives. **(32.2.2B)**

**COMMENT #:** 13043  
**DATE:** 9/3/21 7:54 PM  
**SOURCE:** Website  
**NAME:** Rochelle Kaplan

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**COMMENT:**

I don't like either of the 2 options chosen. **(32.2.9C and 32.2.9E)** But of the 2 bad proposals, I prefer road widening and more buses to a gondola. I prefer as a better option charging a fair parking fee for cars, a discount for car-pooling, and limiting the # of daily guests at the resorts. The Ikon pass is already degrading the experience. **(32.2.2L, 32.2.2K, and 32.2.2Y)**

**COMMENT #:** 13044  
**DATE:** 9/3/21 7:55 PM  
**SOURCE:** Website  
**NAME:** Tom McFarland

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**COMMENT:**

I've lived near [REDACTED] since 1977. I've always assumed that Wasatch Blvd would become 4 lanes past La Caille to 9400 S. My concern is that much of the project (gondola) is being done for the benefit of the ski resort companies. They stand to benefit. They should pay a large majority of the development costs. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

**COMMENT #:** 13045  
**DATE:** 9/3/21 7:57 PM  
**SOURCE:** Website  
**NAME:** Suzanne Jansen

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**COMMENT:**

Both the gondola and bus system offerings are flawed solutions. **(32.2.9C and 32.2.9E)** The gondola will be overpriced and two ugly grand posts will have to destroy more of nature for it to be built. **(32.17A, 32.13A, and 32.4I)** The bus system will widen the road hurting more of nature and will take away rare and special climbing routes. **(32.13B and 32.4A)** I am requesting a third solution that doesn't damage the environment. **(32.2.2PP)**

**COMMENT #:** 13046  
**DATE:** 9/3/21 7:57 PM  
**SOURCE:** Website  
**NAME:** Ulrich Brunhart

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**COMMENT:**

I am disappointed in the remaining transportation options for LLC proposed by UDOT.

-The canyon's ultimate carrying capacity has not been established. How do we know when too much is too much? **(32.20B)**

-All the canyons should be in this plan so as to avoid pushing the over use/ congestion problems from one canyon to another. **(32.20A, 32.20C, and 32.20I)**

-The objective is to move people safely and efficiently. Neither one of these proposals will meet that objective on powder days - everyone will still drive their cars to get "first tracks" **(32.2.4A)**.

-All users should be served, both dispersed and resorts visitors, during all seasons. **(32.1.2B, 32.1.2C)**

-A wider road is not the answer. Removing most or all cars from the equation is the answer. A system with only busses, or trains, accomplishes that. A gondola does not. **(32.2.9C, 32.2.9E, 32.2.4A, 32.2.2B and 32.2.6.5N)**

-The whole system needs to be flexible (ie. adding stops) and expandable (ie. adding busses or train cars) Again, a gondola does not meet these objectives. **(32.2.6.3C, 32.2.6.5G, and 32.2.6.6A)**

- A toll should be implemented immediately, everyday in all seasons, with all the proceeds put back into the canyons. **(32.2.2Y)**

-All efforts should tie into a valley-wide plan to ease congestion and promote mass transit use. **(32.2.2I)**

-Finally, water (quality and quantity), wildlife, view sheds, the magic of the canyons, etc. MUST NOT be compromised. **(32.29G, 32.12A, 32.12B, 32.13A, 32.13B, 32.17A, 32.17B, and 32.4I)**

Thank you.

**COMMENT #:** 13047  
**DATE:** 9/3/21 7:57 PM  
**SOURCE:** Website  
**NAME:** Cayden Boll

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**COMMENT:**

I strongly oppose plans for further development of infrastructure in little cottonwood canyon. **(32.2.9G)**  
Instead, I propose that ski resorts are abolished in the canyons in order to reduce our environmental impact on the area, and further reduce traffic. **(32.29GG)**

**COMMENT #:** 13048  
**DATE:** 9/3/21 7:57 PM  
**SOURCE:** Website  
**NAME:** Nathan Brown

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**COMMENT:**

**NO GONDOLA (32.2.9E)**

This is a plan made without any thought towards the locals & the people who are going to have to live with it every day of the year. This canyon does not deserve to be turned into some sort of industrial wasteland, it is so much more than that. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Yes, there is a major transportation issue in the canyon (s) and something needs to be done about it. **(32.1.2B)** Why are we going big when we haven't even tried ANYTHING to fix it. Start small & see where it goes. **(32.29R)**

What about having someone at the mouth of the canyon every day checking tires and vehicles & turning around ones that do not have the vehicle, tires, and ground clearance to handle the canyon with deep snow? All it takes is a handful of civics & mini vans to ruin it for everyone on a big snow day. **(32.2.2M)**

Everyone wants to go skiing on a powder day but simply put, everyone can't. Pumping the canyon full of people is going to annihilate the canyon while altabird lines their pockets & leave as soon as its convenient for them. **(32.20A and 32.20C)** Once the skier experience is ruined (even more than it already has been) this half a billion dollar investment will have been for nothing.

Go back to the drawing board entirely please, there are more sustainable & smaller things that can improve transportation in the canyons right now! listen to save our canyons & everyone else. the enhanced bus isn't much better but at least its not the worst option of all **(32.2.2PP, 32.29R, and 32.2.9A)**.

P.S. the requirement of M+S tires isn't enough. You need 3PMSF to navigate the canyon efficiently. everyone is just doing the bare minimum with M+S and it is causing problems **(32.2.2M)**

**COMMENT #:** 13049  
**DATE:** 9/3/21 7:58 PM  
**SOURCE:** Website  
**NAME:** Katherine Kittrell

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**COMMENT:**

Build the gondola. The gondola will be a tourist attraction and will serve skiers well on powder days. Gondolas are fun to ride. Design an attractive goldola so we don't mind seeing it on the hillsides.  
**(32.2.9D)**



**COMMENT #:** 13050  
**DATE:** 9/3/21 7:58 PM  
**SOURCE:** Website  
**NAME:** Pamela Mayer

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**COMMENT:**

Awful idea, I know traffic is a high problem but this is not the answer **(32.29D)**

**COMMENT #:** 13051  
**DATE:** 9/3/21 7:58 PM  
**SOURCE:** Website  
**NAME:** Neal Sheehan

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**COMMENT:**

I'm a totally new resident to Salt Lake City and already I've discovered Little Cottonwood Canyon as being one of the most beautiful areas around. It's also a great spot for climbing. I've only lived in SLC a month and already been up in the canyon four times. I cannot imagine how detrimental an unnecessary update to the transportation infrastructure would be to the natural beauty of this canyon. Please consider an alternative. **(32.17A, 32.17B, and 32.2.2PP)**

**COMMENT #:** 13052  
**DATE:** 9/3/21 8:01 PM  
**SOURCE:** Website  
**NAME:** Therese Watts

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**COMMENT:**

Looking for a world class solution? Looking for a solution that will endure for the long term? Looking for a reliable means to move people up the mountain regardless of the weather?....then the gondola wins hands down. **(32.2.9D)**

**COMMENT #:** 13053  
**DATE:** 9/3/21 8:03 PM  
**SOURCE:** Website  
**NAME:** John Taylor

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**COMMENT:**

I think the gondola is the best option **(32.2.9D)**

**COMMENT #:** 13054  
**DATE:** 9/3/21 8:03 PM  
**SOURCE:** Website  
**NAME:** Leanne Andersen

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**COMMENT:**

I am an avid hiker and snowshoer and spend several days every month enjoying Little Cottonwood Canyon. A couple of weeks ago I summited Pheifferhorn Peak from the Red Pine Lake Trailhead. For the first several miles of that hike I was gifted with unparalleled views of the beautiful pristine land in the canyon. We have so little land like that in the world - spectacular beauty left untouched and undeveloped. It pained me greatly to consider that that land might be developed to allow for a gondola, and the views of this pristine land would be forever tarnished. **(32.2.9E and 32.17A)** So much of our world is developed to allow for more people, more business, more profit. Our Big and Little Cottonwood canyons are the diamonds of this valley and every inch of them need to be protected. **(32.29G)**

I propose that we hold off and do nothing for the time being **(32.2.9G)** There are so few days impacted by heavy traffic. **(32.1.4D)** Allow the private businesses that reside in the canyon to fix their own problem. Bus technology is moving forward. Perhaps closing their parking lots and requiring busses on those days is a possible solution. **(32.2.9A, 32.2.2B, and 32.2.2K)**

As residents of this state and of this valley it is our responsibility to protect the canyons. Once the land is developed, we will never get it back. Let our children and grandchildren inherit the gift of these canyons in their pristine form so they can also discover the beauty we enjoy. Please, no expansion, and no gondola. **(32.2.9C and 32.2.9E)**

**COMMENT #:** 13055  
**DATE:** 9/3/21 8:04 PM  
**SOURCE:** Website  
**NAME:** Sherry Taylor

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**COMMENT:**

I am all for the gondola. I think it's the best option available. **(32.2.9D)**

**COMMENT #:** 13056  
**DATE:** 9/3/21 8:04 PM  
**SOURCE:** Website  
**NAME:** Brian Chapman

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**COMMENT:**

I fully support a gondola. I believe it will be of major impact to the economic well being of the area. It is also a way to better see the beauty and be reminded of why we protect the land in the first place. I also believe it will decrease environmental impacts from pollution and the negative impacts of cars in the canyon. Once again The gondola will bring in great economic impact and can help make Utah and the Sandy area a significant amount of tax dollars. **(32.2.9D)**

**COMMENT #:** 13057  
**DATE:** 9/3/21 8:05 PM  
**SOURCE:** Website  
**NAME:** Andrew Jorgensen

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**COMMENT:**

Gondola is a waste of money. **(32.2.9E)** An expensive solution to a problem the resorts created by going with the Ikon pass. Why should the Taxpayer subsidize the mess they have created. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**



**COMMENT #:** 13058  
**DATE:** 9/3/21 8:06 PM  
**SOURCE:** Website  
**NAME:** Laura Chapman

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**COMMENT:**

I think a Gondola would be a great addition to the Canyon. It would add a fun way to get up without the problems of cars in the Canyon. I think a lot of people would use it compared to driving. **(32.2.9D)**.

**COMMENT #:** 13059  
**DATE:** 9/3/21 8:06 PM  
**SOURCE:** Website  
**NAME:** Trevor Reilly

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**COMMENT:**

In my opinion, the gondola is a great alternative to combating varying road conditions in LCC during the winter months. Moreover, the gondola would allow UDOT to spend less time and resources on the constant avalanche mitigation work that's required throughout LCC. Overall, the gondola would create an effective workaround that helps everyone enjoy LCC even more. **(32.2.9D)**

**COMMENT #:** 13060  
**DATE:** 9/3/21 8:07 PM  
**SOURCE:** Website  
**NAME:** Fiona Hayes

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**COMMENT:**

I don't agree with the gondola in LCC. **(32.2.9E)** It services only the ski resorts and is not in the best interest of backcountry skiers, climbers, ice climbers, hikers, and snowshoers, not to mention taxpayers, and family/relatives/guests of residents of the town of Alta. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** No low cost alternatives have been implemented such as mandatory carpool during heavy traffic periods, tolling, or expanded bus service. **(32.2.9A, 32.2.4A, and 32.29R)** Tourism should not supersede community interests.

**COMMENT #:** 13061  
**DATE:** 9/3/21 8:09 PM  
**SOURCE:** Website  
**NAME:** Lauren Todd

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**COMMENT:**

I only first started climbing up the cottonwood canyons in college and those days forever changed my life. It would be tragic to lose the boulders and deface the canyon I grew up skiing and hiking in. **(32.4A and 32.4B)** Please do not deface this historic canyon, a place of solace and quiet. **(32.4I)** It would be a travesty to add cables and infrastructure for a gondola not to mention the price. **(32.17A)**

**COMMENT #:** 13062  
**DATE:** 9/3/21 8:10 PM  
**SOURCE:** Website  
**NAME:** Thor Jaramillo

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**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 and would be easy and accessible and it would also be a more affordable option for college students that do not have cars or you do not have a friend to hitch a ride with and the damage to the environment would irreversible so please consider this as a option and look beyond the means of Just profit. Thank you for your consideration. **(32.2.9A, 32.2.6.2.1C, 32.2.4A, and 32.2.6.3C)**

**COMMENT #:** 13063  
**DATE:** 9/3/21 8:11 PM  
**SOURCE:** Website  
**NAME:** Anne Findlay

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**COMMENT:**

1) Cyclist safety:

a) I am concerned that the bus option, if chosen, would end up just increasing traffic up the canyon with an additional lane. **(32.1.2D and 32.2.6.3B)** I think there would be pressure to turn the extra lane into a traffic lane, making the canyon less safe for cyclists, especially, during warmer months, and increasing traffic. If this option is selected, I hope there are strong protections in place to prevent this from happening. **(32.9A)**

b) If bus option is selected and the road is resurfaced, \*please\* \*do\* \*not\* \*chip seal\* it. LCC is a gem of cyclists and known well outside of SLC for its beauty and good cycling surface. Please consider the impact to road cyclists as you proceed. **(32.9A)**

2) I think the bus option is probably more practical but might not be sufficient if there aren't also lockers made freely available for bus riders right near where the bus lets them off, and considerations made to travelers with children like assistance with skis and gear. This is a general failing in public transportation options up to the ski resorts. I would love to take the bus but it is just a nightmare with kids **(32.2.3A)**

I would generally support either option but lean strongly in favor of the bus option. **(32.2.9B)** I think we have to come to terms that LCC is basically an urban canyon and the appearance may be altered by either a wider road or a gondola.

**COMMENT #:** 13064  
**DATE:** 9/3/21 8:12 PM  
**SOURCE:** Website  
**NAME:** Cody Cunningham

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**COMMENT:**

I believe the gondola is the right choice. Avalanche mitigation is difficult and dangerous, the gondola is the smart decision that avoids these risk. Efficiency should be the priority! **(32.2.9D)**

**COMMENT #:** 13065  
**DATE:** 9/3/21 8:16 PM  
**SOURCE:** Website  
**NAME:** Dixie Brown

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**COMMENT:**

I do not want the gondola. (32.2.9E) I think the environmental impact is too great. (32.4I) Also I don't think my tax dollar should support paying for that when it only benefit the ski resorts. (32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C) Also the traffic on Wasatch will be crazy busy. (32.2.6.2.2A) I think the bus system is less costly and less impact on the environment. Or maybe even consider a flex lane to keep traffic moving smoothly. (32.2.9A and 32.2.2D)



**COMMENT #:** 13066  
**DATE:** 9/3/21 8:16 PM  
**SOURCE:** Website  
**NAME:** Joel Ban

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**COMMENT:**

September 1, 2021  
Little Cottonwood Canyon EIS  
c/o HDR

[REDACTED] UT 84121

RE: FEIS Little Cottonwood Canyon EIS

Dear UDOT,

These comments are submitted in response to request for comment for the Little Cottonwood Canyon FEIS. The FEIS quantified the varying amount of greenhouse gases that the two main action alternatives would have on the environment. The statement stated that it is difficult to isolate and understand the impacts of GHG emissions for a transportation project. It chiefly found that GHG emissions would be marginally lower for the bus alternative compared to the gondola.

In terms of the construction there doesn't appear to be any analysis as to how the development processes (such as construction and actual development activities) themselves would impact their GHG footprint. This type of analysis would also be required. See also CEQ Final Guidance for Federal Departments and Agencies on Consideration of Greenhouse Gas Emissions and the Effects of Climate Change in National Environmental Policy Act Reviews, 81 Fed. Reg. 51,866 (Aug. 5, 2016) at 14 & 16 n.42 (stating that NEPA reviews for proposed resource extraction and development projects typically include the reasonably foreseeable effects of various phases in the process, such as clearing land for the project, building access roads, extraction, transport, refining, processing, using the resource, disassembly, disposal, and reclamation". **(32.10K)**

While the FEIS studied how the alternatives may contribute to global GHG contribution there was no effort to determine how the impacts of global climate change will impact snow levels at the two ski resorts the two main alternatives will serve. **(32.2.2E)** This is a serious flaw in the analysis. Many other commenters have explained that the two alternatives do not serve as comprehensive transportation solutions in Little Cottonwood Canyon. **(32.7B and 32.7C)** They primarily serve as options to only serve two ski resorts and do not respond to the transportation needs of the canyon during the non-skiing seasons of the year. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** However, the FEIS does not even attempt to analyze how climate change will significantly reduce snowpack due to increased temperatures and how this will impact the overall purpose and need of the project. **(32.2.2E)** For instance, how will a significantly reduced ski season "with markedly reduced snow levels (due to increased precipitation falling as rain) impact the need for a full-scale gondola or similar bus track? The need for the project is stated in the FEIS to reduce traffic during peak periods due to increased population and reduce avalanche risk. The FEIS identifies decreased mobility in the AM and PM during peak travel periods as primary issues to address. As the population increases there will no doubt be increased pressures for efficient transportation in the canyon, however as temperatures increase there will be a corresponding reduction in snowpack levels and a shorter overall ski/snow season. How this will impact skier visitations was not analyzed whatsoever in the FEIS. This is a major deficiency in UDOT's analysis. **(32.2.2E)**

By midcentury, the U.S. could see 90 fewer days below freezing each year, according to a 2016 study published in the Journal of Climate and based on data from the federally funded North American Regional Climate Change Assessment Program. Nearly all ski areas in the U.S. are projected to have at least a 50% shorter season by 2050, according to a 2017 study funded by the Environmental Protection Agency and published in the Global Environmental Change journal. The Western U.S. already has decreased snow levels due to winter precipitation falling as rain. Fyfe et al 2017, Knowles et al 2006. Historical data shows that many Utah ski resorts are warming faster than global averages,

and that trend is likely to continue in the future. <https://www.usu.edu/today/story/climate-change-in-utah-will-require-ski-resort-adaptations>. Around the world, scientists are seeing high-elevation environments warming faster than sea level. Id. Climate projections show that minimum temperatures are expected to rise during the prime ski season of December-March by up to 10 degrees in Northern Utah. Id.

NOAA data indicates that the CONUS snow-to-rain ratio of precipitation has moved mostly toward rainfall and away from snowfall between 1949 and 2016. Climate and Skiing, Michon Scott, <https://www.climate.gov/news-features/climate-and/climate-skiing>. One hydrologist, Brian McInerney stated, “We anticipate that situation to evolve to 2100 where we’ll just have rainfall. Id. The upper elevations of the Uinta Mountains may have snow, but the Wasatch Range will be snow free.” Id. Under both scenarios, winter season length could be cut short by more than half in some locations as soon as 2050. Id. Shorter ski seasons “could result in millions to tens of millions of foregone recreational visits annually by 2050, with an annual monetized impact of hundreds of millions of dollars.” Id.

Rachel Hager of Utah State University just finished a thesis on Understanding Climate Change Impacts and Adaption Potentials at Utah Ski resorts (2021). She found that under a high emissions scenario temperature will increase by 6.0 deg C by 2100 at Northern Utah ski resorts during the Dec to March period. Many Utah resorts are in fact warming faster than global averages. Spring snowmelts is already occurring 2 to 4 weeks earlier than 1900 (Dawson and Scott 2013; Hoerling et al 2013). These changes impact the resorts bottom line as others have found that changes in snow quality/quantity as well as timing of snow have severe impacts to ski resorts. Gilaberte-Burdalo et. al 2014). Park City Mountain Resort found that by 2050 the snowpack will be 27 to 43% smaller and will resort in a 27-to-66-million-dollar losses in income. The shorter skiable snow seasons will impact thanksgiving and spring breaks which are the most profitable weekends in Utah. Leaver 2020. So far, low snow years have resulted in 7% decrease in skier visits. **(32.2.2E)**

Of course, as temperatures increases, and snowpack decrease this number of decreased skier visits can be expected to increase. These decreases in ski resort profits are directly tied to skier visitation rates that will decline even as overall population increases in the area. The overall purpose of need of the project appears to only be based on current traffic patterns but these patterns weren’t linked to what overall ski demand will be like in a shorter ski season with much less snow. **(32.2.2E)** Particularly, due to the prolonged timeline for such a resource intensive project this type of analysis is critical so that the public has a clear understanding of what is being proposed. After all, the project will not solve any transportation problems in LCC in the next few years, but more in the long term, which are predicted to be especially lacking in snow. This undermines the entire purpose and need of the project.

Although there are several ways that ski resorts can deal with reduced snowpack, such as artificial snow making, they are imperfect solutions since snow making is only viable at -5 deg C. Other problems of snowmaking are that it is more expensive in warmer temperatures. Stanchak 2002. The ski resorts are also attempting to diversify their offerings to more of a 4-season model, however the proposed alternatives are a non-starter on this front since they only address wintertime transportation problems.

This means that as soon as the proposed project is completed by 2050 the ski season could be half of what it is now. It leads to the question why build this transportation “solution” for a ski season that will be barely 2 to 3 months by the time its completed. The season will be much less or nonexistent by the end of the century. The FEIS does not even attempt to look at the need for this project in light of the expected impacts of increased temperatures on expected lower snowpack levels. Similarly, as the Great Salt Lake levels are greatly reduced from the past this will also lead to potential decreases in snowpack. The GSL’s contribution to the lake effect snow is a widely known fact though the percentage of contribution to area snowpacks is subject to some debate. The FEIS does not consider this issue either. **(32.2.2E)**

Among the reasons to not implement either of these alternatives is that it would make little sense to develop the expensive and environmentally destructive infrastructure for transportation projects that serve ski resorts with greatly reduced snowpack. The demand to recreate under such circumstances will be greatly reduced from what that demand is now. Population increases aside there has already been decreases in visits due to this problem. By the time these transportation projects are even done the changes described above will have manifested to a much greater degree than present, but by the

end of the century the viability of skiing overall could be non-existent. As one expert indicate the Wasatch could be free of snow. This would make this entire project the proverbial “road to nowhere”. The EIS must analyze this issue under NEPA so that the public and key decision makers have a clear understanding of how climate change will impact the future of skiing in LCC. **(32.2.2E)**

Sincerely,

/s/ Joel Ban

**COMMENT #:** 13067  
**DATE:** 9/3/21 8:16 PM  
**SOURCE:** Website  
**NAME:** Zach Niemeyer

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**COMMENT:**

Neither the gondola, nor the expanded road addresses the need to limit cars in little cottonwood canyon. **(32.1.2B and 32.1.2D)** There are less costly interventions with less of an environmental impact that could be rapidly implemented. Placing restrictions on single occupancy vehicles in the canyon on high traffic days would reduce the traffic. **(32.2.2Y)** Improving the bus availability would entice more people to ride the bus. **(32.2.9A and 32.2.4A)** Perhaps do both with direct to resort buses from multiple mobility hubs. **(32.2.2I)** We do not need to tear up the canyon just so more people can get to snowbird and Alta. **(32.1.2B, 32.20A, and 32.20C)** If they want more people up there, make them build the infrastructure. **(32.2.7A)** Make them expand their private parking lots. Make them build a rapid transit fleet from hotels to resort. Do not make the public pay for private company profit.

**COMMENT #:** 13068  
**DATE:** 9/3/21 8:17 PM  
**SOURCE:** Website  
**NAME:** Danny Dolan

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**COMMENT:**

please do this! (32.29D)

**COMMENT #:** 13069  
**DATE:** 9/3/21 8:19 PM  
**SOURCE:** Website  
**NAME:** Court Skabelund

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**COMMENT:**

Please don't destroy our precious canyon resources with an unnecessary gondola or road widening!!!  
(32.2.9E and 32.2.9C)

**COMMENT #:** 13070  
**DATE:** 9/3/21 8:19 PM  
**SOURCE:** Website  
**NAME:** Andrew Schwartz

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**COMMENT:**

My name is Andrew Schwartz and I am a resident of Salt Lake City who recreates in LCC many times a week during the winter and occasionally in the summer. I ask that you please consider my thoughts about the Draft EIS.

Access to Little Cottonwood Canyon (LCC) is one of the great natural resources and recreation spaces that Utah has to offer and should be open to everyone! The solutions proposed in the Environmental Impact Statement (EIS) detail the need for innovation in canyon transportation but do not address some of the core problems of commuting up LCC.

The gondola or enhanced bus lane solutions are trivial at best for helping ease traffic problems. First, I will talk about the gondola. **(32.2.9E)** The gondola has a set number of cable cars and is not able to be scaled up for peak hours or scaled down during summertime when the canyons are not experiencing high vehicle volume. **(32.2.6.5N)** It would be a constant feature in the canyon that has large upfront costs but also does not achieve the benefits it is being advertised to have. **(32.7C)** The gondola would have to stop for high winds and avalanche mitigation just like the road does. **(32.2.6.5H and 32.2.6.5K)** There are 2 transportation transitions for a commuter leaving their vehicle at the proposed gravel pit parking lot to get to Alta which contradicts the opinion of UDOT that more transitions are a barrier for increasing public transportation use. Ski resort visitors who choose to stay in the valley would need to be shuttled to the gondola base which would lead to more transportation transitions and more congestion on roads accessing the base station. **(32.2.6.5J)**

The enhanced bus lane is an solution does address some of the community need but might lead to further issues. **(32.2.9C)** The extra lanes added could increase safety for cyclists in the summer as well as allow for a dedicated lane for emergency personnel in the event of accidents or problems at a resort. The increased road width is not all positive. It is well established that increasing the amount of lanes of a road does not ultimately decrease traffic. **(32.2.6.3C)** This is because people see clear roads and think they should have used the convenience of driving a personal vehicle instead of a public transportation. This would lead to the need for increased parking at the top of the canyon where space is at a premium. **(32.2.9Q)** Other impacts include environmental impact on the lower climbing areas would be high and additional pavement does hurt animal movement patterns. **(32.4A and 32.13B)**

There are solutions 3 solutions that I believe can be implemented much faster and with less overall cost that I think should be tried first. Tolling at the canyon mouth is a great adjustable method to control personal vehicle access and promote public transportation. **(32.2.4A)** The center city area of Stockholm, Sweden had similar issues to LCC with the area being connected by a series of 12 bridges that limited entry/exit points. In 2007, they introduced "Stockholm Congestion Tax" to incentivize commuters to use publicly funded transportation to travel to the center city and lowered their personal vehicle traffic significantly. This could easily be implemented in LCC and we currently have strong bus service to pick up the influx of new public transit users. **(32.2.9A)** Resorts already pay for day ticket holders public transportation so no extra cost would incurred by infrequent users keeping this solution affordable. The safety and traffic flow on LCC could be enhanced by snow sheds and the upgraded trailhead parking. **(32.2.9K and 32.2.9O)** Snow sheds placed in dangerous slidepath zones can direct snow overtop of the road an limit the cleanup time and road damage of the road if an avalanche were to hit it. The sheds offer protection of the road year round and could eliminate areas that are susceptible to mudslides. Upgrading trailhead parking and eliminating roadside parking not only increases pedestrian safety but would also enhance the traffic flow with the current road design.

I believe these are far less expensive options should be tried first before irrevocably altering LCC with either a gondola or enhanced bus lanes! **(32.29R, 32.2.9E, and 32.2.9C)**  
Thank you for your time.



**COMMENT #:** 13071  
**DATE:** 9/3/21 8:19 PM  
**SOURCE:** Website  
**NAME:** Erica Tingey

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**COMMENT:**

No Gondola. **(32.2.9E)**

**COMMENT #:** 13072  
**DATE:** 9/3/21 8:20 PM  
**SOURCE:** Website  
**NAME:** David Robinson

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**COMMENT:**

Negative on the gondola, but thanks for asking. **(32.2.9E)**

It's a want not a need.

It does not fit with the culture and vision of recreation in the Wasatch. **(32.4I)**

It does not meet the needs of current recreation in the canyon. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

There are too many unanswered questions to make a truly informed decision.

Who is going to make money from this project? **(32.2.7A)**

Follow the money.

And Mayor Willson got it just right when she said that we are not going to give up our cars. **(32.2.4A)**

Thank you.

**COMMENT #:** 13073  
**DATE:** 9/3/21 8:20 PM  
**SOURCE:** Website  
**NAME:** Carrie Marsh

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**COMMENT:**

Bus service up the canyons would be the easiest, least expensive, and likely to be the most equitable solution to benefit the entire public without enriching ski resorts. **(32.2.9A and 32.2.6.3C)**

**COMMENT #:** 13074  
**DATE:** 9/3/21 8:23 PM  
**SOURCE:** Website  
**NAME:** Max Buschini

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**COMMENT:**

Little Cottonwood Canyon is not just an area for people to go rock climbing, but it is a centerpiece of a culture. Putting in this expansion would destroy this ecosystem and destroy a piece of our climbing culture. **(32.13A, 32.13B, 32.4A, and 32.4B)** It would permanently wound an incredible community and take over an incredible piece of land that is sacred to the climbing community. It is vital to keep this area alive and growing. **(32.4I)** Please protect this local environmental sanctuary that is a pillar of our climbing culture. **(32.29G)**

**COMMENT #:** 13075  
**DATE:** 9/3/21 8:25 PM  
**SOURCE:** Website  
**NAME:** Meredith wilson

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**COMMENT:**

I really don't think a gondola in the canyon is the right way to go. **(32.2.9E)** I think increased bus services and limited parking availability to force people trying to ski at the resorts to go on off peak hours. **(32.2.9A and 32.2.2K)** I enjoy backcountry skiing primarily and would hate to see access to that decline due to poor transportation infrastructure. **(32.4G and 32.4I)**

**COMMENT #:** 13076  
**DATE:** 9/3/21 8:30 PM  
**SOURCE:** Website  
**NAME:** Claire Andrues

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**COMMENT:**

With the concern on infrastructure changes in LCC that could negatively impact the environmental health in the canyon, please consider a toll system and reward program for carpooling/ bus riding first and foremost. **(32.29R, 32.2.4A, and 32.2.9A)** With the two alternatives presented by UDOT, please consider an enhanced bus service over the construction of a gondola in Little Cottonwood Canyon. **(32.2.9A)** Depending on a gondola in the future to transport nearly all winter travelers is a high-risk "solution" to the problems the LCC is facing with congestion. An enhanced bus system will allow UDOT and the public to try a solution with less infrastructure risks and initial costs before investing in a massive high-risk gondola. **(32.29R)** Water quality is a concern in LCC and while a widened road may increase runoff from the road surface, it will not mean drilling and placing large portions of new infrastructure in the ground closest to the waterway. **(32.12A)** The mining history in the canyon could mean that building a gondola near the waterway in LCC could release unforeseen materials and dangerous substances into the waterway. **(32.16A)** Thank you for your consideration. A toll system is not an inclusive solution for lower income populations to have access to the canyons but could be implemented for those wishing to drive alone and not utilize the current bus system. **(32.2.4A and 32.5A)** A rewards program for lower transportation fees could be utilized for those who carpool/take the bus often.

**COMMENT #:** 13077  
**DATE:** 9/3/21 8:31 PM  
**SOURCE:** Website  
**NAME:** Dolly Garlo

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**COMMENT:**

I live in the Salt Lake Valley - and have off and on since 1979 - enjoying Little Cottonwood Canyon especially in winter as much as possible. I have read with interest to two final proposals and listened to the public comment.

I was surprised to learn that a carrying capacity study for winter use of Little Cottonwood Canyon has not been done as part of the environmental studies. That seems pretty basic and necessary to me. **(32.20B)**

That said as to the two proposals, neither one - actually none of them - addresses the totality of the transportation experience that needs to be considered. **(32.2.9C, 32.2.9E, 32.7B, and 32.7C)**

This is not just about how to move people from the valley to the ski resorts or other recreational areas in winter. **(32.1.2B)**

It IS about how to encourage people to use a public option rather than driving their own vehicles up the canyon. **(32.2.4A)**

To do THAT, it is important to consider WHY people want to drive their own cars to begin with - something I do not see fully addressed. This is not just about cars, it is about HUMAN BEHAVIOR, NEEDS and PREFERENCES. People use their cars to bring extra equipment, changes of boots or clothing for before or after the winter sports they engage in, food and beverages, among other thing - all of which is especially important if children and families are considered. **(32.2.3A)**

Riding public transportation alone, whether a bus or gondola, does not take into consideration those factors. Skiers and riders can bring a certain amount of the additional items they need or may want to use to enjoy their experiences in the canyon or at the resorts, like an extra ski bag or two, but once they get where they are going there is no place to safely store it for the day. Skiing with a bulky backpack does not address the issues and creates safety concerns. **(32.2.3A)**

The few day lockers that currently exist are inconvenient and expensive. Food and beverage options are limited and also costly for many. It's simply easier to throw your stuff in your own vehicle, and then go to the parking lot to change out skis or boards, boots, gloves or other clothing, grab a snack or drink, etc.

Just riding the bus or the gondola - moving people - doesn't take into account the CONTEXT of what those people do or need for a comfortable and safe winter experience. More locker space that is convenient to access and at minimal cost - which could be provided by the resorts themselves at venues where tickets are being sold and revenue collected - would go a long way to creating that context. **(32.2.3A)**

With those accommodations addressed FIRST, I prefer then maximizing public transit with buses until such time as the carrying capacity studies can show what more is needed for the simple people transport part of the equation. **(32.2.9A and 32.20B)**

The thought of tearing up the mountainside to construct more lanes seems ludicrous, impossible, and environmentally damaging, at best. **(32.2.9C and 32.4I)** There will be NO convenient time to make that

happen without significant disruption. The gondola may not have such a damaging impact to the canyon walls, but also may not be needed if moving people and better accommodating the full experience they are trying to have (by driving themselves) is addressed so that taking the bus becomes convenient and comfortable. **(32.2.9E)**

But by all means, complete a full carrying capacity study before any of these costly and potentially environmentally damaging proposals is finalized and construction is begun. Once vested interests get started on such activities, it will be VERY difficult to put that genie back in the bottle. **(32.20A, 32.20B, and 32.20C)**

If you haven't, I recommend you read the chapter entitled "The Abilene Paradox: The Management of Agreement," in The Abilene Paradox and Other Meditations on Management book by Jerry B. Harvey, before you begin undertaking implementation of a solution to the S.R. 210 and Little Cottonwood Canyon project being considered as part of the EIS process for this precious gem of a place.

Thank you.



**COMMENT #:** 13078  
**DATE:** 9/3/21 8:32 PM  
**SOURCE:** Website  
**NAME:** David Holz

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**COMMENT:**

Sounds like a good idea if it's capable of moving over 10000 people in and out per day. **(32.29D)**

**COMMENT #:** 13079  
**DATE:** 9/3/21 8:32 PM  
**SOURCE:** Website  
**NAME:** Kaileen Fei

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**COMMENT:**

Building of a gondola only serves those who use the canyon for skiing. It does not prioritize the needs of the community as a whole. **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** This expansion would be detrimental to hundreds of thousands of people who use the canyon for other recreation and will cause unnecessary damage to this incredible natural area **(32.4I)**

**COMMENT #:** 13080  
**DATE:** 9/3/21 8:32 PM  
**SOURCE:** Website  
**NAME:** Ute Fowler

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**COMMENT:**

Definitely not for the gondola. **(32.2.9E)** It would ruin the charming little town of Alta. **(32.40)** Did not have any problems getting to Alta this ski season during the week. We need more Buses from the East Side **(32.2.2I)** Direct Buses to Alta, it takes 1 hr to get to Alta from 6200 S and Wasatch. Please no Gondola this is not Europe. **(32.2.6.3N)**

**COMMENT #:** 13081  
**DATE:** 9/3/21 8:33 PM  
**SOURCE:** Website  
**NAME:** Tessa Shields

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**COMMENT:**

According to the UDOT Little Cottonwood Canyon EIS, "Ultimately, the partners seek to deliver transportation options that meet the needs of the community while preserving the values of the Wasatch Mountains." UDOT's preferred options do neither of those things **(32.2.9C and 32.2.9E)** What they do is forever alter and further commercialize a unique urban forest canyon, a priceless resource benefiting a broad community living along the Wasatch Front. **(32.4I)** The "needs of the community" and the "values of the Wasatch" fall far behind UDOT's and the state's real desire to get as many people up LCC as possible, all to benefit two private businesses for roughly 30 days a year. **(32.1.2B, 32.1.2D, and 32.1.4D)** The problem demands more creative, and less costly, thinking than "build more road," or "build a carnival ride through a national forest."

UDOT's decision making on this issue has been flawed from the start because it sought to solve a unique problem with a standard answer. LCC experiences severe traffic problems less than 10 percent of the year, primarily during winter weekends, holidays and occasional powder days. **(32.1.4D)** The congestion occurs because too many private vehicles enter the canyon during peak periods through a narrow-morning time window. The problem is exacerbated when snowfall requires avalanche control work. UDOT has made no effort to solve this problem using immediately available options at a lower cost to ALL members of the community.

Let's look at some of the facts surrounding the value and nature of LCC and UDOT's promotion of a half billion dollar "remedy":

- Widening S.R. 210 or introducing a gondola will accelerate the number of people entering the canyon. **(32.20A and 32.20C)**
- Serious congestion is currently only a problem during the winter. **(32.1.2C)**
- Heavy traffic only occurs about 30 days a year. **(32.1.4D)**
- Traffic issues are due to the attractions held by private companies operating largely on public land.
- The gondola would only service two business locations and ignore trailheads, climbing sites, and other areas of community interest in the canyon. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**
- A significant percentage of private vehicles heading up LCC transport only the driver. **(32.2.4A)**
- Traffic problems during snowstorms can be reduced with more consistent "enforcement of vehicle traction requirements. **(32.2.2M)**
- LCC has a good avalanche control record. **(32.7A)**
- When the canyon road is closed due to avalanche danger, the ski resorts are often closed to skier traffic too.
- Pollution will decrease with the introduction of zero emission buses. **(32.10A)**
- Climate change is real and may continue to decrease average annual snowfall; powder panic may not be as big of a problem in the future. **(32.2.2E)**

Although safety in the canyon is of prime importance, concerns about canyon safety are overblown. It is more lethal to drive I-15 than S.R. 210. And the ski community has managed to coexist with avalanche control issues for over 50 years. Snow management has been an understood part of the ski resort business model since its inception and both resorts have managed to become very successful. **(32.7A)**

UDOT should revisit its objectives of meeting "the needs of the community while preserving the values of the Wasatch Mountains." Its proposals, especially the ill-conceived gondola, do nothing to control the pressures on the canyon itself, they only serve to increase visitors and generate revenue for private companies and developers. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** UDOT must emphasize

what is really important here, the protection of LCC values from the cumulative effects of commercialization and development. Accommodating reasonable transportation needs to the ski resorts and the segment of the community they attract is important, too. That does not mean encouraging an ever-increasing or unlimited number of visitors. **(32.20A and 32.20C)**

From destroying prime non-ski-resort recreation opportunities to altering the natural condition of the canyon itself, UDOT's preferred options should not even be on the table until less intrusive and less expensive alternatives are implemented, tested, and exhausted. Here are just a few options to help address the underlying simplicity of the real problem, too many private vehicles in the canyon on some days:

- Identify weekends, holidays and other select days as peak periods with standardized canyon traffic protocols understood by all visitors.
- Require a carpool minimum during certain times. **(32.2.4A)**
- Provide truly expanded bus service to the resorts during busy days and hours on a reliably standardized basis. **(32.2.9A)**
- Consistently provide public transportation with priority access to the canyon during problem hours **(32.2.6.3N)**.
- Eliminate private vehicles in the canyon altogether during peak hours. **(32.2.2B)**
- Explore ways to give canyon employees priority access to the ski resorts; staffing the ski resorts is a challenge for those businesses. **(32.2.6.3N)**
- Adjust ski resort hours of operation on problem days. **(32.2.2K)**
- Erect a canyon entrance service booth to help manage visitors, similar to that used successfully in Millcreek Canyon. **(32.2.4A)**
- Identify a carrying capacity that doesn't compromise the nature of LCC before developing permanent ways to crowd even more people up the canyon. Maybe we have already reached that capacity on certain days. **(32.20B)**

Average annual snowfall in LCC has been trending downward for decades. It is possible that powder days, which are the catalyst for some of the most heavily congested days, will decrease in the future. Perhaps in another twenty years there will be fewer powder days to drive a fraction of the community to congest S.R. 210 for a few hours on a given day. A wide road or a gondola may simply turn out to be no more than a standing monument to misguided engineering, like a giant corroded pump in the middle of a dry lake bed. **(32.2.2E)**

There are myriad ways to address LCC's traffic challenges without forever damaging the "value of the Wasatch." Building a bigger road or installing a carnival ride may increase value for two private companies, but either would forever transform the canyon's value to the broader community. And those changes will continue to contribute to ever greater changes down the road, so to speak. The cumulative effects inherent in either of UDOT's preferred alternatives are unacceptable."

**COMMENT #:** 13082  
**DATE:** 9/3/21 8:33 PM  
**SOURCE:** Website  
**NAME:** Kaden Torriente

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**COMMENT:**

Please don't allow this gondola to destroy little Cottonwood. **(32.2.9E)** Taxpayer money paying for an obscenely expensive gondola that will only help two private ski resorts is NOT in the public interest. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Much of the developed climbing in the canyon would be destroyed for the benefit of these companies, and winter traffic a couple times a year is infinitely more preferable. **(32.4A, 32.4B, and 32.1.4D)**

**COMMENT #:** 13083  
**DATE:** 9/3/21 8:33 PM  
**SOURCE:** Website  
**NAME:** Stevie Midgley

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**COMMENT:**

I think expanded bus services/zero emission busses/limited personal vehicles is the better option for our canyons. **(32.2.9A, 32.2.6.3F, and 32.2.4A)** It helps reduce emissions and keep our canyon clear and beautiful. Providing more busses and limited personal vehicles ENFORCING vehicles to have proper tires, and even blacking out peak weekends is a far better solution. **(32.2.2M and 32.2.2B)** I think gondola should not be an answer, considering it's only going to running part time (winter only) and stagnant majority of the year. **(32.2.9E and 32.2.6.5F)** It will pump more people up the canyon, as well as still promote private vehicles to drive up causing congestion at the resorts they aren't used to. **(32.20A, 32.20C, and 32.2.4A)**

**COMMENT #:** 13084  
**DATE:** 9/3/21 8:34 PM  
**SOURCE:** Website  
**NAME:** Darryl Neider

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**COMMENT:**

The canyon traffic problem has been overhyped by proponents hoping to execute a grand audacious and hugely expensive solution for a problem that wildly overstated at taxpayers expense. **(32.1.2B)** I know the reality of the “problem” because I live on [REDACTED] and reality is that the traffic problem is limited to 10-15 days per ski season and only on heavy snow days that require avalanche control measures. **(32.1.4D)** We all get this (neighbors and skiers) and are happy to live with this. So why spend \$.5 billion for something that is simply a limited problem? **(32.1.2B)**

Let’s pursue simplified options. Enhanced bus service, incentivize full car loads, charge for canyon access, place parking hubs in commercial areas (the shopko is still empty at 94th So. an 13th east). **(32.2.9A, 32.2.4A, and 32.2.6.2.1C)**

The gondola is a horrendous idea and will ruin the canyon vistas and solitude **(32.2.9E and 32.4I)**. Please do not pursue this option. Also consider the number of transfers people, especially families will have to make. Right now you load at home and unload at the resorts. With the gondola: once at home, once more at the garage, once more if you have to transfer to the Alta gondola, then the final transfer at the resort. **(32.2.6.5J)**

One more appeal, we really don’t want to look at and hear the hideous gondolas, towers and cables from virtually anyplace where you are in the canyon. **(32.17A)**

Respectfully,  
Darryl Neider



**COMMENT #:** 13085  
**DATE:** 9/3/21 8:34 PM  
**SOURCE:** Website  
**NAME:** Elise Barrett-Caston

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**COMMENT:**

Please please reconsider destroying little cottonwood canyon and the surrounding area. The gondola will only bring more cars and more pavement and turn our beautiful canyon into a carnival servicing the ski resorts. **(32.4I, 32.2.9E, 32.1.2D, and 32.2.4A)**

**COMMENT #:** 13086  
**DATE:** 9/3/21 8:35 PM  
**SOURCE:** Website  
**NAME:** Thelma Pribble

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**COMMENT:**

The four lane highway would destroy Little Cottonwood Canyon. **(32.2.9C and 32.2.6.3B)**  
It will be taking land away from, a lot of homes through eminent domain. **(32.2.6.2.2A)**  
Destroying peoples homes. This is unacceptable.

**COMMENT #:** 13087  
**DATE:** 9/3/21 8:35 PM  
**SOURCE:** Website  
**NAME:** Katie Burnett

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**COMMENT:**

PLEASE DONT!!!! IT WILL RUIN THE CANYON!! PLEASE CONSIDER LESS PERMANENT SOLUTION. (32.2.2PP, 32.4I, and 32.29R)

**COMMENT #:** 13088  
**DATE:** 9/3/21 8:35 PM  
**SOURCE:** Website  
**NAME:** Mark Sulliva

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**COMMENT:**

The gondola is not a solution to the problem. **(32.2.9E)** It only serves as a tourist attraction to benefit the ski resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** More reliable bus service is important in encouraging people to not drive their personal vehicles. **(32.2.9A and 32.2.4A)** This will need to happen whether there is a gondola or not, otherwise traffic to and from the gondola base will be a problem, as will parking. **(32.2.6.5E)** Public transit in general needs improvement. Light rail from the U to the canyons along Wasatch should be a long term goal. If an alternate mode of transportation up the canyons I would propose a monorail. **(32.2.2I)** Minimal footprint. Towers can be located out of avalanche paths. Visually much less obtrusive than the Gondola. I also propose rail through a tunnel under Twin Lakes Pass and potentially over Guardsman Pass. **(32.2.2Q)** People need to get out of their cars. **(32.2.4A)** Preferably closer to their homes and have access to frequent and reliable bus service to and up the canyon. **(32.2.2I)** More incentive should also be given to make leaving the car at home. This should include lockers available to locals for season long rental. **(32.2.3A)** Snow removal needs to be more often and reliable during storms. Disincentive for people who chose to drive in the form of higher parking pass prices **(32.2.4A)**

**COMMENT #:** 13089  
**DATE:** 9/3/21 8:36 PM  
**SOURCE:** Website  
**NAME:** Amy Gardenhire

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**COMMENT:**

the two proposed will permanently ruin the canyon. please try less destructive options before doing irreversible actions. **(32.29R, 32.2.9C, and 32.2.9E)** Expand the busing system without expanding the road **(32.2.9A)**

**COMMENT #:** 13090  
**DATE:** 9/3/21 8:36 PM  
**SOURCE:** Website  
**NAME:** Matthew Schabowsky

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**COMMENT:**

While the gondola solution may not be perfect for all uses of the canyon, it does solve the primary problem of easing winter congestion and the hazards of being caught in the canyon by the frequent avalanches that frequently occur. Excited at the prospect of a gondola! **(32.2.9D and 32.7A)**

**COMMENT #:** 13091  
**DATE:** 9/3/21 8:38 PM  
**SOURCE:** Website  
**NAME:** Jackson Arvidson

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**COMMENT:**

Do we really need to further "disneyland" this precious natural resource by adding a gondola to bring people to the top? **(32.2.9E)** It would seem prudent to first attempt adding bus capacity to transport skiers and employees trying to get up canyon before moving forward with destructive construction proposals. **(32.2.9A and 32.2.9R)** In addition de-incentivizing driving passenger vehicles up canyon by tolling or parking fees at the top. **(32.2.4A)** If we do find a way to get all the people to the top on storm days with the explosion of skier days in LCC the canyon wont be able to handle the human impact, at some point there will have to be a limit to the number of people at the top of the canyon at one time. **(32.2.2B, 32.2.2L, and 32.2.20B)** Thanks for your consideration.

-Jackson

**COMMENT #:** 13092  
**DATE:** 9/3/21 8:39 PM  
**SOURCE:** Website  
**NAME:** Faith Thomas

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**COMMENT:**

The gondola will be detrimental to the canyon, please consider increasing the number of buses going up the canyon and enforcing the traction law sooner so little cars are not jamming up the canyon then they get stuck. **(32.2.9E, 32.4I, 32.2.9A, and 32.2.2M)** Thank you, and again please consider.



**COMMENT #:** 13093  
**DATE:** 9/3/21 8:39 PM  
**SOURCE:** Website  
**NAME:** Jon Parker

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**COMMENT:**

Lets not turn a beautiful canyon into tax subsidized Disneyland. I am against a gondola, too much impact to the canyon. **(32.2.9E and 32.4I)** Just go with extra buses. **(32.2.9A)**

**COMMENT #:** 13094  
**DATE:** 9/3/21 8:39 PM  
**SOURCE:** Website  
**NAME:** Megan Barrett

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**COMMENT:**

I DO NOT SUPPORT GONDOLAWORKS or the road expansion. Please look into other less impactful options that preserve the canyon. **(32.2.9E, 32.2.9C, and 32.2.2PP)**

LCC EIS Comment

According to the UDOT Little Cottonwood Canyon EIS, "Ultimately, the partners seek to deliver transportation options that meet the needs of the community while preserving the values of the Wasatch Mountains." UDOT's preferred options do neither of those things. What they do is forever alter and further commercialize a unique urban forest canyon, a priceless resource benefiting a broad community living along the Wasatch Front. **(32.4I)** The "needs of the community" and the "values of the Wasatch" fall far behind UDOT's and the state's real desire to get as many people up LCC as possible, all to benefit two private businesses for roughly 30 days a year. **(32.1.2B, 32.1.2D, and 32.1.4D)** The problem demands more creative, and less costly, thinking than "build more road," or "build a carnival ride through a national forest."

UDOT's decision making on this issue has been flawed from the start because it sought to solve a unique problem with a standard answer. LCC experiences severe traffic problems less than 10 percent of the year, primarily during winter weekends, holidays and occasional powder days. **(32.1.4D)** The congestion occurs because too many private vehicles enter the canyon during peak periods through a narrow-morning time window. The problem is exacerbated when snowfall requires avalanche control work. UDOT has made no effort to solve this problem using immediately available options at a lower cost to ALL members of the community.

Let's look at some of the facts surrounding the value and nature of LCC and UDOT's promotion of a half billion dollar "remedy":

- Widening S.R. 210 or introducing a gondola will accelerate the number of people entering the canyon. **(32.20A and 32.20C)**
- Serious congestion is currently only a problem during the winter. **(32.1.2C)**
- Heavy traffic only occurs about 30 days a year. **(32.1.4D)**
- Traffic issues are due to the attractions held by private companies operating largely on public land.
- The gondola would only service two business locations and ignore trailheads, climbing sites, and other areas of community interest in the canyon. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**
- A significant percentage of private vehicles heading up LCC transport only the driver. **(32.2.4A)**
- Traffic problems during snowstorms can be reduced with more consistent "enforcement of vehicle traction requirements. **(32.2.2M)**
- LCC has a good avalanche control record. **(32.7A)**
- When the canyon road is closed due to avalanche danger, the ski resorts are often closed to skier traffic too.
- Pollution will decrease with the introduction of zero emission buses. **(32.10A)**
- Climate change is real and may continue to decrease average annual snowfall; powder panic may not be as big of a problem in the future. **(32.2.2E)**

Although safety in the canyon is of prime importance, concerns about canyon safety are overblown. It is more lethal to drive I-15 than S.R. 210. And the ski community has managed to coexist with avalanche control issues for over 50 years. Snow management has been an understood part of the ski resort business model since its inception and both resorts have managed to become very successful. **(32.7A)**

UDOT should revisit its objectives of meeting “the needs of the community while preserving the values of the Wasatch Mountains.” Its proposals, especially the ill-conceived gondola, do nothing to control the pressures on the canyon itself, they only serve to increase visitors and generate revenue for private companies and developers. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** UDOT must emphasize what is really important here, the protection of LCC values from the cumulative effects of commercialization and development. Accommodating reasonable transportation needs to the ski resorts and the segment of the community they attract is important, too. That does not mean encouraging an ever-increasing or unlimited number of visitors. **(32.20A and 32.20C)**

From destroying prime non-ski-resort recreation opportunities to altering the natural condition of the canyon itself, UDOT's preferred options should not even be on the table until less intrusive and less expensive alternatives are implemented, tested, and exhausted. Here are just a few options to help address the underlying simplicity of the real problem, too many private vehicles in the canyon on some days:

- Identify weekends, holidays and other select days as peak periods with standardized canyon traffic protocols understood by all visitors.
- Require a carpool minimum during certain times. **(32.2.4A)**
- Provide truly expanded bus service to the resorts during busy days and hours on a reliably standardized basis. **(32.2.9A)**
- Consistently provide public transportation with priority access to the canyon during problem hours **(32.2.6.3N)**.
- Eliminate private vehicles in the canyon altogether during peak hours. **(32.2.2B)**
- Explore ways to give canyon employees priority access to the ski resorts; staffing the ski resorts is a challenge for those businesses. **(32.2.6.3N)**
- Adjust ski resort hours of operation on problem days. **(32.2.2K)**
- Erect a canyon entrance service booth to help manage visitors, similar to that used successfully in Millcreek Canyon. **(32.2.4A)**
- Identify a carrying capacity that doesn't compromise the nature of LCC before developing permanent ways to crowd even more people up the canyon. Maybe we have already reached that capacity on certain days. **(32.20B)**

Average annual snowfall in LCC has been trending downward for decades. It is possible that powder days, which are the catalyst for some of the most heavily congested days, will decrease in the future. Perhaps in another twenty years there will be fewer powder days to drive a fraction of the community to congest S.R. 210 for a few hours on a given day. A wide road or a gondola may simply turn out to be no more than a standing monument to misguided engineering, like a giant corroded pump in the middle of a dry lake bed. **(32.2.2E)**

There are myriad ways to address LCC's traffic challenges without forever damaging the "value of the Wasatch." Building a bigger road or installing a carnival ride may increase value for two private companies, but either would forever transform the canyon's value to the broader community. And those changes will continue to contribute to ever greater changes down the road, so to speak. The cumulative effects inherent in either of UDOT's preferred alternatives are unacceptable."

**COMMENT #:** 13095  
**DATE:** 9/3/21 8:44 PM  
**SOURCE:** Website  
**NAME:** Jonathan Morgan

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**COMMENT:**

I am a 18-year employee of Alta Ski Area as well as a current resident of the Town of Alta. I recommend the LaCaille Gondola alternative proposed by the Little Cottonwood EIS. **(32.2.9D)** While I prefer the expansion of the existing road due to the visual impact a gondola would have, the alternative of enhanced bus service does not address several issues that greatly affect travel from the town of Alta. **(32.17A and 32.17B)**

The frequent closures of the Mount Superior Mainline portion of Highway 210 would force all traffic to the existing two-lane bypass road. This is the steepest portion of road in the canyon and is often the only exit from Alta on the days when traffic congestion is at its worst. Snowsheds on the road below Mt. Superior would be required for reliable traffic flow out of Alta. Installation of remote avalanche control devices (RACs) on Mt. Superior may alleviate some of the closures of the Superior Mainline but would not eliminate. The installation of RACs and snowsheds for Mt. Superior should be addressed in the final EIS. **(32.2.2TT)**

Like the Gondola alternative, enhanced bus service still relies greatly on many cars using the canyon road in the winter. The EIS draft does not address the issue of vehicles in the canyon without proper snow tires. I have heard that addressing this one issue alone would reduce travel times more than removing 30% of the vehicles from the canyon on days when the road surface is slick. It seems illogical that more effort has not been done to experiment with a strict traction law and increased UDOT snow removal resources. Instead, we have moved directly to alternatives that involve excessive amounts of money and environmental disturbance. **(32.2.2M)**

The installation of a gondola has the greatest visual impact and would most likely draw more people to Little Cottonwood Canyon as it would be an attraction in and of itself on days when crowds are already a concern. It also seems that there is not adequate parking at the base of the gondola which is also a concern. **(32.20C and 32.2.6.5J)** However, as the enhanced bus service option is currently laid out, it does not address the problem of reliable egress from the Town of Alta."

**COMMENT #:** 13096  
**DATE:** 9/3/21 8:46 PM  
**SOURCE:** Website  
**NAME:** Erin Rubin

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**COMMENT:**

Please do not tarnish the canyon with ugly infrastructure and ruin views forever. **(32.17A and 32.17B)** This does not benefit the majority of those who use it, only the tourists traveling here 3 months a year. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Please don't do this. It will forever change the entire valley and not for the better. **(32.4I)"**

**COMMENT #:** 13097  
**DATE:** 9/3/21 8:47 PM  
**SOURCE:** Website  
**NAME:** Marla Gutmann

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**COMMENT:**

There should be more free buses and a bigger parking lot to facilitate carpooling and busing at the base of the canyon. **(32.2.9A, 32.2.4A, 32.2.6.2.1C)** A gondola would only serve to profit the private ski resorts at a detriment to the public's recreation in the canyon. **(32.4I, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** A gondola would also threaten the historic climbing in little cottonwood canyon. **(32.2.9E and 32.4B)**

**COMMENT #:** 13098  
**DATE:** 9/3/21 8:47 PM  
**SOURCE:** Website  
**NAME:** Rex Nelson

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**COMMENT:**

I think the gondola option should NOT be considered. (32.2.9E) It is not scalable at all, and the time to get to the resorts is not acceptable. (32.2.6.5A) I think the options should be re-evaluated. Light rail should be reconsidered." (32.2.9F)

**COMMENT #:** 13099  
**DATE:** 9/3/21 8:48 PM  
**SOURCE:** Website  
**NAME:** Ben Walker

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**COMMENT:**

I think the bigger issue at play here is that the canyons are already at their carrying capacity. Increasing the number of people entering the canyons will require an increase in access to pleasure activities in the canyon (ie more established trail/trailheads, more lifts to accommodate increased lift traffic), these need to happen in tandem to prevent overcrowding in an already overcrowded space. **(32.20A, 32.20B, and 32.20C)** Alternatively we could invest into other spaces LCC to divert traffic (ie Millcreek or American Fork). **(32.2.2V)**



**COMMENT #:** 13100  
**DATE:** 9/3/21 8:48 PM  
**SOURCE:** Website  
**NAME:** Thomas Partridge

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**COMMENT:**

I have lived in Salt Lake County for most of my 69 years and have spent a lot of time hiking, camping, & fishing in the canyons. I have tried to teach my children to appreciate and love the incredible legacy of wilderness lands so near a metro area.

Once lost, a wilderness cannot be reclaimed. To claim that monied interests have a right to steal the wilderness from my grandchildren and successive generations is a profoundly self centered and selfish evil for which you will some day have to give an account. Imagine yourself on that day defending a decision to side with \$ over invaluable nature.

Development & wilderness cannot coexist. Choose wilderness, I beg you." **(32.29G)**

**COMMENT #:** 13101  
**DATE:** 9/3/21 8:48 PM  
**SOURCE:** Website  
**NAME:** Mark Sullivan

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**COMMENT:**

The gondola is not a solution to the problem. **(32.2.9E)** It only serves as a tourist attraction to benefit the ski resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** More reliable bus service is important in encouraging people to not drive their personal vehicles. **(32.2.9A and 32.2.4A)** This will need to happen whether there is a gondola or not, otherwise traffic to and from the gondola base will be a problem, as will parking. **(32.2.6.5E)** Public transit in general needs improvement. Light rail from the U to the canyons along Wasatch should be a long term goal. If an alternate mode of transportation up the canyons I would propose a monorail. **(32.2.2I)** Minimal footprint. Towers can be located out of avalanche paths. Visually much less obtrusive than the Gondola. I also propose rail through a tunnel under Twin Lakes Pass and potentially over Guardsman Pass. **(32.2.2Q)** People need to get out of their cars. **(32.2.4A)** Preferably closer to their homes and have access to frequent and reliable bus service to and up the canyon. **(32.2.2I)** More incentive should also be given to make leaving the car at home. This should include lockers available to locals for season long rental. **(32.2.3A)** Snow removal needs to be more often and reliable during storms. Disincentive for people who choose to drive in the form of higher parking pass prices **(32.2.4A)**. Better monitoring of 4x4 and traction device compliance. **(32.2.2M)**

**COMMENT #:** 13102  
**DATE:** 9/3/21 8:49 PM  
**SOURCE:** Website  
**NAME:** Richard Burford

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**COMMENT:**

According to the UDOT Little Cottonwood Canyon EIS, "Ultimately, the partners seek to deliver transportation options that meet the needs of the community while preserving the values of the Wasatch Mountains." UDOT's preferred options do neither of those things **(32.2.9C and 32.2.9E)** What they do is forever alter and further commercialize a unique urban forest canyon, a priceless resource benefiting a broad community living along the Wasatch Front. **(32.4I)** The "needs of the community" and the "values of the Wasatch" fall far behind UDOT's and the state's real desire to get as many people up LCC as possible, all to benefit two private businesses for roughly 30 days a year. **(32.1.2B, 32.1.2D, and 32.1.4D)** The problem demands more creative, and less costly, thinking than "build more road," or "build a carnival ride through a national forest."

UDOT's decision making on this issue has been flawed from the start because it sought to solve a unique problem with a standard answer. LCC experiences severe traffic problems less than 10 percent of the year, primarily during winter weekends, holidays and occasional powder days. **(32.1.4D)** The congestion occurs because too many private vehicles enter the canyon during peak periods through a narrow-morning time window. The problem is exacerbated when snowfall requires avalanche control work. UDOT has made no effort to solve this problem using immediately available options at a lower cost to ALL members of the community.

Let's look at some of the facts surrounding the value and nature of LCC and UDOT's promotion of a half billion dollar "remedy":

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Although safety in the canyon is of prime importance, concerns about canyon safety are overblown. It is more lethal to drive I-15 than S.R. 210. And the ski community has managed to coexist with avalanche control issues for over 50 years. Snow management has been an understood part of the ski resort business model since its inception and both resorts have managed to become very successful. **(32.7A)**

UDOT should revisit its objectives of meeting "the needs of the community while preserving the values of the Wasatch Mountains." Its proposals, especially the ill-conceived gondola, do nothing to control the pressures on the canyon itself, they only serve to increase visitors and generate revenue for private companies and developers. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** UDOT must emphasize

what is really important here, the protection of LCC values from the cumulative effects of commercialization and development. Accommodating reasonable transportation needs to the ski resorts and the segment of the community they attract is important, too. That does not mean encouraging an ever-increasing or unlimited number of visitors. **(32.20A and 32.20C)**

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**COMMENT #:** 13103  
**DATE:** 9/3/21 8:50 PM  
**SOURCE:** Website  
**NAME:** Alexis Viehl

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**COMMENT:**

I do not support either of the proposed preferred alternatives and would like to see less expensive, less destructive options implanted first. **(32.2.9C, 32.2.9E, and 32.2.9A)** It does not solve the traffic problem and it destroys boulders. **(32.4A, 32.4B, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

**COMMENT #:** 13104  
**DATE:** 9/3/21 8:50 PM  
**SOURCE:** Website  
**NAME:** Patrick O'Neill

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**COMMENT:**

I am NOT in support of the gondola up Little Cottonwood Canyon. **(32.2.9E)** This gondola would cause irreversible damage to the Little Cottonwood Canyon. **(32.4I)** "Construction could also cause impacts to the public, air quality, water quality, wetlands, streams, wildlife, noise levels, visual resources, cultural resources, hazardous materials, utility service, traffic flow, businesses, noxious and invasive species, and construction staging and material borrow areas. **(32.4C, 32.10A, 32.12A, 32.13A, 32.11D, 32.17A, 32.15B, and 32.16A)**" The air quality in the Salt Lake Valley is already horrendous and should not get worse. It makes no sense that you cannot wade in Little Cottonwood Creek because it is in the watershed yet whoever will build the gondola along with Alta and Snowbird will profit off of the degradation of the creek. **(32.12A)** This degradation will be funded by my tax dollars and will only profit Alta and Snowbird upper management. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The gondola will also not benefit backcountry skiers or other people looking to recreate in LCC. This addition only supports Alta, Snowbird and the hoity toity people who come to ski in Utah for vacation and believe that they are above riding a bus with others. Not the biggest deal but it would also look terrible. I support the addition of a toll to the road as well as the enhanced bussing system. **(32.2.4A and 32.2.9A)**

"If future generations are to remember us with gratitude rather than contempt, we must leave them with more than the miracles of technology. We must leave them a glimpse of the world as it was in the beginning, not just after we got through with it."- Lyndon B. Johnson

**COMMENT #:** 13105  
**DATE:** 9/3/21 8:51 PM  
**SOURCE:** Website  
**NAME:** Angela Isaacs

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**COMMENT:**

In a previous comment, I tried to choose an alternative based on those presented as preferred alternatives. But to be honest, both preferred alternatives are woefully short-sighted for our community and our canyons. **(32.2.9C and 32.2.9E)** (Yes, canyons, because there is more than one and they are all bursting at the seams. I echo many other comments that there are better solutions not contemplated here. For a start, removing many more than contemplated in this document or most cars (yes accommodations for employees, residents, service vehicles, and ability accommodations) from the roads and utilizing buses integrated with improved public transit in the valley. **(32.2.2B and 32.2.2I)** This is a win for everyone, including our community members who aren't even headed up the canyon. It is also a solution for all canyons and all users. **(32.2.6.3C)** The best solution is out there, but it is not in this EIS. And it is certainly not the gondola, which demonstrably, from your own document (see comments from Wasatch Backcountry, CWC, Jenny Wilson, and many others) does not meet the needs of a traffic solution for the canyon and is not more reliable. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Additionally, this Environmental Impact Statement leaves out a true assessment of the impacts to the environment of the canyon, such as carrying capacity. **(32.20B and 32.20C)** The solution exists, but it isn't in this document. **(32.2.2PP)**

**COMMENT #:** 13106  
**DATE:** 9/3/21 8:52 PM  
**SOURCE:** Website  
**NAME:** David Pease

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**COMMENT:**

I have lived and recreated extensively in the Wasatch for thirty years now. I have seen the exponential growth first hand. The resorts and backcountry are busier than they have ever been. That said, the Wasatch is still a special place and should be treated as such. I do not believe a gondola or expanded bus lanes are the right choice right now. **(32.2.9E and 32.2.9C)** It seems that more efforts should be made to encourage car pooling and make the current bus service more efficient. **(32.2.4A and 32.2.9A)** When all other efforts are exhausted then that would be the time to revisit this discussion **(32.2.9R)**.  
Thank you



**COMMENT #:** 13107  
**DATE:** 9/3/21 8:53 PM  
**SOURCE:** Website  
**NAME:** Iri Ledezma

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**COMMENT:**

I think placing this would not benefit people nor help traffic. **(32.7C)** We could build homeless shelters with this money, please think of the world. **(32.1.2B)**

**COMMENT #:** 13108  
**DATE:** 9/3/21 8:53 PM  
**SOURCE:** Website  
**NAME:** Ronald McKay

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**COMMENT:**

No to the gondola. No to the road expansion. **(32.2.9E and 32.2.9C)** You owe it to the community to find and try a less impactful solution. **(32.2.2PP)** It is utterly shameful and self-serving to entertain building a gondola or widening the road.

I've got a prediction though. The decision has already been made. A gondola is just too "sexy" to not do, am I right? **(32.2.9N)** Think of all those Texans that will flock to it and all the tax revenue it will generate when they buy those over priced burgers on the Tram deck! Admit it, you know you've decided on it.

**COMMENT #:** 13109  
**DATE:** 9/3/21 8:54 PM  
**SOURCE:** Website  
**NAME:** Spencer Smith

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**COMMENT:**

Please drop consideration for the gondola and road widening for now. **(32.2.9E and 32.2.9C)** It does not make sense to use taxpayer dollars to benefit only two private companies. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** It would be a much better approach to have a phased method that can be implemented more immediately, such as tolling and permit shuttle services. **(32.2.4A, 32.2.9A, and 32.2.7C)** That would allow for less congestion, income to go towards the canyon infrastructure and the resorts would be incentivized to invest in a shuttle solution and have a bit of skin in the game. Creating buy in from the companies that benefit will ensure a more efficient and creative solution. I would also explore you to consider individuals who would like to access these public lands outside of the resorts such as Backcountry skiers, climbers, hikers, snowshoing, etc. **(32.2.6.3C)** This is a large amount of money to spend on something we are not even sure will solve the issue of congestion. **(32.7B and 32.7C)** I would prefer my tax dollars do not go towards the gondola.

**COMMENT #:** 13110  
**DATE:** 9/3/21 8:54 PM  
**SOURCE:** Website  
**NAME:** Samuel J Wolfe

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**COMMENT:**

I have worked in Alta for 38 years. For most of those years I have endured the increasing challenges of a daily commute, 7 days a week. I am as desperate as anyone for some common sense solutions. I am strongly opposed to a gondola as that solution. **(32.2.9E)** A massively expensive and disruptive engineering project should be the last resort. **(32.4I)** We need to exhaust all options to limit our impact on this fragile and precious canyon. **(32.2.2PP)** There are less destructive alternatives to be explored. They include ; tolls, vehicle surcharge, greater traction enforcement, dedicated bus lanes for specialized coach service, and increased scheduling for those of us who work into the evening. **(32.2.4A, 32.2.2M, 32.2.9B, and 32.2.6.5N)** For every frustrating, multi hour , snail crawl up or down the canyon, there are literally hundreds more hours of uninterrupted travel . It is always easier to throw money and build over a problem. In the end we will be creating new sources of gridlock, frustration and environmental degradation. **(32.2.6.5E, 32.2.6.5C, 32.20C, and 32.4I)** Let's do the hard work of creating a sustainable solution. Thank you.

**COMMENT #:** 13111  
**DATE:** 9/3/21 8:57 PM  
**SOURCE:** Website  
**NAME:** Audrey Mede

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**COMMENT:**

my vote is for a gondola **(32.2.9D)**

**COMMENT #:** 13112  
**DATE:** 9/3/21 8:59 PM  
**SOURCE:** Website  
**NAME:** Rick Leavitt

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**COMMENT:**

I think people should know that the area below the gondola route will need to be clear cut to facilitate potential evacuation space. I have practiced gondola evacuate. Also note the clear below Whistler Blockcomb Peak to peak gondola. A gondola system will scare the canyon **(32.13A and 32.17A)**

**COMMENT #:** 13113  
**DATE:** 9/3/21 9:02 PM  
**SOURCE:** Website  
**NAME:** Wilford Egbert

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**COMMENT:**

Build the gondola! **(32.2.9D)**. It's the best plan! Look at Europe, we can follow the good things they have done!

**COMMENT #:** 13114  
**DATE:** 9/3/21 9:02 PM  
**SOURCE:** Website  
**NAME:** Audrey Mede

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**COMMENT:**

vote is for a gondola (32.2.9D)



**COMMENT #:** 13115  
**DATE:** 9/3/21 9:05 PM  
**SOURCE:** Website  
**NAME:** Lindsay Walter

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**COMMENT:**

The road extension and gondola options will each cause irreversible damage to our community's beautiful treasure of Little Cottonwood Canyon. **(32.2.9C, 32.2.9D, and 32.4I)** I believe we should make the best use of the road we already have by implementing new regulations rather than destroying the canyon with additional infrastructure. The new regulations could take the form of strict car limits and additional buses. **(32.2.2L, 32.2.4A, and 32.2.9A)** Climate change is already affecting our snow pack and water supply in the valley, and so we must do everything in our power to preserve the few natural landscapes left to us. **(32.2.2E)**

**COMMENT #:** 13116  
**DATE:** 9/3/21 9:05 PM  
**SOURCE:** Website  
**NAME:** Alex Rej

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**COMMENT:**

No to the gondola (32.2.9E)

**COMMENT #:** 13117  
**DATE:** 9/3/21 9:06 PM  
**SOURCE:** Website  
**NAME:** Ed Ryon

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**COMMENT:**

Neither a gondola or a third lane up the canyon truly serves the population that uses Little Cottonwood. **(32.2.9E, 32.2.9C, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Permanently altering the canyon for the sake of already strained ski resorts does not answer the demands of climbers, backcountry skiers, or even resort skiers that aren't fans of multiple hour lift lines. **(32.4I)** After this season we have clearly seen that the resorts are consistently unable to handle the volumes of people coming to Snowbird and Alta, and will be no better off after pumping up gondolas full of ikon pass holders. **(32.20C)**

Permanent and costly solutions should be avoided at all costs, and can be circumvented by creative solutions subsidizing the bus system, implementing canyon tolls, and employing one way traffic periods during peak season. **(32.2.9A, 32.2.4A, and 32.2.2EE)** Hastily adopting either of these proposals would be a tragedy, and taking from SLC's historic climbing community to feed private industry in skiing. The bottom line is that without increased capacity for skiers/snowboarders at the resorts, and increased capability for delivering them to the resorts means nothing. The chairlifts are overflowing, and the issue will sort itself out organically when people discover the joy of weekday skiing, and gravitate towards other resorts without heinous crowds. **(32.20C)** Nothing as impactful as either of these proposals should be installed in Little Cottonwood Canyon, they do not solve the problems we have but simply serve as a marketing tool for Snowbird and Alta to use for what? 30 Days a year? **(32.1.2D, 32.1.4D, 32.7B, and 32.7C)**

Please do not let this happen to our beautiful home.

**COMMENT #:** 13118  
**DATE:** 9/3/21 9:06 PM  
**SOURCE:** Website  
**NAME:** Veronica Fickel

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**COMMENT:**

I do not approve of the gondola plan, it will cause more people to come up to Alta and ruin the ecosystem and beautiful infrastructure that exists there! **(32.2.9E, 32.20A, 32.20C, 32.13A, and 32.17A)** There are other ways to improve the traffic problem, specifically public transportation. The gondola is not the answer!!!

**COMMENT #:** 13119  
**DATE:** 9/3/21 9:07 PM  
**SOURCE:** Website  
**NAME:** Mark Lorna Brower

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**COMMENT:**

I am strongly against the Gondola Plan. **(32.2.9E)** The ski lifts and terrain are already at full capacity **(32.20C)**. Your carbon emissions argument for the Gondola Plan makes the assumption that carbon emissions use in the canyon is some how different than carbon emissions in the city. **(32.10A)** We have had traffic in the canyons for 100 years without any affect on the canyon's environment. This is a problem that doesn't need to be solved. **(32.1.2B)** Snowbird customers are best served when Snowbird spends its resources on ski lifts, snowmaking, grooming, restaurants and lodging. You have a lease on a very small part of the overall canyon, remember that.

**COMMENT #:** 13120  
**DATE:** 9/3/21 9:07 PM  
**SOURCE:** Website  
**NAME:** Julia DiNardo

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**COMMENT:**

The first and foremost largest issue impacting transportation up the canyon is Parking. Increased parking options and enhanced public transportation need to be implemented and given a chance prior to expensive, and in many ways destructive, options. **(32.2.6.2.1C, 32.2.9A, and 32.29R)** Access to the canyons is important to more than just local skiers and tourists, and yet contrarily it is slated to be everyone's tax dollars paying for the project. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Not to mention that there are much more important issues facing the greater Salt Lake area that the government should be focusing MY and my fellow Utahs' tax dollars toward. **(32.1.2B)** Less impactful - to the land, to our residents, to our other beloved outdoor activities-options are the logical first step prior to more extreme measures, especially ones that would be the responsibility of a largely dissenting public to pay for.

**COMMENT #:** 13121  
**DATE:** 9/3/21 9:08 PM  
**SOURCE:** Website  
**NAME:** Justus Redd

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**COMMENT:**

According to the UDOT Little Cottonwood Canyon EIS, "Ultimately, the partners seek to deliver transportation options that meet the needs of the community while preserving the values of the Wasatch Mountains." UDOT's preferred options do neither of those things **(32.2.9C and 32.2.9E)** What they do is forever alter and further commercialize a unique urban forest canyon, a priceless resource benefiting a broad community living along the Wasatch Front. **(32.4I)** The "needs of the community" and the "values of the Wasatch" fall far behind UDOT's and the state's real desire to get as many people up LCC as possible, all to benefit two private businesses for roughly 30 days a year. **(32.1.2B, 32.1.2D, and 32.1.4D)** The problem demands more creative, and less costly, thinking than "build more road," or "build a carnival ride through a national forest."

UDOT's decision making on this issue has been flawed from the start because it sought to solve a unique problem with a standard answer. LCC experiences severe traffic problems less than 10 percent of the year, primarily during winter weekends, holidays and occasional powder days. **(32.1.4D)** The congestion occurs because too many private vehicles enter the canyon during peak periods through a narrow-morning time window. The problem is exacerbated when snowfall requires avalanche control work. UDOT has made no effort to solve this problem using immediately available options at a lower cost to ALL members of the community.

Let's look at some of the facts surrounding the value and nature of LCC and UDOT's promotion of a half billion dollar "remedy":

- Widening S.R. 210 or introducing a gondola will accelerate the number of people entering the canyon. **(32.20A and 32.20C)**
- Serious congestion is currently only a problem during the winter. **(32.1.2C)**
- Heavy traffic only occurs about 30 days a year. **(32.1.4D)**
- Traffic issues are due to the attractions held by private companies operating largely on public land.
- The gondola would only service two business locations and ignore trailheads, climbing sites, and other areas of community interest in the canyon. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**
- A significant percentage of private vehicles heading up LCC transport only the driver. **(32.2.4A)**
- Traffic problems during snowstorms can be reduced with more consistent "enforcement of vehicle traction requirements. **(32.2.2M)**
- LCC has a good avalanche control record. **(32.7A)**
- When the canyon road is closed due to avalanche danger, the ski resorts are often closed to skier traffic too.
- Pollution will decrease with the introduction of zero emission buses. **(32.10A)**
- Climate change is real and may continue to decrease average annual snowfall; powder panic may not be as big of a problem in the future. **(32.2.2E)**

Although safety in the canyon is of prime importance, concerns about canyon safety are overblown. It is more lethal to drive I-15 than S.R. 210. And the ski community has managed to coexist with avalanche control issues for over 50 years. Snow management has been an understood part of the ski resort business model since its inception and both resorts have managed to become very successful. **(32.7A)**

UDOT should revisit its objectives of meeting "the needs of the community while preserving the values of the Wasatch Mountains." Its proposals, especially the ill-conceived gondola, do nothing to control the pressures on the canyon itself, they only serve to increase visitors and generate revenue for private companies and developers. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** UDOT must emphasize

what is really important here, the protection of LCC values from the cumulative effects of commercialization and development. Accommodating reasonable transportation needs to the ski resorts and the segment of the community they attract is important, too. That does not mean encouraging an ever-increasing or unlimited number of visitors. **(32.20A and 32.20C)**

From destroying prime non-ski-resort recreation opportunities to altering the natural condition of the canyon itself, UDOT's preferred options should not even be on the table until less intrusive and less expensive alternatives are implemented, tested, and exhausted. Here are just a few options to help address the underlying simplicity of the real problem, too many private vehicles in the canyon on some days:

- Identify weekends, holidays and other select days as peak periods with standardized canyon traffic protocols understood by all visitors.
- Require a carpool minimum during certain times. **(32.2.4A)**
- Provide truly expanded bus service to the resorts during busy days and hours on a reliably standardized basis. **(32.2.9A)**
- Consistently provide public transportation with priority access to the canyon during problem hours **(32.2.6.3N)**.
- Eliminate private vehicles in the canyon altogether during peak hours. **(32.2.2B)**
- Explore ways to give canyon employees priority access to the ski resorts; staffing the ski resorts is a challenge for those businesses. **(32.2.6.3N)**
- Adjust ski resort hours of operation on problem days. **(32.2.2K)**
- Erect a canyon entrance service booth to help manage visitors, similar to that used successfully in Millcreek Canyon. **(32.2.4A)**
- Identify a carrying capacity that doesn't compromise the nature of LCC before developing permanent ways to crowd even more people up the canyon. Maybe we have already reached that capacity on certain days. **(32.20B)**

Average annual snowfall in LCC has been trending downward for decades. It is possible that powder days, which are the catalyst for some of the most heavily congested days, will decrease in the future. Perhaps in another twenty years there will be fewer powder days to drive a fraction of the community to congest S.R. 210 for a few hours on a given day. A wide road or a gondola may simply turn out to be no more than a standing monument to misguided engineering, like a giant corroded pump in the middle of a dry lake bed. **(32.2.2E)**

There are myriad ways to address LCC's traffic challenges without forever damaging the "value of the Wasatch." Building a bigger road or installing a carnival ride may increase value for two private companies, but either would forever transform the canyon's value to the broader community. And those changes will continue to contribute to ever greater changes down the road, so to speak. The cumulative effects inherent in either of UDOT's preferred alternatives are unacceptable.



**COMMENT #:** 13122  
**DATE:** 9/3/21 9:09 PM  
**SOURCE:** Website  
**NAME:** Jacobi Seacord

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**COMMENT:**

I just moved to Utah. I climb at the gyms and it is absolutely clear that they do not want anything. I personally think that with population growth nothing is going to solve traffic. **(32.7B and 32.7C)** adding lanes doesn't solve traffic, I know this because both my parents are civil engineers. **(32.7C and 32.2.6.3B)**

**COMMENT #:** 13123  
**DATE:** 9/3/21 9:10 PM  
**SOURCE:** Website  
**NAME:** Kara Bankhead

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**COMMENT:**

I feel that widening the road will dramatically effect the canyon, is a really bad idea and won't be a good long term solution to our problems. **(32.2.9C, 32.4I, and 32.7C)** It will take out a bunch of climbing/bouldering that I've enjoyed over the years. **(32.4A)** It won't fix the problem of moving people up/down the canyon in the event of avalanches. **(32.7A)**. I believe the gondola is a much better option with a much smaller footprint that will solve more of the problems that the canyon is facing. Please don't widen the road. **(32.2.9D)**

**COMMENT #:** 13124  
**DATE:** 9/3/21 9:12 PM  
**SOURCE:** Website  
**NAME:** Aden Parker

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**COMMENT:**

Please make an effort at a mandatory bus program during peak season. **(32.2.2B)** The gondola and road widening options are such extreme measures, it doesn't make sense to immediately go to those without trying less impactful solutions. **(32.2.9E, 32.2.9C, and 32.29R)** The canyon is so beautiful and the gondola/road widening would change it forever. **(32.17A and 32.17B)**

**COMMENT #:** 13125  
**DATE:** 9/3/21 9:12 PM  
**SOURCE:** Website  
**NAME:** John Bankhead

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**COMMENT:**

The gondola is a much better option than widening the road. It is less invasive and will better help with avalanche safety. **(32.2.9D and 32.2.9C)**

**COMMENT #:** 13126  
**DATE:** 9/3/21 9:13 PM  
**SOURCE:** Website  
**NAME:** Maurice Mede

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**COMMENT:**

The gondola is a good idea. Get cars off the road. The first few years it will look out of place but will become part of the landscape like the restaurant at top of Snowbird. **(32.2.9D)**

**COMMENT #:** 13127  
**DATE:** 9/3/21 9:14 PM  
**SOURCE:** Website  
**NAME:** David Robinson

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**COMMENT:**

Negative on the ideas of making Highway 210 a toll road, but thanks for asking. **(32.2.4A)**  
It is interesting that one of the partners in the Gondola proposal, while presiding as Senate President, was the one who sponsored the bill in the Utah State Legislature that allows for establishing tolling on state roads. If you dig deep in the bill it gives the State Transportation Commission quite a bit of latitude in this area. It includes the ability to grant exclusive or non exclusive rights to a private entity to impose and collect tolls, and allows for the revenue generated to go to a private entity through the Tollway Development Agreement. **(32.2.4A)**  
Follow the money.  
The gondola developers are on record saying that the Toll proposed for Highway 210 should be larger than the cost of riding the Gondola to incentivize folks to use the Gondola option.  
Follow the money.  
It is up to the ski areas to control capacity at their respective areas. It is up to the ski areas to incentivize high occupancy cars in the canyon. **(32.2.4A)**  
Thank you.

**COMMENT #:** 13128  
**DATE:** 9/3/21 9:15 PM  
**SOURCE:** Website  
**NAME:** Taylor Davis

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**COMMENT:**

Without doing something, this is not possible. The biggest bottleneck, by far, is the transportation problems.

Out of the two proposals, I believe the gondola is the least bad option. I say this because there isn't a solution that will satisfy everyone. Doing nothing is the worst option. **(32.2.9D)**

The gondola will allow skiers to get to the resorts on days when it doesn't matter what car you have or what tires you have, you won't make it up. There is no human error in the gondola. The gondola isn't steered.

My hope is that when constructing the gondola that extra care is taken to preserve the wildlife and the land. I think this could be done. **(32.13A)** widening the road in my opinion would be a lot more destructive than a gondola **(32.2.9C and 32.13B)**. To avoid an eye sore with the gondola, having the gondola cars just above the tree line would be ideal. This will allow minimal tree loss and hopefully avoid having a long cut down the canyon like most ski lifts have. **(32.2.6.5B)**

All I ask is that you use common sense and be kind to little cottonwood canyon. It means a lot to us. I could talk more, feel free to send me a message. Thank you.

**COMMENT #:** 13129  
**DATE:** 9/3/21 9:15 PM  
**SOURCE:** Website  
**NAME:** Mason Diedrich

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**COMMENT:**

I already submitted a detailed comment a year ago, and my stance hasn't changed. No gondola. Enhanced bus service, added lane please. **(32.2.9E and 32.2.9B)**



**COMMENT #:** 13130  
**DATE:** 9/3/21 9:15 PM  
**SOURCE:** Website  
**NAME:** Jen Colby

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**COMMENT:**

I am writing to comment on the Little Cottonwood Canyon Draft EIS for transportation. In the past, I worked for the Content Analysis team and reviewed and analyzed NEPA comment as my work. I understand the process and the technical reviews versus general public comment. The latter routinely gets dismissed by planners as non-specific to the documents and process. But we are normal people with busy lives who simply cannot be expected to read an entire EIS and know how to go about commenting to make a real difference. Myself included. It is not a fair fight between the powerful corporate entities with deep pockets and hired lawyers and others to comment on their behalf and the citizenry - and underfunded and largely volunteer nonprofit environmental advocates.

I worked for a ski lodge in Little Cottonwood Canyon for most of a decade and lived in the canyon. I am quite aware of the issues, constraints, and values inherent in this astounding natural area so close to a major population center and international airport.

Regarding the EIS, fundamentally the range of alternatives is inadequate and fails to meet NEPA standards. **(32.2.2PP and 32.1.2H)** In addition to infrastructure and transit alternatives, and the required No Action, there needs to be a strong demand management one.

This is likely the most cost effective, puts the responsibility where it belongs on the commercial ski resorts and entities that drive demand, and reduces environmental impact (I would have hated to code that sentence lol).

A demand management alternative must include

- market rate parking fees for every private vehicle entering LCC; **(32.2.2Y and 32.2.4A)**
- tolling during high season; **(32.2.4A and 32.2.2Y)**
- limiting season and daily pass sales; **(32.2.2K)**
- variable and time dependent ski lift ticket pricing to match demand; **(32.2.2K)**
- other relevant evidence-based options for demand management.

The impacts of climate change are not fully analyzed, given the high end estimates are unfortunately already coming true. **(32.2.2E)** The ski season will likely shorten substantially with 2-3 decades, lessening any need further. There is essentially no summer need for all of this - at most it is 120-150 days in the year, driven entirely by the commercial ski business. **(32.1.2C and 32.1.2B)** As an avid skier, I object to the public subsidies - including permit fees and all the other support from the public sector and woefully underfunded USFS - to this highly environmentally impactful industry. Only mining has more environmental impact IMO.

I endorse and incorporate by reference the Wasatch Backcountry Alliance's comments. (See Response to Comment 13317)

The gondola boondoggle cannot meet the demand, has enormous visual impacts, and cannot pass any serious cost-benefit economic impact - except to line the pockets of the contractors who would build it.

This alternative must be rejected. **(32.2.9E, 32.2.6.5N, and 32.17A)**

Finally, due to the pandemic, public involvement has been challenging. I applaud the team for doing its best. That said, the comment period should be extended 60-90 days. We always expected most comments to come in at the very end - and here I am, in the same boat. With minimally substantive comments based on your criteria, I fear. **(32.29A)**

**COMMENT #:** 13131  
**DATE:** 9/3/21 9:16 PM  
**SOURCE:** Website  
**NAME:** Alex Close

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**COMMENT:**

I really do think that option A is a smarter and more intuitive solution for this problem. I think a gondola would get closed just as much as the snowbird one does. **(32.2.9E and 32.2.6.5K)** I doubt it would be very effective and I believe that you should invest this money elsewhere to make these mountains more accessible. ie trax connection **(32.2.2I)**

**COMMENT #:** 13132  
**DATE:** 9/3/21 9:16 PM  
**SOURCE:** Website  
**NAME:** Lori Beecher

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**COMMENT:**

I am in favor of the gondola. I think it will be the most efficient way to get additional people up the canyon safely. I can't imagine making the road wider than it is. This makes the most sense to me. **(32.2.9D and 32.2.9C)**

**COMMENT #:** 13133  
**DATE:** 9/3/21 9:17 PM  
**SOURCE:** Website  
**NAME:** Taylor Maguire

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**COMMENT:**

I'm currently getting a Masters in Urban Ecology and City Planning and have been following this closely, because it's a hard decision; either option can be done well and either option can be done very poorly. I think the larger issue here is that the gondola seems to only serve the resorts - it is critical it doesn't stop at the trailheads, that will only exploit them and have them hit capacity thresholds (not unlike our parks being "loved to death") **(32.2.6.5G)** - rather, the gondola benefits skiers but not rock climbers. **(32.4B, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

While the gondola is hideous, I think it is the lesser of the two evils **(32.2.9D and 32.4I)**.

**COMMENT #:** 13134  
**DATE:** 9/3/21 9:17 PM  
**SOURCE:** Website  
**NAME:** Angela Presson

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**COMMENT:**

The choices put forward for the future of lcc are from an EIS that is only based on high ski traffic days. This is not valid. We need an EIS that evaluates all users of the canyon throughout the year. **(32.1.2B and 32.1.2C)** As a rock climber the road widening would lose boulders that are historic and valuable to our community. **(32.4A and 32.2.9C)** The gondola would only be useful to resort skiers and ski resorts for a few days out of year but would cause an eyesore year round. **(32.2.9E, 32.17A, 32.1.2B, 32.1.2D, 32.1.4D, 32.2.7A, 32.7B, and 32.7C)** As a rock climber and backcountry skier using lcc about 50 days/year both "solutions" are harmful. I would not support them even if the ski resorts were paying for them.

**COMMENT #:** 13135  
**DATE:** 9/3/21 9:19 PM  
**SOURCE:** Website  
**NAME:** Joseph Cauceglia

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**COMMENT:**

Please, please, please, expand bus service before developing the canyon. Intermediate stops are not solved by a gondola and only service the resorts. **(32.2.9A, 32.2.6.3C, 32.2.6.5G, 32.2.9D, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

**COMMENT #:** 13136  
**DATE:** 9/3/21 9:19 PM  
**SOURCE:** Website  
**NAME:** Aubrey Gamble

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**COMMENT:**

Don't destroy little cottonwood boulders! (32.4A and 32.4B) The gondola and road widening only serve skiers. (32.2.9C, 32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C) We need a better option that doesn't put one activity above all of the others. (32.2.2PP)

**COMMENT #:** 13137  
**DATE:** 9/3/21 9:20 PM  
**SOURCE:** Website  
**NAME:** Ray Brideau

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**COMMENT:**

This is an extremely expensive "solution" that only serves as a parking lot for 1,500 more cars and 3,000 to 4,000 more people to get up to the ski areas. **(32.2.9E and 32.20C)** Why don't we try some practical, inexpensive alternatives before we spend millions on a non solution. How about car pool only on certain days/times. **(32.2.4A and 32.2.2Y)** Also, a better coordinated mass transit system. **(32.2.9A)** Traction control rules in place and monitored every day. **(32.2.2M)** And, if we have to spend some money, throw in some avalanche tunnels in key areas. **(32.2.9K)** If this doesn't work for the 30 days or so we have an issue, go to the next level. **(32.1.4D and 32.29R)**



**COMMENT #:** 13138  
**DATE:** 9/3/21 9:21 PM  
**SOURCE:** Website  
**NAME:** Stephanie Christian

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**COMMENT:**

We are the stewards of the canyon. Allowing too many people Into the canyon on a daily basis is going to put the environment into decline. We need to admit that the number of people should be limited. **(32.20A, 32.20B, and 32.20C)** Tolls and reservations is the answer on busy days and weeks. **(32.2.2Y and 32.2.2K)**

**COMMENT #:** 13139  
**DATE:** 9/3/21 9:21 PM  
**SOURCE:** Website  
**NAME:** Brooke Black

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**COMMENT:**

Please try something less costly, less harmful to the environment, and less visually disturbing first!  
Pretend it is your money you are spending and not someone else's! **(32.29R and 32.29G)**

**COMMENT #:** 13140  
**DATE:** 9/3/21 9:23 PM  
**SOURCE:** Website  
**NAME:** Stacy Holmes

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**COMMENT:**

No ugly towers in our beautiful mountains! Let's keep them au natural (**32.2.9E and 32.17A**)

**COMMENT #:** 13141  
**DATE:** 9/3/21 9:25 PM  
**SOURCE:** Website  
**NAME:** Jamie Kent

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**COMMENT:**

In order to successfully address the need for transportation solutions for Little Cottonwood Canyon, a more comprehensive transportation analysis must be made for the entire Tri-Canyon area including a capacity study. **(32.1.1C and 32.20B)** The current LCC-DEIS by design is very narrowly focused, as if it were a small town aiming to solve a transportation need so that it can deliver only tourists to a ski resort. **(32.1.2B)** The reality is that the LCC has a very large metropolis at its base. A small town approach is not the solution. The Gondola option may very well be able to deliver thousands of people per hour but those many more thousands will be driving from their point of origin to arrive at the Gondola base. This not only will add to more driving in the Salt Lake Valley, which suffers from winter smog inversions, but will dramatically increase the need for parking at the base of the canyon. When faced with the frustration of not finding a place to park, skiers will attempt to park in existing neighborhoods and will overflow into Big Cottonwood Canyon. **(32.2.6.5J and 32.2.6.5E)** The cities at the base of the canyon do not have sufficient parking spaces that are big enough to accommodate demand from such a large populous, thus the need for a capacity study. **(32.20B)**

The Gondola Option first serves the ski-resorts and the politically well connected developers that have proposed the La-Caille base station, it secondarily serves the general public that want to visit the canyons and lastly serves the health and protection of LCC by having the potential to overcrowd the canyons and ruin the view shed within the canyon. **(32.20A, 32.20B, 32.17A, and 32.17B)**

The LCC-DEIS furthermore does not adequately address the impacts from both alternatives to Backcountry users. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** It is lacking maps and analysis of the impacts from the proposed transportation alternatives to dozens of winter backcountry access points. **(32.4G and 32.4Z)**. It appears that UDOT is being pressured by the opinions of the ski resorts, developers, Governor, and state legislature. Deciding based on Political and economic pressure is not the right thing to do. **(32.2.9N)** Spending half a billion tax payers money for the ski resorts is not the right thing to do. **(32.1.2B)** I urge UDOT to step back and address the true need of the canyons. **(32.1.2B)** Implement solutions that can be seen tomorrow. **(32.2.7C)** Solutions that are not so costly, that can provide immediate relief to the congestion. Increase bus service around the valley to the canyons, provide direct service near peoples point of origin as was done with the ski bus in the 1980's around the valley. **(32.2.2I)** Implement traffic control strategies by allowing one way flow up and down the canyon during peak hours. **(32.2.2EE)** Partner with local building owners, schools and churches to allow parking in their lots during the weekend. **(32.2.2FF)**. These are our mountains, they are a place of refuge for so many people, they are so close to a giant population, a plan must be implemented that does not take away the wild "feel" that they currently have. **(32.4I)** Giant lift towers, wider roads and the creation of a mass transit system to over crowd them will greatly degrade them. **(32.4I)**

**COMMENT #:** 13142  
**DATE:** 9/3/21 9:26 PM  
**SOURCE:** Website  
**NAME:** Clair Sleger

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**COMMENT:**

I don't understand why enhancement/expansion of all the options that already exist have not been explored. **(32.2.9A) IMPROVE THE UTA SCHEDULE! (32.2.6.3N)** So many people drive alone in their polluting cars because the UTA schedule simply does not work. So run more buses, and run them at better times! **(32.2.6.3N)** Put the money into making the buses electric, to reduce emissions in the canyon and in the valley. **(32.2.6.3F)** Run the buses later so that people can enjoy the apres ski amenities up the canyon for more than 20 minutes before the last bus runs. Find a way to incorporate more parking at Highland/9400 S, at the Swamp Lot, at BCC, and 6200 S/Wasatch so that more people don't feel like it's easier to drive than to catch a bus. Expanding parking and bus service would certainly be more cost effective than installing a freakin' gondola! **(32.2.6.2.1C)**

Why permanently disturb the natural setting of the canyon for backups that happen only on weekends, holidays, and powder days? **(32.1.4D and 32.1.2B)** Is there traffic congestion in the summer? **(32.1.2C)** Unless there's a rock slide or something, I don't think so. Why spend THAT much money when there are easier, more environmentally friendly ones with much of the infrastructure IN PLACE already? **(32.1.2B)**. Why devote this many resources to something that basically just services a handful of private businesses (two of the largest being Snowbird and Alta) operating on public land? And taxpayers are doubtless footing the bill. **(32.1.2B)**. Why are we trying to cram more people up the canyon in the first place? Maybe we should address capacity at the resorts, and environmental impact. **(32.20A and 32.20C)**. Installing a gondola and/or widening the road will certainly have a permanent environmental impact in the canyon. **(32.4I)**. Occam had a point; the simplest explanation is the most likely. Why not use the simplest solution for the problems enumerated? **(32.29R)**

**COMMENT #:** 13143  
**DATE:** 9/3/21 9:26 PM  
**SOURCE:** Website  
**NAME:** Matt Fix

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**COMMENT:**

Gondola should be a last resort. **(32.2.9E)** It mainly serves to enrich the ski resorts (private businesses that tend to cater to Americans from all states, not just Utah). **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Other incremental solutions should be attempted first, not to mention the fact that UTA has no experience maintaining and operating a gondola. **(32.2.2P, 32.2.9E, 32.2.9R, and 32.2.6.5Q)** Also, no one in the world has experience with a gondola this large. **(32.2.6.5BB)**

**COMMENT #:** 13144  
**DATE:** 9/3/21 9:29 PM  
**SOURCE:** Website  
**NAME:** Jesse Morse

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**COMMENT:**

I do not think either of the proposed alternatives is the correct fit for Little Cottonwood. **(32.2.9C and 32.2.9E)** The ski resorts are already overcrowded, and building an expensive gondola and widening the road will both only serve to move the traffic from the road to the lift lines. **(32.20A and 32.20C)**

In addition, reducing congestion could be achieved in other, less impactful, ways as well, such as through tiered tolling based on the day and time someone drives up the road, as well as the number of people in their car, paid parking at the resorts, and many other solutions. **(32.2.2Y and 32.2.2K)**

I believe we should neither widen the road nor build a gondola. Little Cottonwood is being loved to death already; let's treasure this amazing gem and not ruin it with more people. **(32.4I)**

**COMMENT #:** 13145  
**DATE:** 9/3/21 9:30 PM  
**SOURCE:** Website  
**NAME:** Jamie Kent

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**COMMENT:**

In order to successfully address the need for transportation solutions for Little Cottonwood Canyon, a more comprehensive transportation analysis must be made for the entire Tri-Canyon area including a capacity study. **(32.1.1C and 32.20B)** The current LCC-DEIS by design is very narrowly focused, as if it were a small town aiming to solve a transportation need so that it can deliver only tourists to a ski resort. **(32.1.2B)** The reality is that the LCC has a very large metropolis at its base. A small town approach is not the solution. The Gondola option may very well be able to deliver thousands of people per hour but those many more thousands will be driving from their point of origin to arrive at the Gondola base. This not only will add to more driving in the Salt Lake Valley, which suffers from winter smog inversions, but will dramatically increase the need for parking at the base of the canyon. When faced with the frustration of not finding a place to park, skiers will attempt to park in existing neighborhoods and will overflow into Big Cottonwood Canyon. **(32.2.6.5J and 32.2.6.5E)** The cities at the base of the canyon do not have sufficient parking spaces that are big enough to accommodate demand from such a large populous, thus the need for a capacity study. **(32.20B)**

The Gondola Option first serves the ski-resorts and the politically well connected developers that have proposed the La-Caille base station, it secondarily serves the general public that want to visit the canyons and lastly serves the health and protection of LCC by having the potential to overcrowd the canyons and ruin the view shed within the canyon. **(32.20A, 32.20B, 32.17A, and 32.17B)**

The LCC-DEIS furthermore does not adequately address the impacts from both alternatives to Backcountry users. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** It is lacking maps and analysis of the impacts from the proposed transportation alternatives to dozens of winter backcountry access points. **(32.4G and 32.4Z)**. It appears that UDOT is being pressured by the opinions of the ski resorts, developers, Governor, and state legislature. Deciding based on Political and economic pressure is not the right thing to do. **(32.2.9N)** Spending half a billion tax payers money for the ski resorts is not the right thing to do. **(32.1.2B)** I urge UDOT to step back and address the true need of the canyons. **(32.1.2B)** Implement solutions that can be seen tomorrow. **(32.2.7C)** Solutions that are not so costly, that can provide immediate relief to the congestion. Increase bus service around the valley to the canyons, provide direct service near peoples point of origin as was done with the ski bus in the 1980's around the valley. **(32.2.2I)** Implement traffic control strategies by allowing one way flow up and down the canyon during peak hours. **(32.2.2EE)** Partner with local building owners, schools and churches to allow parking in their lots during the weekend. **(32.2.2FF)**. These are our mountains, they are a place of refuge for so many people, they are so close to a giant population, a plan must be implemented that does not take away the wild "feel" that they currently have. **(32.4I)** Giant lift towers, wider roads and the creation of a mass transit system to over crowd them will greatly degrade them. **(32.4I)**.



**COMMENT #:** 13146  
**DATE:** 9/3/21 9:30 PM  
**SOURCE:** Website  
**NAME:** Edie Ludlam

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**COMMENT:**

Chapter 21, Cumulative Impacts, includes a limited and narrow assessment of the planned tolling of Big Cottonwood Canyon/ S.R. 190 as a reasonably foreseeable future action. The tolling of BCC would better be analyzed in the DEIS as a connected action because it would only proceed if an alternative that would toll Little Cottonwood Canyon is selected (DEIS Section 20.4.1.4) and the tolling of LCC restricts any real consideration of non-tolling alternatives in BCC. Although tolling of BCC could be implemented without federal funds, the same is true of the proposed alternatives in LCC. Additionally, as S.R. 190 both abuts and provides access to USFS managed lands, implementing tolling may require some federal decision. Even if it is defensible to omit further analysis of tolling BCC from this study, this approach denies the public meaningful opportunity to understand and provide input into the related, inseparable effects these actions would have on the way people use and experience the Cottonwood Canyons, and the sum of the associated impacts. It is unfortunate UDOT has chosen this less forthcoming, less comprehensive approach to evaluating the impacts of its decisions to the Cottonwood Canyons. **(32.20D)**

**COMMENT #:** 13147  
**DATE:** 9/3/21 9:31 PM  
**SOURCE:** Website  
**NAME:** SueAnn Morrison

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**COMMENT:**

How would the gondola option work with all of the avalanche paths in Little Cottonwood canyon? Would it be vulnerable? **(32.2.6.5K)**

**COMMENT #:** 13148  
**DATE:** 9/3/21 9:31 PM  
**SOURCE:** Website  
**NAME:** Elias Selimos

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**COMMENT:**

As climate destabilization continues, we have no empirically supported reason to believe that our current snowpack regularity will persist as everything around us changes **(32.2.2E)**. It makes zero sense to invest taxpayer dollars into a sporting facility that **REQUIRES** not just water-already sparse out in the west-but also that the water is cold enough to be snow. What will you do when the snowpack shrinks? Make artificial snow, wasting our precious water resources out here? This is an incredibly shortsighted proposal. **(32.2.2E)** I'd rather be climbing here, and I'd rather see taxpayer dollars go towards preserving that instead. **(32.1.2B)**

**COMMENT #:** 13149  
**DATE:** 9/3/21 9:33 PM  
**SOURCE:** Website  
**NAME:** Emily Oppliger

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**COMMENT:**

Please consider the beautiful natural habit you are traveling through. The climbing and natural space will be ruined. Please have serious consideration **(32.4I, 32.4A, 32.4B, and 32.29G)**.

**COMMENT #:** 13150  
**DATE:** 9/3/21 9:35 PM  
**SOURCE:** Website  
**NAME:** Anna Marie Neider

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**COMMENT:**

I live at the mouth of the canyon. The traffic is RARELY a problem... only on Saturdays when there is fresh snow. **(32.1.4D)** A gondola is a TERRIBLE idea. It costs a literal fortune and most Utahns will not want the hassle and extra time it takes and will not use it. **(32.2.4A)**. It is foolish and irresponsible to spend SO MUCH MONEY with no guarantee it will improve anything. **(32.2.9E)**

And it will permanently deface our beautiful canyon **(32.17A)**

-What about

-Tolls to encourage ride sharing **(32.2.4A)**

-More Buses **(32.2.9A)**

Much less damaging to the canyon beauty. And much less expensive.

PLEASE begin with options which are less expensive and less intrusive on the natural beauty of the canyon.

PLEASE KEEP OUR CANYON BEAUTIFUL

**COMMENT #:** 13151  
**DATE:** 9/3/21 9:35 PM  
**SOURCE:** Website  
**NAME:** Richard Crangle

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**COMMENT:**

More natural gas buses and \$ incentives for car pooling is the most effective as the solution and conservation for the environment. (32.2.6.3F, 32.2.4A, and 32.2.9A)

**COMMENT #:** 13152  
**DATE:** 9/3/21 9:37 PM  
**SOURCE:** Website  
**NAME:** Rhea Lisonbee

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**COMMENT:**

Please no gondola. It will be ugly, expensive and too permanent only serving the ski industry. (32.2.9E, 32.17A, 32.2.6.5A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)

**COMMENT #:** 13153  
**DATE:** 9/3/21 9:38 PM  
**SOURCE:** Website  
**NAME:** Beverly Crangle

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**COMMENT:**

The two proposals for adding traffic lanes or a gondola are too drastic, not reversible, and will only solve part of the overall problem, both for the canyons and the city. **(32.2.9C, 32.2.9E, 32.1.2B, 32.7B, and 32.7C)** Please reconsider creating an efficient transit system using a smart app and various sizes of mass transit vehicles. **(32.2.9A)** With the city surrounded by mountains, creating wider streets will only increase the number of unhealthy air days already being experienced. **(32.10A)** The gondola will only solve part of the problem and destroy the beauty of the mountains. **(32.7B, 32.7C, and 32.17A)**



**COMMENT #:** 13154  
**DATE:** 9/3/21 9:39 PM  
**SOURCE:** Website  
**NAME:** Wiley Speckmann

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**COMMENT:**

I think the Utah Department of Transportation should not put a gondola in Little Cottonwood Canyon and stick to adding more busses. **(32.2.9E and 32.2.9A)**

**COMMENT #:** 13155  
**DATE:** 9/3/21 9:40 PM  
**SOURCE:** Website  
**NAME:** Christopher Parks

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**COMMENT:**

Please do not alter the canyon until a true capacity estimate can be made. **(32.20B)** The focus should be on protecting the canyon and not helping two private companies make more money. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Alternatives that reduce the number of cars and people in the canyon should be preferred. **(32.2.4A)** Figuring out how to cram more people in the canyon does not benefit the canyon or the users. Let's not go further down the Wasangeles road. The gondola idea is ridiculous. **(32.2.9E)** This is purely a tax payer subsidized gift to the two resorts in the canyon. This should never have been offered up as a preferred solution.

**COMMENT #:** 13156  
**DATE:** 9/3/21 9:40 PM  
**SOURCE:** Website  
**NAME:** John Llewellyn

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**COMMENT:**

I know you all have limited your decisions to either the bus enhancement or the gondola but you shouldn't discount the idea of the cog railway there are countless advantages to having a railway in the canyon 1 it will always run no matter what the conditions are it won't be stopped by wind or snow 2 it could be linked to the existing light rail lines already in the slc valley and 3 it will last for a very long time look at the Gornergrat railway in Zermatt built in 1898 or the Jungfrau railway built in 1912 both of which are still running strong today the visual impact of a railway would be minimal compared to a gondola I realize the initial expenses far greater but just imagine it's the Saturday between **(32.2.9F, 32.2.2I, 32.17A, and 32.17D)** Christmas and New Year 1000's of people are brought up the canyon by either bus or gondola and a storm front blows in at noon 50mph winds and 3-4 inches of snow per hour the road shuts down and the gondola can't run and all the hotel rooms are full what are you going to do now?? **(32.2.6.5K)** a railway wouldn't be stopped by this scenario!! I know 1 billion \$ is a huge investment but you should look at the long term benefits after all Jeff Bezos burned 5 billion just to be weightless in space for 20 minutes

**COMMENT #:** 13157  
**DATE:** 9/3/21 9:43 PM  
**SOURCE:** Website  
**NAME:** logan tuura

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**COMMENT:**

I have been a proponent of the gondola idea for several years, especially after studying gondola systems as effective means of mass transportation while earning my Master in City Planning. I was excited that UDOT would consider a gondola when this process started. Unfortunately, the gondola as it is currently proposed, lacks vision and provides a half-baked solution that will have detrimental impacts on LCC and the neighborhoods at the canyon base. Enhanced bus service is a much better solution for all parties and the environment, for now. **(32.2.9E, 32.4I, and 32.2.9A)**

The primary reasons the gondola is a poor transportation choice for LCC are it's current alignment and lack of connection with TRAX, lack of summer operation, low capacity, and lower speed and use of multiple transfers. **(32.2.2I, 32.2.6.5F, 32.2.6.5N, and 32.2.6.5J)** The gondola needs a direct connection to TRAX, and the reliance on parking garages is astoundingly short cited **(32.2.2I)**. A direct connection to TRAX allows a direct connection to the City, to the airport, and to those who don't own a car. It also spreads out gondola users who travel on different TRAX lines, instead of concentrating all users to one or two parking garages. This connection between the LCC gondola and TRAX would provide not just the opportunity for a mobility hub, but for entire new mixed use districts (perhaps at highland and 9400S) complete with hotels, retail, residential, even office. Unfortunately, the gondola alternative forces everyone to drive to a parking garage at la caille or to the other mobility hub, concentrating traffic in these areas even more, and completely missing an opportunity to have a true Ski City USA. **(32.2.6.5E)** " If there is a gondola it must run in the summer; the gondola shall be a true transportation solution, not just a benefit for ski resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The gondola can be used for tourism in the summer and mountain biking would draw even more visitors during less busy seasons. **(32.2.6.5I)**

The low capacity of the gondola is it's biggest detriment. The lines will be longer than a powder day at snowbird. Unfortunately the 3S gondola system does not have the technology for larger capacities over long distances. Once this is engineered, the gondola would be a viable alternative if designed the right way. Similar to this limitation on capacity, the speed is also limited and further compounded by multiple transfers. **(32.2.6.5N and 32.2.6.5J)**

The gondola COULD be the solution for LCC, but under the current design limitations, it is a poor choice today. We should opt for a less extensive option that still reduces travel times: the enhanced bus service. **(32.2.9A)**

**COMMENT #:** 13158  
**DATE:** 9/3/21 9:44 PM  
**SOURCE:** Website  
**NAME:** Ashley Eliason

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**COMMENT:**

We oppose both the 4 lane highway and gondolas (32.2.9C and 32.2.9E).

**COMMENT #:** 13159  
**DATE:** 9/3/21 9:44 PM  
**SOURCE:** Website  
**NAME:** Brendan Woodard

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**COMMENT:**

I do not support the gondola because of the environmental and recreational impact and there are many people who don't use the ski mountains who want to access the canyon. **(32.2.9E, 32.4B, 32.4A, and 32.4G)** It's also a hazard because throwing more construction activity and traffic in the canyon is dangerous for the people who recreate there. **(32.1.2D)**

**COMMENT #:** 13160  
**DATE:** 9/3/21 9:45 PM  
**SOURCE:** Website  
**NAME:** Kristen French

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**COMMENT:**

Gondola and road widening are both expensive options that burden the taxpayers and destroy the natural habitat of this special canyon, which also benefits two businesses, not the public. **(32.2.9E, 32.2.9C, 32.13A, 32.13B, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** We pay for a project that the ski areas benefit from. I sm a wilderness user and my wilderness will be less accessible. **(32.4A, 32.4B, and 32.4G)** Why are we proposing two massive projects when we haven't even seriously tried increased, year-round bus service. **(32.29R, 32.2.9A, 32.2.6.3C, and 32.1.2C)** Try a cheaper, less invasive option first. Why are we trying to increase capacity when our wilderness can't sustain it? **(32.20A and 32.20C)** I propose trying tolls an increase bus service before we go in guns blazing with such expensive, nature damaging options. **(32.2.4A and 32.2.9A)** Please save this canyon from growth and development so our future generations and wildlife can explore, thrive, and enjoy. Thank you for taking the time to read my simple words. **(32.29G)**

**COMMENT #:** 13161  
**DATE:** 9/3/21 9:46 PM  
**SOURCE:** Website  
**NAME:** Haley Dahle

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**COMMENT:**

Hello, my name is Haley Dahle, and while I have only been a resident of Utah for a little over 12 years, from the moment I arrived this place has felt like home. A major contributing factor is our amazing “backyard” that is Little and Big Cottonwood Canyons. We are truly so blessed that within 20 minutes we can be away from the hustle and bustle of the city and in a spectacular wilderness setting.

My children have grown up playing amongst the granite boulders and exploring the Wasatch via the many trails that the canyons provide. Both of your proposed options will deprive future generations of that experience to connect with nature. **(32.2.9C, 32.2.9E, and 32.4I)** As a family of climbers we are especially sensitive to the destruction of the road widening proposal. Little Cottonwood Canyon has WORLD class climbing up and down the entire canyon. I’m sure if the DOT implemented a user study they would find that the majority of people that recreate in the canyon year round aren’t resort skiers. **(32.4B, 32.1.2B, and 32.1.2D)** It just makes no sense to destroy such an amazing resource for so many user groups because of bad traffic on a few days every winter. **(32.1.4D)**

The gondola option does nothing to help the supposed traffic problem. It will simply be a ridiculously expensive taxpayer funded tourist trap that solely benefits the ski resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The messy logistics of riding the gondola (parking, bussing to station, expense) will dissuade most people traveling from the Valley for the day from using it. Sitting in traffic is simply more convenient unless you’re staying at the resort for multiple days. **(32.2.4A)** The towers will also destroy much of our world class climbing and our view shed and wilderness will be entirely ruined. **(32.17A, 32.4B, and 32.4I)**

Even if you don’t care about our beautiful natural spaces and the recreation opportunities that would be lost. Both the gondola and the road widening are fiscally irresponsible on every level. Before spending billions of our (tax payers) dollars to exclusively benefit two private businesses, you owe it to the tax payers to try more inexpensive options first. **(32.29R)** I can’t believe a government entity that is so well funded couldn’t figure out a better option that doesn’t destroy such a well loved valuable resource. There are other, less expensive options that somehow haven’t been considered. **(32.2.2PP)** Increased bussing on a reliable schedule, implementation of tolls for anyone that isn’t carpooling, a resident, or an employee in the canyon immediately come to mind. **(32.2.4A and 32.2.9A)** In Zion National Park during peak busy times, there is a free, mandatory shuttle bus. **(32.2.2B)** This works amazingly. It’s dependable and with all the different stops it can be easily utilized by all user groups. **(32.2.6.3C)** This also wouldn’t require any huge upfront expenses or multiple year long construction period, it would be usable this winter.

Please find your soul and do the right thing. Thank you for listening.



**COMMENT #:** 13162  
**DATE:** 9/3/21 9:47 PM  
**SOURCE:** Website  
**NAME:** Jamie Longe

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**COMMENT:**

Comments on UDOT DEIS

I appreciate the amount of work and understand the complexity of the problem that UDOT has been tasked with solving, but find the solutions provided too little and a bit tardy. Part of this has been due to the unpredictable accelerated use of outdoor recreation since the start of COVID. Unfortunately, like an outdated textbook, the solutions presented are already insufficient for the amount of growth and usage we are seeing in all the canyons.

The traffic congestion is year round in all canyons and seems to be even greater in BCC than LCC. Some of this may be due to the shift to BCC, especially during the winter since winter congestion in LCC has greatly increased. Summer has seen a tremendous increase in traffic in BCC due to both the sudden explosion in outdoor activity and the paving of Guardsman Pass. This has been further complicated by the disappearance of some of the traditional parking **(32.1.1A, 32.1.2B, and 32.1.2C)**.

The gondola option is expensive and insufficient for this need and will seem outdated by the time it is finished. **(32.2.9E and 32.7C)** It provides a very narrow window of assistance with winter congestion for skiing Alta or Snowbird but does little to provide transportation to other destinations for alternative winter users including snowshoers, hikers, backcountry or XC skiers who desire to use White Pine or other destinations. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** It will be a visual disturbance that will be used predominately for a few months in the winter. We all dread the Red Snake but we will also be irritated by the blinking red lights on the gondola towers that will be persistent. **(32.17A)**

The need to find, purchase and develop dispersed parking areas for bus or other travel to the canyons is an urgent need for whatever transportation option is chosen for the future and should be a priority. I see the time and money we have spent with various studies frustrating when various properties have become available and opportunities to purchase are missed. **(32.2.6.2.1C and 32.2.9A)**

There is an urgent need to increase efficient bus service now and perhaps having a fee for canyon use can assist in helping to maintain the roads and purchase electric canyon buses while other options are explored. **(32.2.4A, 32.2.6.3F, and 32.2.9A)** These buses can run year round and provide transportation to trail heads in BCC and LCC. **(32.1.2C)** The use of fees in Millcreek canyon have greatly improved the experience of users and the maintenance of the canyon.

I have looked at the numbers and percent changes in car traffic with your options and find them insufficient for the present problem. Unfortunately growth and usage is rapid and we may need to look at other options like trains. There is one under construction in Colorado and we should be able to observe the success on a cost and ease of people transported basis. **(32.2.9F)**

Again, I appreciate the work done but feel the unpredicted growth has outpaced your solutions and the purchase of parking areas is definitely needed and exploring year round solutions is the needed focus. **(32.1.2C)** I look forward to seeing more practical ideas from UDOT in conjunction with UTA, the ski areas and the public that will better serve the need presented by this recent explosion in outdoor recreation.

Jamie Longe

**COMMENT #:** 13163  
**DATE:** 9/3/21 9:48 PM  
**SOURCE:** Website  
**NAME:** Jeff L

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**COMMENT:**

Incremental solutions need to be considered- primarily toll roads as a first step. **(32.2.2Y)** Simple economic concepts, incentivize bussing and carpooling before investing millions in tax payer dollars. **(32.2.4A and 32.2.9A)** All canyon users need to be considered, not just resort patrons. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** This is a fundamental flaw of the gondola option which does not provide access to trailheads along the canyon. **(32.2.6.5G)**

**COMMENT #:** 13164  
**DATE:** 9/3/21 9:49 PM  
**SOURCE:** Website  
**NAME:** Jeff VandenBerge

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**COMMENT:**

I am in favor of the gondola alternative. Overall it seems to have less environmental impact and will be operational more often than any ground transportation. **(32.2.9D)**

**COMMENT #:** 13165  
**DATE:** 9/3/21 9:51 PM  
**SOURCE:** Website  
**NAME:** John Gallagher

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**COMMENT:**

I do not feel like the tax payers should pay for a gondola that only benefits private resorts. **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** A gondola will take away from the views and natural beauty of the canyon. **(32.17A)** More buses is the solution I would like to see. **(32.2.9A)**

**COMMENT #:** 13166  
**DATE:** 9/3/21 9:51 PM  
**SOURCE:** Website  
**NAME:** Nick Boye

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**COMMENT:**

What a complete disregard for the people who enjoy mountains. TERRIBLE IDEA THATS INSANELY NOT GOING TO BENEFIT ANYONE. **(32.29D)**

**COMMENT #:** 13167  
**DATE:** 9/3/21 9:51 PM  
**SOURCE:** Website  
**NAME:** Yongguang Qiu

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**COMMENT:**

No Gondola!! It destroys our wild nature! (32.2.9E and 32.4I)

**COMMENT #:** 13168  
**DATE:** 9/3/21 9:52 PM  
**SOURCE:** Website  
**NAME:** Shad Williams

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**COMMENT:**

I'm a resident of Salt Lake City. My family and I hike, climb, and ski in Little Cottonwood Canyon. I think an improved bus system is a much better option than the proposed gondola. **(32.2.9A and 32.2.9E)** The current bus system is awful. It's hard and sometimes impossible to find a parking place in the parking lot, and on a powder day you may be waiting over an hour just to get on a bus. If we could have better parking and more frequent buses, it might actually work. **(32.2.6.2.1C and 32.2.6.3N)** The gondola is a total scam. The ugly towers would alter the landscape of the canyon forever and it will only benefit people going to ski at Alta and Snowbird. It doesn't help backcountry skiers, hikers, and climbers who are going to other destinations in the canyons. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Please don't ruin our canyon with this gondola. **(32.4I and 32.17A)**

**COMMENT #:** 13169  
**DATE:** 9/3/21 9:52 PM  
**SOURCE:** Website  
**NAME:** Ryan McAvoy

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**COMMENT:**

I believe the negative environmental consequences of a gondola in little cottonwood will create far more damage to the canyon than is worth it. **(32.2.9E and 32.4I)** The gondola will only benefit the ski resorts, and ultimately create a worse experience for all Canyon users, including those skiing at resorts. **(32.20C, 32.4I, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** A robust bussing system would be much more environmentally friendly, and do more to relieve traffic than a gondola would. **(32.2.9A)** I am against both the LCC gondola, as well as widening the roads. **(32.2.9E and 32.2.9C)** A bus system would be much easier, quicker, and more environmentally friendly than other options.



**COMMENT #:** 13170  
**DATE:** 9/3/21 9:53 PM  
**SOURCE:** Website  
**NAME:** Lucy Ahrens

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**COMMENT:**

UDOT LCC EIS Comment:

As someone who was born and raised in the Town of Alta and has grown up in the surrounding areas of Snowbird Mountain Resort and Little Cottonwood Canyon, I can wholeheartedly say that I am against the proposed gondola option related to in the UDOT LCC EIS Draft. **(32.2.9E)** I feel this is the most pertinent issue that can be addressed right now and must be fully opposed before we can truly move forward with other more practical, functional, and economical options. At the tip of this iceberg sits the issue of traffic congestion in Little Cottonwood Canyon. What use to be an endearing, if slightly, notorious term to describe traffic in the canyon, the “red snake” has quickly evolved over the last few years into a monster that is to be endured and expected, seemingly on any given day of the week.

From what I have gathered, the proposed 200 ft tower gondola option has not proven that it would be a viable, easy, or immediate option to fixing the “red snake” traffic congestion problem. **(32.7B and 32.7C)** It seems that it would instead serve to benefit the private companies located at the top of Little Cottonwood Canyon. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The baseline at this moment in time is that the proposed gondola option would be a highly invasive and incredibly expensive option that, while not actually fixing the problem at hand, would also leave us to continue enduring the ever-building traffic problem in the canyon.

There are other more simple and cost-effective options on the table, namely the concept of a tolling/fee station system. Placed right at the mouth of the canyon, a base station would serve as a place where a daily fee, based on peak hours/days, would be charged to gain vehicle access to the Little Cottonwood Canyon road. This fee can be built into a pre-purchased ticket, season passes, employee benefits, etc. **(32.2.4A and 32.2.2Y)** This would also be an optimal place to regulate the flow of traction law-approved vehicles vs non-traction law vehicles. A great place to start the implementation of the UDOT pilot sticker program that has taken place over the past couple of years. **(32.2.2M)** This would then be supported by a shuttle-like bus system such as those that can be found in national parks across the country. **(32.2.2B and 32.2.9A)** Widening the roads in specific areas in addition to the creation of a parking structure at the mouth of the canyon would also need to be addressed to ensure this suggestion is fully operational. **(32.2.9B and 32.2.6.2.1C)**

There are only a few true treasures left in the world that have not been spoiled by over-love and over-discovery. We are on the verge of ensuring that one of these places does not fall victim to the ugly, strong arm of private corporate companies and back door deals that benefit far richer people than your average nature lover. Please, I implore UDOT to understand the importance of this moment and opposes the proposed gondola option in the UDOT LCC EIS draft.

Thank you for your time and consideration.

**COMMENT #:** 13171  
**DATE:** 9/3/21 9:53 PM  
**SOURCE:** Website  
**NAME:** Emma Furman

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**COMMENT:**

As a Utah resident, active community member, and someone who frequently recreates in Little Cottonwood Canyon and the surrounding areas of the Wasatch, I truly appreciate the time, dedication, thoughtfulness, and care that the UDOT team has put into researching the different transportation options to help support recreation in Little Cottonwood Canyon. It's a very special and unique ecosystem that all Utahns and those who visit here should be able to experience and enjoy. Personally, some of my first times climbing were in the canyon, and I'll never forget the literally breathtaking feeling of looking out over the vast expanses of granite across the canyon, and down into the Salt Lake Valley below. It galvanizes and humbles you all at the same time, and I support the alternatives that protect this uniquely special place, and allow those from all backgrounds to better access them.

I wholeheartedly support the enhanced bus (with no additional roadway capacity) alternative as the best solution outlined in UDOT's Little Cottonwood EIS. **(32.2.9A)** Not only does it meet the UDOT's goals of improving mobility in the canyon during peak hours and reducing vehicle use, but it is by far the most cost effective and cheapest option for taxpayers, with the ability to help folks from all economic and social backgrounds access Utah's public lands.

I vehemently oppose the gondola option for a multitude of reasons **(32.2.9E)**

-It's the most expensive option for taxpayers by far (\$592 million versus \$355 for the enhanced bus service without a corresponding substantial increase in canyon mobility or increase in people it will be able to move during peak hours.

-Per the EIS, it's not scalable and UDOT would not be able "to determine the operational success until after a major capital investment is made into the system." As Utah's population increases at a rapid rate, we need transportation methods that we can scale for future generations of outdoor recreators. The enhanced bus service is easily scalable.

-The gondola alternative has a high environmental footprint, forever altering the landscape and destroying well loved climbing areas, including 35 boulders and 142 problems. It impacts 17 acres of irreplaceable canyon land, as opposed to only 13 with the enhanced bus service. **(32.4A and 32.4B)** The gondola is also not immune to avalanche mitigation, and per the EIS, structures and gondola cars would need to be inspected after avalanche mitigation blasting, and the gondola would not operate while artillery is in use. So the gondola would be subject to the same avalanche mitigation pauses that roadway travel and busses are. **(32.2.6.5K)**

Another large concern for the gondola plan, as well as tolling in the canyon, is the environmental justice impact. It's also concerning that no fare amounts for the gondola have been released to the public. Tolling disproportionately limits access to the upper canyon from lower income folks, including those who want to partake in lower cost outdoor recreation, such as bouldering, sledding, snowshoeing, and backcountry skiing. At the same time, activities in the lower canyon would be more limited due to the infrastructure and construction of the gondola. We need to protect these resources and not make it more difficult for marginalized residents of the Wasatch to access them. **(32.5A)**

Limiting single occupancy vehicles, especially in peak hours, is a great alternative, as it does not exclude anyone, and instead encourages folks to carpool and use public transportation. **(32.2.4A)**

I am never more energized, inspired, creative, productive, and happy than when I am out in Utah's wild spaces like Little Cottonwood Canyon, and truly believe this makes me not only a better human being, but allows me to conduct my personal and professional life from a better perspective. Utah can only be

a great state for all of our citizens if we allow everyone this same experience. We not only bring the vigors of our adventures into our personal lives, but they allow us to be creative and productive at our 9-5 jobs (and all schedules). As I understand economics are also a concern, please keep that in mind. Thank you for taking the time to hear the voices of concerned and caring citizens who love our wild spaces. **(32.29G)**

**COMMENT #:** 13172  
**DATE:** 9/3/21 9:53 PM  
**SOURCE:** Website  
**NAME:** Newel Jensen

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**COMMENT:**

Dear UDOT LCC EIS Team,

While I passionately feel that the transportation challenges in LCC are in desperate need of improvement, I believe that the foundation of this EIS is flawed. The study area defined in this EIS is highly limited and assumes that in all alternatives the public arrives to the study area in a private vehicle. **(32.1.2B)** This results in an inherently biased evaluation of the alternatives. A more comprehensive study and more inclusive study area would account for the existing regional public transit network. **(32.1.1C and 32.2.2I)** If a broader study area were defined, alternatives that could interline with the regional network, e.g. a cog rail alternative, would demonstrate both an overall cost advantage as well as a significant travel time advantage. **(32.2.9F and 32.2.2I)** The two alternatives advanced in the Draft EIS not only fails to take advantage of that transportation network, but they further encourage private automobile travel to the mouth of LCC. This only exacerbates congestion, air pollution, and carbon emissions in the valley. **(32.10A)** Travel to and from the canyon impacts significantly more than the highly limited study area defined in this study. Users of Little Cottonwood Canyon come from throughout Salt Lake Valley, the Wasatch Front and Back, and national and international travelers. Please reconsider the basis of this EIS, and include in your analysis the comprehensive demographics of the canyon users. **(32.2.2I)**

Respectfully,  
Newel Jensen

**COMMENT #:** 13173  
**DATE:** 9/3/21 9:55 PM  
**SOURCE:** Website  
**NAME:** Jefferson Schmidt

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**COMMENT:**

Having lived in the mouth of little cottonwood for the last 26 yrs, I can say, albeit anecdotally, that the traffic related problems have 1) grown significantly over the past 20 yrs and 2) that bussing transportation related solutions to said traffic problems have not been thoroughly attempted up until this point. Therefore, I do not see the logic or necessity of pursuing solutions beyond those relating to bussing such as gondolas or widening the road. **(32.2.9E and 32.2.9C)** Please put more effort into encouraging people to use the public transportation options that are already in place. Incentives abound such as earlier access to resorts or avoiding parking fees. **(32.2.4A, 32.2.9A and 32.2.2K)**

**COMMENT #:** 13174  
**DATE:** 9/3/21 9:55 PM  
**SOURCE:** Website  
**NAME:** Colleen Burns

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**COMMENT:**

NO GONDOLA. (32.2.9E)

**COMMENT #:** 13175  
**DATE:** 9/3/21 9:57 PM  
**SOURCE:** Website  
**NAME:** Jennifer Badger

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**COMMENT:**

Please please try the least invasive solution first which would be a toll and more busses. (32.29R, 32.2.4A, and 32.2.9A)

**COMMENT #:** 13176  
**DATE:** 9/3/21 9:57 PM  
**SOURCE:** Website  
**NAME:** Ava Kruger

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**COMMENT:**

No gondola or road widening **(32.2.9E and 32.2.9C)** im 13 i go to olympus jr high and i have been playing in this canyon since i was very little. I dont want to see this fun place being destroyed **(32.4I)**.



**COMMENT #:** 13177  
**DATE:** 9/3/21 9:57 PM  
**SOURCE:** Website  
**NAME:** Joseph Freeman

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**COMMENT:**

I disagree with both proposals, gondola and current version of roadway widening and dedicated bus lanes due to the following: **(32.2.9E and 32.2.9C)**

- The gondola will not alleviate the 'red snake' scenario, but will only push it further down canyon and onto I-215. **(32.7B, 32.7C, and 32.2.6.5E)**
- The gondola is only benefitting the businesses of Alta Ski Lift Co. and Snowbird. This is a huge handout to these businesses of taxpayer monies. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**
- The gondola is not a long term or year round solution to the growing traffic problems on Highway 210. **(32.1.2B and 32.1.2C)**
- The gondola will be an extreme eyesore, taking value away from LCC. **(32.17A)**
- The gondola is the wrong direction as a new infrastructure footprint will be built. **(32.13A)**
- The gondola does not benefit other recreation users of LCC like hikers, bicyclists, climbers and backcountry skiers / snowboarders. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

The current proposal to widen the road will remove the unique and world class granite bouldering at the mouth of LCC and will remove current, and already limited, parking available for climbers and hikers in the bottom 1/3 of the canyon. **(32.2.9C, 32.4A, and 32.4P)**

How about a new option that truly addresses the parking and traffic problems of Highway 210 and LCC? --- One that better utilizes the existing road footprint. How about a rail system along/above the current Highway 210? **(32.2.9F and 32.2.2I)**

Both of the proposed options are limited in scope. An amended / updated version of expansion of Highway 210, with future utilization of a rail system along this existing footprint would be a truly long term solution to the congestion of LCC, which will continue as the SLC valley population grows and as Alta Ski Lift Co. and Snowbird continue their marketing efforts to attract skiers and snowboarders external to the local population. **(32.2.9F)**

There are many things that can be done to limit traffic in LCC which are being overlooked: permit system for LCC vehicles, enforcement of winter driving requirements (i.e. proper tires and chains, carpooling requirements, expansion of existing bus service, limiting the number of people and vehicles which can enter LCC daily). **(32.2.2K, 32.2.2M, 32.2.9A, and 32.2.4A)**

Both option are poor. The gondola is the option which would be the worst!

**COMMENT #:** 13178  
**DATE:** 9/3/21 9:57 PM  
**SOURCE:** Website  
**NAME:** Sierra Sun

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**COMMENT:**

Of the current proposed solutions, I think the increased busing is best and must be paired with hefty tolls at the mouth of the canyon for single drivers. This solution is less expensive, more equitable, and less environmentally detrimental than the gondola. **(32.2.9A, 32.2.4A, 32.2.9E, and 32.4I)** However, I think the most obvious solution would be to close the canyon on those few days a year on which traffic could be a problem. **(32.2.2B)** The problem being discussed is important, but only relevant a few days a year, and doesn't need to be addressed with a permanent solution that **(32.1.4D)** 1. Is extremely harmful to the natural environment, **(32.13A)** 2. Hasn't been studied for effectiveness, **(32.7B and 32.7C)** 3. Isn't useful year round (the gondola only goes directly to ski resorts, so summer recreation is not made any easier), **(32.1.2C and 32.2.6.5G)** and 4. Only benefits ski resorts and wealthy skiers. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** If the canyon was closed occasionally to prevent traffic backup, ski resorts will miss out on a few extra dollars and skiers will miss out on a few powder days. So what? Why are we considering sacrificing a beautiful and irreplaceable natural landmark in the name of pandering to wealthy ski resorts that will suffer little from missing out on business a few days a year?

The lack of consideration for the environmental damage that the gondola and other infrastructure-related solutions would cause is insulting. Where is the consideration for future generations? **(32.29G)**

**COMMENT #:** 13179  
**DATE:** 9/3/21 9:58 PM  
**SOURCE:** Website  
**NAME:** Elizabeth Chipman

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**COMMENT:**

I think widening the road access to Little Cottonwood Canyon is a terrible idea. **(32.2.9C)** The idea of a gondola in any of the canyons is absurd obstruction of seeing the sky or the peaks. **(32.2.9E and 32.17A)** I think a cog railway would be the most efficient way to get people up and down and limit traffic and help keep the pristine quality of the canyon. **(32.2.9F)**

**COMMENT #:** 13180  
**DATE:** 9/3/21 9:58 PM  
**SOURCE:** Website  
**NAME:** Scott Svatos

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**COMMENT:**

I love to ski but I feel like the gondola is an overly complicated solution to the transportation problem in LCC. **(32.2.9E)** If the ski areas and UTA implemented an improved bus program it would not require building monster eyesore towers through a scenic canyon that has value well beyond skiing. **(32.17A and 32.2.9B)** Certainly improving the lanes and putting additional buses on the road with additional pickup spots and extended hours and affordable rates could take cars off the road, especially if cars are charged to drive the canyon or limited from the roads at certain hours or on certain days. **(32.2.9B, 32.2.6.2.1C, 32.2.6.3C, and 32.2.4A)** In other words, I think there are solutions already within reach that don't require a massive engineering project like the one being touted. If the bus solution isn't currently working, I believe it's because it hasn't been configured and supported properly (for instance, the buses shut down before ski season is even over, which is puzzling and doesn't speak of a great commitment to bus transportation) **(32.2.6.3N)**. I'm sure the gondola would make for great advertising for tourists to come ski Utah, but is it really a practical solution for getting locals up and down the mountain? **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Improving the road up LCC, limiting cars, and putting a surplus of buses on the road and collecting skiers from an abundance of pickup points makes much more sense. I'm sure there are other creative terrestrial solutions that could be explored and implemented as well.

**COMMENT #:** 13181  
**DATE:** 9/3/21 10:00 PM  
**SOURCE:** Website  
**NAME:** Sue Ann Jones

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**COMMENT:**

I am for the gondola. It would be great to drop skiers off at mid gad to start the day. Then continue to Alta and drop them on the ski hill also. **(32.2.9D)**

**COMMENT #:** 13182  
**DATE:** 9/3/21 10:00 PM  
**SOURCE:** Website  
**NAME:** Andrew Katschirakis

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**COMMENT:**

I am writing, as a citizen and project taxpayer, to voice my opposition to the gondola alternative for transit in LCC. **(32.2.9E)** Other citizen and institutional commenters have no doubt written much longer and more eloquent comments, so I will keep mine brief. Based on my reading of the Draft EIS materials, and other research, I think the gondola is problematic for several reasons:

- Scalability/Flexibility - The infrastructure is as-built, and cannot be easily adjusted to accommodate for changes in demand and travel patterns. A good transit system should be able to react to any changes that might present themselves on short notice, or even as a long-term trend. While a 3S system, as forward in the Draft EIS, does have some more flexibility in its final design and tower placement, once implemented, it would be more or less permanent, without significant expenditure of follow up resources. An enhanced bus system could scale up or scale down as needed, or generally just run different services and schedules. **(32.2.6.5A and 32.2.6.3D)**

- Access - This is something of a sub-point to the above point. As presented, the gondola only provides access to Snowbird and Alta. As a heavy user of both ski resorts, I personally do not want a public transportation system that acts solely as an access point to private businesses. As a taxpayer, I don't approve of what is essentially a handout to the resorts, especially when their core business is already built on utilizing public resources in the form US Forest Service land. And as a participant in various other recreational activities in the canyons, using this opportunity to implement once-in-a-lifetime infrastructure and have it only cater to two destinations seems very subdued and shortsighted. **(32.2.6.5G, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

- Visual Impacts/Privacy - I'm sure UDOT is absolutely sick of this concern, but I genuinely posit that the gondola system should not be considered on these grounds alone. While the existing road, and any other road/rail expansions, are not the height of aesthetic beauty, they already occupy a corridor that is more or less accepted in the public eye, and they only occupy a horizontal dimension. You can easily be hiking a trail or climbing a rock face, and not be able to see the road. In effect, right now you can enjoy the Twin Peaks and Lone Peaks Wilderness Areas as they are imagined to be, wilderness. The gondola system, as presented in the Draft EIS itself (not "just the ramblings of concerned NIMBYs), sticks out and dominates the eye, from both close-up and far away. From close-up, there are several roadside and off-road vantages that would now be defined by the gondola, instead of the majestic canyon walls that surround it. I don't think that's a bleeding heart, tree hugger concern -- people come to the canyons to see the canyons, so harming that aesthetic defeats the purpose of people coming, transit or no transit. Of particular note was the Draft EIS rendering of how the gondola looks at Tanners Flat campground. The gondola goes right over several campsites, almost comically looming overhead. While the canyons are already somewhat commercialized by the presence of the resorts, they at least take the effort to fit the part. The gondola makes the entire canyon look and feel like some kind of amusement park attraction. And while I am not a property owner/resident in the canyon or at its mouth (and am in fact am not in favor of the existence of these many of these residences, on environmental grounds), I can definitely sympathize with the people who will now have thousands of people in gondola cabins peering into their windows and backyards. **(32.17, 32.4I, and 32.4E)**

- Environmental/Recreational - I live an odd dichotomy. By education and employment, I am an engineer. So I understand the frustration of dealing with complex systems and the necessity of creating solutions to growing problems, even if those solutions aren't perfect. But by education and just generally trying to be an empathetic and rational person, I am also an ardent environmentalist. The canyon's health and environment are deeply important, not just because of the effects that damaging the watershed and biodiversity would have on us humans, but also because of the intangible and incalculable value present in a healthy, beautiful ecosystem. The cold hard facts do not lie: the usage of

the canyon (s) is growing to the point where something must be done. Despite the fervent wishes of some, “doing nothing” out of a desire to not modify the canyon will only result in more harm, since people are going to keep coming in greater numbers. So I am in favor of building infrastructure and altering the environment as is necessary. However, I support doing that within reason, and I think the gondola exceeds that. While an enhanced bus system, or even a cog rail, will widen the road corridor and its disruptive footprint, that is a corridor that has already been altered by human activity. Even the unpaved shoulders have cars constantly parked on them, winter and summer, so this is just a slight adjustment of the status quo. The gondola's 17 tower sites would be environmentally disrupting areas that are not currently touched by the hand of man. **(32.17A)** The Draft EIS identifies wetlands, meadows, and groves that would be permanently destroyed by the preferred pathway. **(32.13A)** I would rather that not be the case, and that whatever transit option is implemented sticks to the road. On the note of offroad, I defer to the fears of the Salt Lake Climbers Alliance in regards to the many boulders and problems that will be destroyed by the current preferred gondola route. **(32.4A and 32.4I)** As an entry level climber myself, I would hate for any future transit option to permanently destroy recreational opportunities for future generations. I've been skiing at Alta and Snowbird for 20 years, but that doesn't mean that I support favoring skiing to the point of wrecking the environment and recreation of the canyon to make skiing easier.

This is a much longer comment than I originally envisioned, but I'm glad to get my concerns off my chest. The gondola cannot be the option pursued, for these and other reasons, and I strongly hope that UDOT and its partners don't move forward with it. **(32.2.9E)** To be very brief, I hope that the preferred option going forward is an expanded bus system. **(32.2.9A)** It's flexible, scalable, has a much smaller footprint, is much more affordable, can stop at many different locations, and won't scar the canyon in an irreversible way. **(32.2.6.3C)** I am a huge train guy at heart, and I would love for a cog rail to be built, but 1) it is too expensive for our state government to approve, and 2) many of the reasons that I don't support a gondola also apply to a cog rail (scalability, flexibility, cost, footprint, etc) so it wouldn't be fair to castigate the gondola and then praise the rail (that being said, if the cog rail is revived as a viable option, I absolutely will not complain...I LOVE trains). **(32.2.2M)**

In closing, I am overall excited that better transit options are coming to the canyon, but I really hope that it's not the gondola. Better buses, or even the cog rail, are the way forward for reasons of flexibility, scalability, cost, visual impact, and environmental preservation, and I hope that UDOT and its partners make the right choice.

**COMMENT #:** 13183  
**DATE:** 9/3/21 10:01 PM  
**SOURCE:** Website  
**NAME:** Travis Suite

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**COMMENT:**

My first comment is that LCC should already be a national park. The gondola would destroy such a beautiful canyon. **(32.2.9E and 32.17A)** Not to mention it would feed the pockets of big developers. There's already so much misinformation out there about the amount of time/people it could hold to get to the top. **(32.2.6.5N)** My preferred solution is expanded bus service, something similar to Zions during peak winter traffic days. **(32.2.2B)** I'd even be fine with a toll to get up the canyon. **(32.2.4A)** I'm not a fan of road wide widening either but I'd take that over the gondola. **(32.2.9C)**



**COMMENT #:** 13184  
**DATE:** 9/3/21 10:05 PM  
**SOURCE:** Website  
**NAME:** Buffie Finke

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**COMMENT:**

I think that other options should be put into place before spending this kind of money on a gondola that is only going to before the resorts and absolutely ruin our canyon, the look of it and the trails. **(32.2.9E, 32.1.2D, 32.2.7A, 32.4B, 32.4I, and 32.17A)** It's not okay!! This is going to cost way too much money and still not fix the problem. **(32.7B and 32.7C)** Then it will become atourist attraction and we don't need more people up there. **(32.20A and 32.20C)** And it will cost money to ride it in addition to your expensive ski ticket etc. **(32.2.4A)** There gondola areas will not even have enough parking for the cars that usually drive up the canyon. **(32.2.6.5J)** I think we still need to implement smaller steps before we jump into something that is very costly and may ruin LCC. Please think about it!! Thanks **(32.29R)**

**COMMENT #:** 13185  
**DATE:** 9/3/21 10:06 PM  
**SOURCE:** Website  
**NAME:** Ana Sullivan

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**COMMENT:**

After carefully considering the transportation alternatives along highway 210, it is clear to me that the Enhanced Bus service offers the most flexibility and access to all users in the canyon. **(32.2.9A)**

1. There are many trailheads and access points along highway 210 that attract climbers, hikers, and backcountry skiers. The gondola excludes these users. **(32.2.6.3C and 32.2.6.5G)**
2. The bus system can be tailored to seasonal need. The gondola will be an eyesore in the canyon year round. **(32.1.2C and 32.17A)**
3. The enhanced bus service can transport nearly the same amount of people per hour as the gondola.
4. It is less expensive, and the use of the tax dollars services the needs of all users in the canyon, not just skiers and resort financial interests. **(32.2.6.3C, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**
5. Bus systems work. Zion National Park went to a bus system due to severe over crowding, and the park continues to serve millions of people per year. **(32.2.2B)**.

The main objective for the Gondola is to be able to transport skiers to their destination regardless of road conditions. I would like to go into detail about why this is not the best solution. UDOT has not yet pursued the transportation alternatives with any amount of dedication that I have witnessed. Here are my observations and a proposal for another solution.

1. Often times, the reason why the road is a mess on storm days are many:
  - a. Enforcement at the bottom of the canyon is usually non-existent. I ski up the canyon 5-7 days a week, and rarely was there a cop enforcing the chain/4wd rule. I would say less than 10% of the storm/snow days. **(32.2.2M)**
  - b. On said days, I observed Teslas, BMWs, Chevy Cruz (rentals... and by far these were the worst offenders) were either struggling causing huge pile ups behind, on the snowy road, or off the road, in a ditch, flipped over, or worse, caused an accident.

Proposal: Highway 210 4wd/chains/snow tires ONLY from Nov 1st- May 1st would be a good start to keeping the wrong cars off the road, all of the time, at NO COST. Weather systems roll through quickly here in the Wasatch, and I have seen sunny skies turn into a snow squall within an hour. Often times the road signs are not turned on during these occasions, and travelers are stuck coming up and down, causing congestion. Just keep 2wd cars out of the canyon. **(32.2.2M)**.

If the safety of travelers in the canyon was a priority, then why was this lack of traction law enforcement regularly observed?

Without actually enforcing the traction law rules, how can this be determined to not be effective?  
**(32.2.2M)**

The Enhanced Bus service can be implemented next season, and data can continue to be collected regarding the efficacy of additional buses, at a lower initial cost. **(32.2.7C)**

Here is my dissent regarding the Gondola B project:

Alta and Snowbird are already bursting at the seams with skiers/riders. On storm mornings, the mountain rarely opens on time, and skiers line up for a quarter mile at times just to get onto a lift. How do more skiers equal better in this scenario? It doesn't. What is does equal are more dollar signs **(32.20C)**.

Is there a compromise between profit and skier experience at the resort that is sustainable? I think the answer is yes, with the Enhanced Bus System. **(32.2.9A)**

A gondola soaring over the pristine Little Cottonwood Canyon wilderness might be great for the occupants, but who wants to go hiking, climbing and skiing in the wilderness with a Gondola peering down on you? **(32.4I and 32.17A)**

The Gondola will forever change the pristine wilderness of the canyon. We need to preserve our state treasures, not exploit them. **(32.4I)**

Before making the decision to spend 500 billion dollars on the Gondola B project, please consider implementing other less costly, more inclusive options first. I think you will find that we can spend 500 billion dollars in much better ways. **(32.29R)**

The Gondola B Project will forever change the pristine wilderness of Little Cottonwood Canyon. We need to preserve our state treasures, not exploit them, so they can be enjoyed for generations to come.

**COMMENT #:** 13186  
**DATE:** 9/3/21 10:07 PM  
**SOURCE:** Website  
**NAME:** Jennifer Deans

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**COMMENT:**

Both proposals are unacceptable. **(32.2.9C and 32.2.9E)** We need to try adding additional buses without lane widening before these extreme and expensive measures. **(32.2.9A)** Both proposals would have an unacceptable impact on the climbing experience as well as year-round dispersed recreation access throughout all of Little Cottonwood Canyon. **(32.4A and 32.4B)** Both UDOT proposals threaten iconic climbing throughout Little Cottonwood and at least 64 boulders and 273 boulder problems and will severely impact access to climbing areas. These proposals serve only the resorts and not the many other users of the canyon. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

**COMMENT #:** 13187  
**DATE:** 9/3/21 10:07 PM  
**SOURCE:** Website  
**NAME:** Macy Olivera

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**COMMENT:**

I believe that the gondola idea for the canyon will not improve traffic conditions but will instead increase canyon congestion. **(32.2.9E and 32.7C)** I urge you to consider the increased bus plan instead!! **(32.2.9A)** Thank you

**COMMENT #:** 13188  
**DATE:** 9/3/21 10:08 PM  
**SOURCE:** Website  
**NAME:** Maximilian Vargas

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**COMMENT:**

The gondola option specifically excludes the myriad other recreation options that most people engage in. The gondola only benefits bringing people to the resorts, yet so many other non-resort bound options for recreation exist. **(32.2.9E, 32.1.2B, 32.1.2C, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

**COMMENT #:** 13189  
**DATE:** 9/3/21 10:09 PM  
**SOURCE:** Website  
**NAME:** Olivia Church

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**COMMENT:**

According to the UDOT Little Cottonwood Canyon EIS, "Ultimately, the partners seek to deliver transportation options that meet the needs of the community while preserving the values of the Wasatch Mountains." UDOT's preferred options do neither of those things **(32.2.9C and 32.2.9E)** What they do is forever alter and further commercialize a unique urban forest canyon, a priceless resource benefiting a broad community living along the Wasatch Front. **(32.4I)** The "needs of the community" and the "values of the Wasatch" fall far behind UDOT's and the state's real desire to get as many people up LCC as possible, all to benefit two private businesses for roughly 30 days a year. **(32.1.2B, 32.1.2D, and 32.1.4D)** The problem demands more creative, and less costly, thinking than "build more road," or "build a carnival ride through a national forest."

UDOT's decision making on this issue has been flawed from the start because it sought to solve a unique problem with a standard answer. LCC experiences severe traffic problems less than 10 percent of the year, primarily during winter weekends, holidays and occasional powder days. **(32.1.4D)** The congestion occurs because too many private vehicles enter the canyon during peak periods through a narrow-morning time window. The problem is exacerbated when snowfall requires avalanche control work. UDOT has made no effort to solve this problem using immediately available options at a lower cost to ALL members of the community.

Let's look at some of the facts surrounding the value and nature of LCC and UDOT's promotion of a half billion dollar "remedy":

- Widening S.R. 210 or introducing a gondola will accelerate the number of people entering the canyon. **(32.20A and 32.20C)**
- Serious congestion is currently only a problem during the winter. **(32.1.2C)**
- Heavy traffic only occurs about 30 days a year. **(32.1.4D)**
- Traffic issues are due to the attractions held by private companies operating largely on public land.
- The gondola would only service two business locations and ignore trailheads, climbing sites, and other areas of community interest in the canyon. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**
- A significant percentage of private vehicles heading up LCC transport only the driver. **(32.2.4A)**
- Traffic problems during snowstorms can be reduced with more consistent "enforcement of vehicle traction requirements. **(32.2.2M)**
- LCC has a good avalanche control record. **(32.7A)**
- When the canyon road is closed due to avalanche danger, the ski resorts are often closed to skier traffic too.
- Pollution will decrease with the introduction of zero emission buses. **(32.10A)**
- Climate change is real and may continue to decrease average annual snowfall; powder panic may not be as big of a problem in the future. **(32.2.2E)**

Although safety in the canyon is of prime importance, concerns about canyon safety are overblown. It is more lethal to drive I-15 than S.R. 210. And the ski community has managed to coexist with avalanche control issues for over 50 years. Snow management has been an understood part of the ski resort business model since its inception and both resorts have managed to become very successful. **(32.7A)**

UDOT should revisit its objectives of meeting "the needs of the community while preserving the values of the Wasatch Mountains." Its proposals, especially the ill-conceived gondola, do nothing to control the pressures on the canyon itself, they only serve to increase visitors and generate revenue for private companies and developers. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** UDOT must emphasize

what is really important here, the protection of LCC values from the cumulative effects of commercialization and development. Accommodating reasonable transportation needs to the ski resorts and the segment of the community they attract is important, too. That does not mean encouraging an ever-increasing or unlimited number of visitors. **(32.20A and 32.20C)**

From destroying prime non-ski-resort recreation opportunities to altering the natural condition of the canyon itself, UDOT's preferred options should not even be on the table until less intrusive and less expensive alternatives are implemented, tested, and exhausted. Here are just a few options to help address the underlying simplicity of the real problem, too many private vehicles in the canyon on some days:

- Identify weekends, holidays and other select days as peak periods with standardized canyon traffic protocols understood by all visitors.
- Require a carpool minimum during certain times. **(32.2.4A)**
- Provide truly expanded bus service to the resorts during busy days and hours on a reliably standardized basis. **(32.2.9A)**
- Consistently provide public transportation with priority access to the canyon during problem hours **(32.2.6.3N)**.
- Eliminate private vehicles in the canyon altogether during peak hours. **(32.2.2B)**
- Explore ways to give canyon employees priority access to the ski resorts; staffing the ski resorts is a challenge for those businesses. **(32.2.6.3N)**
- Adjust ski resort hours of operation on problem days. **(32.2.2K)**
- Erect a canyon entrance service booth to help manage visitors, similar to that used successfully in Millcreek Canyon. **(32.2.4A)**
- Identify a carrying capacity that doesn't compromise the nature of LCC before developing permanent ways to crowd even more people up the canyon. Maybe we have already reached that capacity on certain days. **(32.20B)**

Average annual snowfall in LCC has been trending downward for decades. It is possible that powder days, which are the catalyst for some of the most heavily congested days, will decrease in the future. Perhaps in another twenty years there will be fewer powder days to drive a fraction of the community to congest S.R. 210 for a few hours on a given day. A wide road or a gondola may simply turn out to be no more than a standing monument to misguided engineering, like a giant corroded pump in the middle of a dry lake bed. **(32.2.2E)**

There are myriad ways to address LCC's traffic challenges without forever damaging the "value of the Wasatch." Building a bigger road or installing a carnival ride may increase value for two private companies, but either would forever transform the canyon's value to the broader community. And those changes will continue to contribute to ever greater changes down the road, so to speak. The cumulative effects inherent in either of UDOT's preferred alternatives are unacceptable.

\*This statement was written by Rodger Renstrom and I am in full agreement with his perspective.\*



**COMMENT #:** 13190  
**DATE:** 9/3/21 10:10 PM  
**SOURCE:** Website  
**NAME:** Ryan Suen

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**COMMENT:**

When managing our public lands, we need to consider both recreation and conservation. The gondola, and to a lesser degree, the expanded roadway proposal looks at only expanded recreation for a very specific subset of users of Little Cottonwood Canyon (LCC). **(32.2.9C, 32.2.9E, 32.20A and 32.20C)**

Specifically serving the needs of only the ski resorts at the cost of every other form of recreation within the canyon. Climbing, hiking, biking, running, etc. Forms of recreation that are typically enjoyed by marginalized communities given the high costs of entry to skiing and snowboarding. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

This is further detailed by the SCLA's recent blog post:

Over the last couple of months, the Salt Lake Climbers Alliance has spotlighted how the Utah Department of Transportation's (UDOT) Little Cottonwood Canyon transportation proposals threaten climbing. Mere days remain to weigh in. The comment period for the Little Cottonwood Canyon project draft environmental impact statement (EIS) closes this Friday.

Before the comment period closes, we want to highlight concerns affecting sidelined stakeholder groups: lower income individuals-particularly those that hold marginalized racial or ethnic identities-and otherwise disenfranchised residents. UDOT's draft EIS does not adequately address its proposals' impacts on these oft-ignored residents, thereby perpetuating environmental marginalization in the Wasatch Front. We invite you to help us advocate for more equitable options. **(32.5A)**

The problem (in a nutshell) is that UDOT's proposals impose costs to upper Little Cottonwood Canyon access during the winter in the form of transit fares and vehicle tolling. Such costs disproportionately burden already disadvantaged Wasatch communities, hindering their access to this iconic Wasatch destination. Furthermore, the proposals will negatively impact the types of outdoor recreation most accessible to lower income residents and community members of color. UDOT's proposals thus offer up an environmental justice "double whammy" and contribute to the existing environmental injustices which marginalized Utahns already suffer. **(32.5A)**

#### Environmental Injustice on the Wasatch Front

A robust body of empirical evidence shows how public policy and planning decisions frequently expose marginalized communities to environmental hazards (e.g. pollutants, toxic waste) and simultaneously exclude them from positive environmental amenities (e.g. parks, natural spaces).

The trend is well-documented on the Wasatch Front. For example, research shows that Hispanic, Black, and Pacific Islander households in Salt Lake City are exposed to more toxic air pollution than white households. Likewise, schools with more racial/ethnic minority students have greater exposure to PM2.5 pollution. Salt Lake valley neighborhoods of color and/or lower income have less tree cover than their whiter, wealthier counterparts and feature parks characterized by poorer maintenance and fewer desirable amenities.

Such disparities extend to transportation and public transit. Public transit along the Wasatch Front serves the everyday needs of wealthy residents over those of marginalized communities. And Wasatch

area residents of color have fewer transportation options to access outdoor recreation destinations, such as state parks and national forests, when compared to white residents.

### The Little Cottonwood Canyon EIS: An Inequitable Project by Design

UDOT's Little Cottonwood Canyon project is structured such that it will contribute to the Wasatch Front's legacy of environmental injustices. Following the National Environmental Policy Act (NEPA-the policy under which the UDOT EIS is mandated), agencies are only required to consider the proposals that address a project's stated "purpose and need." The Little Cottonwood Canyon project purpose is "to substantially improve roadway safety, reliability, and mobility of S.R. 210" and the needs are further refined to those "related to visits to ski areas, with the greatest traffic volumes on weekends and holidays and during and after snowstorms." This narrowly-crafted purpose and need effectively ensures that ski area users' concerns and interests are prioritized ahead of those of other canyon users--precluding good faith efforts towards more equitable outcomes. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** A more equal (among different types of canyon recreation and users) and equitable (when considering the existing socioeconomic conditions and contexts of Wasatch area communities) project is likely only feasible under a project purpose and need that recognizes and centers the needs of canyon users "diverse" in both recreational and socioeconomic terms. **(32.5A)**

### How UDOT's Proposals Perpetuate Environmental Injustice

Guided by a narrow purpose and need and clearly crafted without the meaningful participation of marginalized community members, UDOT's proposals will perpetuate environmental injustice on the Wasatch Front. The agency favors two proposals. Under one, a gondola would drop riders off at one of two destinations (Alta or Snowbird). Under the other, buses would travel to the same destinations on a roadway widened with one or more bus-only lanes. Under either, UDOT intends to deter car travel with private vehicle tolling in the upper canyon. Thus, any of UDOT's proposals will require visitors to pay to access the upper canyon--no matter how they travel. The cost will likely prohibit upper canyon use among the less-resourced. **(32.5A)**

To be clear, Salt Lake Climbers Alliance supports enhanced transportation and traffic mitigation strategies--even those that come at an additional cost. We support tolling combined with more buses (without road widening), in particular. But, our support only extends to plans which reflect thorough and nuanced consideration of their environmental justice impacts for those community members who face the greatest difficulties accessing outdoor recreation resources. **(32.5A)**

In addition to the creating further disparity in regards to outdoor access, the proposed solutions leave a permanent scar on the natural landscape of LCC. Destroying current environments to marginally increase recreational access for a specific group. **(32.17A, 32.17B, and 32.4I)**

Because of this, other less impactful solutions should be considered. An expanded bus service using current infrastructure comes top of mind. And further linking this bus service with existing public transportation within the SLC valley. **(32.2.9A and 32.2.2I)**

**COMMENT #:** 13191  
**DATE:** 9/3/21 10:10 PM  
**SOURCE:** Website  
**NAME:** Kristin Blanchard

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**COMMENT:**

Please for the love of all that is good rethink expanding the road or putting in a gondola. LCC is a treasure. Please don't destroy it. **(32.2.9C, 32.2.9E, and 32.4I)**

**COMMENT #:** 13192  
**DATE:** 9/3/21 10:12 PM  
**SOURCE:** Website  
**NAME:** Paul Gaia

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**COMMENT:**

As an avid user of both cottonwood canyons I am highly opposed to the aerial tram and the expansion of the road for busses. I am, however, in favor of increased parking at the base of both canyons and a shuttle system provided by the ski resorts. **(32.2.9E, 32.2.9C, and 32.2.9A)**

First of all, the aerial tram is problematic for several reasons. It will be an eye sore in an absolutely beautiful canyon, LCC. **(32.17A)** The construction will negatively impact world class climbing (LCC is an international climbing destination) and most likely will affect the watershed that serves thousands of people. **(32.4B and 32.12A)**

There are also safety concerns related to the aerial tram. As a former ski patroller with 15 years experience and an additional 10 years as a paramedic, I can attest to the fact that trams are difficult to evacuate and should a medical emergency arise, it would be virtually impossible to evacuate and treat the person. Evacuations would not be able to occur in an avalanche zone. Furthermore, wind holds and avalanche danger would require occupants to remain in the tram for potentially long periods of time. **(32.2.6.5H and 32.2.6.5K)**

The financial burden of the tram is also a concern. Not only is there the initial cost to build, but the maintenance costs will be substantial. This cost is planned to be passed onto taxpayers, the majority who do not ski, to benefit the ski resorts of which I am highly against. **(32.2.7C, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

A viable solution would be for ski resorts to provide shuttles for skiers. These could run more frequently and efficiently compared to busses and wouldn't require widening the road. Skiers would also be more likely to ride frequent shuttles vs. busses. The ski resorts should also consider ski school/family shuttles as a service. This would require larger parking at the base of the canyons or a parking structure where the gondola is planned. **(32.2.9A and 32.2.6.2.1C)**

In summary, I am strongly opposed to both the tram and widening of the rode for bus service due environmental concerns, safety, and cost - an unfair burden on the taxpayer. **(32.2.9E, 32.2.9C, and 32.2.7A)** Please consider alternatives such as a ski resort funded shuttle system and increased parking at the base of both canyons.

Sincerely,  
Paul F. Gaia

**COMMENT #:** 13193  
**DATE:** 9/3/21 10:13 PM  
**SOURCE:** Website  
**NAME:** Laurie Goldner

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**COMMENT:**

I am against the construction of a gondola in LCC. **(32.2.9E)** Although I have held ski passes to either Snowbird or Alta since the late 80s (and still do), I feel that the gondola option would only serve those resorts and none of the other canyon users. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** It would also impact the view shed and industrialize the beautiful canyon. **(32.17A)** LCC has only a limited carrying capacity and we need to acknowledge that fact sooner rather than later. **(32.20C)** I believe there are other viable options, one of which could include buses and even perhaps adding a lane. **(32.2.9B)** I think that the shuttle system that was instituted in Zion NP is a good example. **(32.2.2B)** Visitor numbers had exceeded the canyon's carrying capacity, so the shuttle system was initiated during peak periods. This removed the right for a visitor to drive their vehicle into the canyon at all times, but people understand and accept the limitation. Rather than beginning with building an extra lane, perhaps we could improve bus service or increase the percentage of HOV vehicles as a first step. **(32.29R, 32.2.9A, and 32.2.4A)** Improved bus service would also benefit both winter backcountry users and summer hikers who are currently having difficulty finding parking at trailheads. **(32.1.2C and 32.2.6.3C)** Ultimately, with Salt Lake's increasing population, at some point even with no parking or road issues, the experience will be impacted due to the sheer volume of people in the canyon. At that time, restricting the number of people with access to the canyon on a certain day appears to be the only recourse. **(32.20B)**

**COMMENT #:** 13194  
**DATE:** 9/3/21 10:14 PM  
**SOURCE:** Website  
**NAME:** Ken Hoffman

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**COMMENT:**

I am a homeowner and live [REDACTED]. I hike, rock climb, ski, backcountry ski, and bicycle in Little Cottonwood about 60 days per year. We purchased our home here because of the beauty and tranquility of Little Cottonwood Canyon. The construction of a gondola would irrevocably ruin my experience in the canyon. **(32.2.9E and 32.4I)** In particular it would damage my experience in the Twin Peaks and Lone Peak Wilderness Areas. The construction of the gondola would impact experiences in the canyon year round. The gondola would impact the scenic viewshed within the canyon. **(32.17A and 32.4I)** The noise would impact experiences anytime the gondola was running. **(32.11D)** Finally the construction of the gondola would destroy existing pieces of the forest and maintenance roads would likely continue those impacts forever. I am admittedly opposed to the construction of a gondola in Little Cottonwood Canyon.

The EIS does not adequately evaluate impacts of the alternatives to all user groups. This makes the EIS invalid. The EIS must evaluate impacts to rock climbers, mt bikers, road bikers, runners, hikers, backpackers, skiers/snowboarders, backcountry skiers, campers, and any other stakeholder group who uses the canyon on National Forest Land. **(32.4A, 32.4B, 32.4G, 32.4I, and 32.4P)** It is inappropriate to evaluate these alternatives without considering the impacts to all of these user groups who utilize the canyon in its entirety throughout the whole year. Every user group should be evaluated and the impacts considered for each alternative. No user group should be placed as greater importance than another. I believe, if a full and legal EIS was conducted considering all user groups the preferred alternative would be construction of snow sheds. **(32.2.9K)** I support the construction of snow sheds for the protection of UT-210 and those traveling on it. Construction of snow sheds would greatly increase the safety of UT-210 and ease much of the existing congestion issues in the canyon in the winter. **(32.7A)**

Finally, during the past years we have now seen the general public will largely be excluded from the canyon during the days the EIS is currently evaluating. These weekend and holiday days Snowbird and Alta are requiring parking reservations which can only be made by their passholders. Further, these top of the canyon parking areas private or public are all being controlled. This new development demonstrates that the construction of a road project focused on these days will not serve the citizens of Utah but only these two private ski resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** This makes the construction of this public works project more clear only for the service of a private industry. This makes it all the more imperative that impacts to all stakeholders be evaluated.

**COMMENT #:** 13195  
**DATE:** 9/3/21 10:16 PM  
**SOURCE:** Website  
**NAME:** Jared Zitnay

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**COMMENT:**

As I read through the draft EIS materials, the thing that really stood out to me was that the goals of this project and the greater concept of transportation management in the canyon seem out of balance with serving and protecting recreation in the canyon. **(32.1.2B)** The reason we have such a traffic problem is because of the world-class recreation in Little Cottonwood Canyon: rock climbing, backcountry skiing, resort skiing, hiking, camping. **(32.1.2D)** What is the point of modifying transit in the canyon if it jeopardizes the very reasons people come there? A great example of this is the boulders that would be removed with the roadway expansion in the enhanced bus service with peak shoulder lane alternative. **(32.4B)** It doesn't matter that these aren't a "section 4(f)" resource, they're a significant part of the recreation experience for thousands of people a year. If you have to remove them so that you can shove more people up the canyon, then what's the point? **(32.4B and 32.1.2B)** Eventually, we'll just be shuttling people up the canyon so they can look at manmade construction, at which point there will no longer be a reason to go up the canyon.

This all sounds cynical, and I don't mean to suggest that we do nothing. However, the options we pursue must preserve the very resources that draw people into this amazing land. While tolling will be a welcome change, it seems that a capacity limit or prohibition on personal autos for day use during peak times should be more seriously considered. **(32.2.4A, 32.20B, and 32.2.2B)**

It also seems that the two alternatives are not being considered based on equal criteria. The gondola is being teased for possible summer operations, while we are repeatedly ensured that the bus is a winter-only solution. **(32.1.2C and 32.2.6.5F)** This is bogus, the busses can run whenever UTA and interested stakeholders decide it's in their interest to do so. Bus service is most definitely expandable to include summertime service as summer traffic grows to unsustainable volumes, and busses can certainly stop at trailheads throughout the canyon if you just stop the bus at them. **(32.1.2C and 32.2.6.3C)** There are undeniably numerous flexibilities to a bus system that are being ignored (maybe even so far as being denied), while seasonal flexibility is floated as a gondola advantage; this reeks of ski area propaganda.

When it comes to comparing the preferred options, neither is a clear winner. While the gondola has a higher upfront cost and will be an eyesore, it has the best capacity to expand if (when) demand exceeds the levels modeled here. Widening the canyon road to provide a peak shoulder lane has a much higher on-the-ground impact (environmental and recreational), but it has lower upfront costs and even could be phased-in in a way that is impossible with the gondola. And while both alternatives are being considered only to directly serve the ski resorts, there is some indirect value to dispersed canyon use as the resort traffic is transitioned out of their personal automobiles. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

**COMMENT #:** 13196  
**DATE:** 9/3/21 10:19 PM  
**SOURCE:** Website  
**NAME:** Rich Mrazik

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**COMMENT:**

The environmental and viewshed impacts of the proposed gondola substantially outweigh any transportation benefit offered by the gondola. **(32.2.9E and 32.17A)** The size and number of the towers, and the visual impact and of the towers, cables, and cars, will substantially and negatively affect the viewshed in LCC. Moreover, as proposed, the gondola will not stop at White Pine trailhead--which is a major access point for use of public land in all seasons--and will require a transfer (or at least a stop) at Snowbird, which poses a disincentive to users wishing to reach Alta or otherwise access upper LCC. **(32.2.6.5G and 32.2.6.5R)**

Improved and increased bus access--meaning better, more comfortable buses, with better storage for recreational gear, and more of them operating more often--offers a far superior transportation solution without the visual and environmental impacts of a ten-mile-long gondola system. **(32.2.9A)** And a bus system is flexible and scalable--more buses and more routes during times of peak demand, and the potential for express routes and pick-up points throughout the valley--all of which make improved and expanded bus service a more sustainable and responsive solution as compared to a fixed gondola system. **(32.2.2I)**

And improved and expanded bus service can be phased in over time. **(32.2.9R)** More buses running more routes can be implemented immediately. **(32.2.7C)** Moreover, snowsheds can--and should--be built immediately to reduce the avalanche index for all motorists while the need for road widening is studied. **(32.2.9K)**



**COMMENT #:** 13197  
**DATE:** 9/3/21 10:23 PM  
**SOURCE:** Website  
**NAME:** David Coyne

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**COMMENT:**

This is a comment not intended to lash out at any one party.

I oppose both the gondola and the widening of Little Cottonwood Canyons roads. **(32.2.9E and 32.2.9C)**. As an avid winter recreationist in Utah for the past 12 years, I understand the issue of transportation up and down the canyons, especially on wintery weekends. I do believe there are other alternatives that require less infrastructure, less money, and are less detrimental to the environment and character of Little Cottonwood Canyon. I understand either the gondola or road widening will require time to initiate, as well as require time to build, resulting in no change for the canyon user in the next 3-5 years. **(32.2.7C)**. I believe that small simple solutions such as legalizing hitchhiking (like ID/WY did on Teton Pass), restricting all single-occupancy vehicles on weekends and holidays, building out smaller transportation hubs where single drivers could pick up said hitchhiker, as well as working with the resorts, hotels, and guide services to reduce canyon congestion by providing free use of UTA for their employees and clients **(32.2.4A, 32.2.9A, and 32.2.2Y)**. We all know it would be helpful to expand the bus services. As an individual, I am unlikely to ride a bus as it becomes inconvenient compared to driving a passenger vehicle, but as a guide with clients, I can use the time on the UTA bus to begin a morning meeting, or getting to know my clients, etc. **(32.2.9A)**. I think it is unfortunate that there has been little investment in making small and meaningful improvements to the canyons and only large-scaled projects are being considered. **(32.2.9R)** All of these large-scale projects (gondola, train, Autobahn highway) will only attract more people to the already overcrowded Central Wasatch. **(32.2.0C)** Yes, I am a transplant from another state, but I came here for the quiet solace that the canyons can provide, not the Disneyland attractions that they could become. Please take small steps and let's rally the organizations involved as well as the outspoken community to do the right thing to save our canyons. Thank you for your time and consideration. You all have a lot on your plate and I appreciate the work being done to solve problems. I am here to help anyway I can.

**COMMENT #:** 13198  
**DATE:** 9/3/21 10:24 PM  
**SOURCE:** Website  
**NAME:** Peter Cannon

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**COMMENT:**

I am a resident of Sandy and I REALLY want the gondola! This past year i bought a season pass to park city ski resort because going up little cottonwood canyon is unreliable traffic/parking/ weather wise but also can be dangerous even in good weather. As for buses, I've never used them and am not interested in ever trying to. I'd love to use the gondola all year round! Build it please! **(32.2.9D and 32.2.4A)**

**COMMENT #:** 13199  
**DATE:** 9/3/21 10:24 PM  
**SOURCE:** Website  
**NAME:** Rebecca Zitnay

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**COMMENT:**

I appreciate the opportunity to provide feedback for little cottonwood canyon plans. I live in salt lake city and recreate in the canyon for both summer and winter seasons. I use the bus when possible, especially on busy days during the winter season. It seems this EIS review really centers on the ski area traffic and seems to be focused on getting as many people up to the resorts as fast as possible. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Is this really the goal? **(32.1.2B)** Or is it a project to serve the greater wasatch community through providing better access to the unique recreation opportunities so close to our city. It seems this review only focuses on the buses as a winter option but the gondola is advertised as an all-seasons option, this is an unfair comparison. **(32.1.2C and 32.2.6.5F)** It seems the buses would be easily scalable to accommodate summer users and serve alternative pick up/drop off sites, trailheads fill up early on a busy weekend. **(32.1.2C and 32.2.6.3C)**

**COMMENT #:** 13200  
**DATE:** 9/3/21 10:30 PM  
**SOURCE:** Website  
**NAME:** Bridgid Cody

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**COMMENT:**

I strongly disagree with the suggestions to alleviate traffic in LCC. It is expensive and will destroy the canyon as we know it. **(32.4I)** There are solutions like increasing bus capacity that are much better solutions and benefit all who use the canyon, not just ski resorts **(32.2.9A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

**COMMENT #:** 13201  
**DATE:** 9/3/21 10:30 PM  
**SOURCE:** Website  
**NAME:** Ky Cullimore

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**COMMENT:**

I would love to see the Gondola ? go in it makes it's not congested many people around would come just for a ride the dumbest idea possible is a bus lane the doesn't do ■ makes it more conjested and more traffic **(32.2.9D)**

**COMMENT #:** 13202  
**DATE:** 9/3/21 10:32 PM  
**SOURCE:** Website  
**NAME:** Andrew Truemper

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**COMMENT:**

I thin the cost of the snow sheds is justified and a good idea, but I don't believe expanding 210 or constructing a gondola is appropriate. **(32.2.9K, 32.2.9C, and 32.2.9E)** I fully support and hope UDOT implements a toll below Snowbird 1, I would happily pay this in support of operating and maintaining Utah roadways. **(32.2.4A)** Unfortunately, I feel that many Utah residents feel insulted by UDOT's proposals which from 1000 ft blatantly benefit private ski resorts with taxpayer dollars. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I urge UDOT to take pause on this initiative to consider the needs of the greater community and not just those who wish to ski the resorts. **(32.29G and 32.2.9N)**

**COMMENT #:** 13203  
**DATE:** 9/3/21 10:33 PM  
**SOURCE:** Website  
**NAME:** Jennifer Workman

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**COMMENT:**

The combination of snow sheds, enhancing mobility hubs/bus routes, and tolling with single occupancy vehicle restrictions is the most cost effective, efficient, and most impactful way to improve the LCC congestion issues. **(32.2.9K, 32.2.6.2.1C, 32.2.4A, and 32.2.9A)** The gondola is a waste of money, will turn one of the most beautiful canyons in the Wasatch into a "Disney Land," and will add so much time to the trip that it will not be used as intended. **(32.2.9E, 32.17A, 32.2.4A, and 32.7C)** Additionally, with stops only at the resorts, the gondola does not provide an option for any backcountry access. **(32.2.6.5G)** The addition of a bus lane is too disruptive to the wildlife and natural habitat in LCC. **(32.2.9C and 32.13B)**

**COMMENT #:** 13204  
**DATE:** 9/3/21 10:34 PM  
**SOURCE:** Website  
**NAME:** Ezri Staheli

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**COMMENT:**

We need a new transportation system for the canyons, with that I completely agree! What I can't get on board with and what I don't agree with I the slightest are the two proposed solutions right now. **(32.2.9C and 32.2.9E)** A gondola is a service that will only serve the resorts and bottleneck the traffic somewhere else. **(32.2.6.5E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** A gondola will ruin the views that make Little Cottonwood Canyon what it IS and affect the other recreation that takes place there that is also a part of its identity. **(32.17A and 32.4B)** Widening the road will do the same. Our watershed and Wasatch are things we need to protect, and these solutions are only allowing for more harm to be done in the long run with increased, irresponsible usage. **(32.12A and 32.12B)** Putting a Zion Canyon shuttle system or a toll on the canyon are things I can get behind. **(32.2.2B and 32.2.4A)** Other transportation solutions exist, and if UDOT had the infrastructure to build, operate, and upkeep a new gondola, saying buses are not a solution because of the cost seems unfeasible to me (though I do understand I'm not completely aware of the upkeep of a bus). **(32.2.7C)** Please explore these other options that don't change our canyon! Other solutions will be more beneficial - we need a long term solution that protects our canyons, not one that will increase its usage now, and leave us to deal with this same problem 10 years down the line.

Thank you!!!



**COMMENT #:** 13205  
**DATE:** 9/3/21 10:34 PM  
**SOURCE:** Website  
**NAME:** Robert Candland

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**COMMENT:**

As a 4th generation Utahn and as someone that has skied, climbed and hiked in Little Cottonwood canyon for over 43 years I oppose both the gondola and bus-only lanes. **(32.2.9E and 32.2.9C)** Why should UDOT and taxpayers fund something that will only benefit privately owned companies that lease public land to make profit. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** If anything, the ski resorts should be ones footing the bill for improved access to their exclusionary resorts. Limit cars in the canyon on busy days summer and winter, impose a fee for driving your vehicle in the canyon summer and winter (and by imposing a fee, graffiti would be less of a problem) and funds collected could go to cleaning up the canyon. **(32.1.2C and 32.2.4A)**

**COMMENT #:** 13206  
**DATE:** 9/3/21 10:34 PM  
**SOURCE:** Website  
**NAME:** Eric Belanger

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**COMMENT:**

We need to take a step back from these two options and explore other avenues. A fee booth, tech application something less expensive as a start. **(32.2.2Y)**

**COMMENT #:** 13207  
**DATE:** 9/3/21 10:35 PM  
**SOURCE:** Website  
**NAME:** Christopher Workman

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**COMMENT:**

The combination of snow sheds, enhancing mobility hubs/bus routes, and tolling with single occupancy vehicle restrictions is the most cost effective, efficient, and most impactful way to improve the LCC congestion issues. **(32.2.9K, 32.2.6.2.1C, 32.2.4A, and 32.2.9A)** The gondola is a waste of money, will turn one of the most beautiful canyons in the Wasatch into a "Disney Land," and will add so much time to the trip that it will not be used as intended. **(32.2.9E, 32.17A, 32.2.4A, and 32.7C)** Additionally, with stops only at the resorts, the gondola does not provide an option for any backcountry access. **(32.2.6.5G)**

**COMMENT #:** 13208  
**DATE:** 9/3/21 10:36 PM  
**SOURCE:** Website  
**NAME:** Lyle Beecher

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**COMMENT:**

The Gondola is the most viable solution to the transportation problems up LCC for many reasons. **(32.2.9D)** To many people throughout the work Gondola are considered a beautiful amenity traversing a scenic canyon. This has been proven in many other states and countries throughout the US and world. Widening the canyon road makes very little sense for many reasons. **(32.2.9C)** It is once again more rubber on the road which has proven to be very ineffective for many reason. So the many times that there has been major failures with buses will only be expanded to more bus failures on the road. **(32.2.6.3P)** The Snow Sheds will not solve this problem either. **(32.7A)** Not to mention the horrible effect they will have on the natural experience of the canyon. **(32.17A, 32.17B, and 32.17C)** Widening the road will add over 55 square acres of more asphalt up the canyon, the Gondola only adds 2 acres of modified surface. The retaining walls up the north side of expanded road would be a enormous in places over 30-40 feet (at mile marker 7) and miles of unsightly gunite walls similar to the not so pleasing walls in the Provo Canyon. The widening of the road would be the worse possible solution for the wild life and the beauty of the canyon. **(32.13A, 32.13B, and 32.17B)**

The Gondola on the other hand would be "the most reliable" solution as stated by UDOT. It is a solution that offers another means of travel up the canyon than rubber on the road such as buses. But provides another means of travel that supports the Buses when they fail in snowy conditions. The Gondola will provide such an amazing NEW experience traveling up our wonderful Little Cottonwood Canyon. They have been proven in so many other mountainous conditions all over the world. I have experienced them in many countries and it is so memorable. It will be the same in LCC, even one of the most remarkable experiences in the world right here in Utah to match our other uniquely beautiful experiences throughout the state. The Gondola over time even proves to be the most economical solution also with the more cost effective yearly maintenance figures. The Gondola is a solution that truly looks to the future of our state in so many ways. Thanks for your hard work and consideration in this important matter.

**COMMENT #:** 13209  
**DATE:** 9/3/21 10:36 PM  
**SOURCE:** Website  
**NAME:** Alan Leeds

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**COMMENT:**

Option A for enhanced bus operations is in the best interest of all communities around the mouth of the canyons. **(32.2.9A)** I do not support gondola option B because of the visual and environment impacts to the canyon **(32.2.9E and 32.17A)**

**COMMENT #:** 13210  
**DATE:** 9/3/21 10:37 PM  
**SOURCE:** Website  
**NAME:** Stacie Wing-Gaia

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**COMMENT:**

I am writing to express my concerns regarding Draft EIS which has been proposed as a solution to our current issues with transportation in LCC. As a frequent visitor to the cottonwood canyons, I am opposed to both the gondola and the widening of the road for expanded bus service. The first will not solve many issues and will result in more and the second may alleviate some congestion but at a high cost. **(32.2.9E, 32.2.9C, 32.7B, and 32.7C)**

In regards to the gondola, this will serve specifically Snowbird and Alta skiers. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** This will cost the taxpayer an excessive amount of money, yet only serve a specific population for a few months out of the year. The only beneficiaries are the ski resorts. The gondola will impact the viewshed, destroy world class climbing, and provide no solution to summer use congestion or backcountry winter trailheads. **(32.17A, 32.4B, and 32.1.2C)** Further, there will still be avalanche closures and wind holds and what will happen if an evacuation needs to occur? After reading the report, there seem to be very few benefits for the gondola and these benefits serve only the ski resorts. **(32.2.6.5K)**

I do support expanded bus service, but suggest that smaller busses or shuttles make more sense. **(32.2.9A)** They are easier to navigate on canyon roads, are less cumbersome so are less likely to slow traffic, and people are more willing to ride in them. The ski resorts should provide shuttles similar to how hotels provide airport shuttles. Shuttles should also be considered for summer congestion. A shuttle system is in place in Albion Basin in the summer and has greatly reduced congestion in this area. **(32.2.2LLL, 32.1.2C and 32.2.6.3C)**

In summary, the gondola will benefit the ski resorts at taxpayer expense and not solve year round transportation issues. Shuttles should be considered over widening the road to support expanded busses.

Sincerely,  
Stacie Wing-Gaia

**COMMENT #:** 13211  
**DATE:** 9/3/21 10:37 PM  
**SOURCE:** Website  
**NAME:** Patrick Koch

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**COMMENT:**

Please reconsider the destruction of local climbing areas for this project. **(32.4A and 32.4B)** Little cottonwood is a sought after climbing area that would be a shame to lose access to. **(32.29G)**

**COMMENT #:** 13212  
**DATE:** 9/3/21 10:38 PM  
**SOURCE:** Website  
**NAME:** I Tangalos

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**COMMENT:**

I disagree with the gondola solution. **(32.2.9E)** I feel the visual impacts to the canyon will be greater than the effectiveness of moving people in summer and winter. **(32.17A)** I think widening the road with dedicated bus lanes is the best option. **(32.2.9B)**



**COMMENT #:** 13213  
**DATE:** 9/3/21 10:39 PM  
**SOURCE:** Website  
**NAME:** Aaron Masover

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**COMMENT:**

Hello I enjoy skiing and hiking in Little Cottonwood Canyon, and I've reviewed the draft EIS. I think the gondola will be a good solution, especially in the winter on crowded days, and the La Caille base station seems like a good option. I like how it can transport people up the canyon even in conditions where the road is closed. **(32.2.9D)**

I wish that we could focus on improving transit to/from the base station. It would be amazing to take light rail to the base of the gondola, and then take that up to go skiing or hiking. **(32.2.2I)**

Speaking of hiking, it would also be amazing to have more stops mid-way up the canyon **(32.2.6.5G)**.

Overall I'm pretty happy with the gondola option, despite the hefty price tag. At first I thought a train would work best, but I didn't realize cog rail is so expensive. Gondola is clearly superior to cog rail, since it's not impacted as much by avalanche conditions.

**COMMENT #:** 13214  
**DATE:** 9/3/21 10:39 PM  
**SOURCE:** Website  
**NAME:** Robert Jacobs

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**COMMENT:**

UDOT seems intent on providing a solution to a problem which hasn't yet been adequately defined. **(32.1.2B)** The two preferred "alternatives" go way beyond more reasonable solutions which should be tried first with respect to cost and impact to LCC. **(32.2.9C, 32.2.9E, and 32.2.9R)**

This whole process should be scrapped and reevaluated after studies have been completed to determine things like the carrying capacity of LCC, the carrying capacity of the canyon's ski resorts, resort parking capacity, other canyon uses such as hiking, biking, climbing, picnicking etc. **(32.20A, 32.20B, and 32.20C)**

But, that being said, under no circumstances should the Gondola option be selected. This option requires an all in commitment on day one and has no mechanism to be rethought. **(32.2.9E)**

Who knows what effects tolling, will have on getting skiers out of their cars - and that is the real question - how are we going to get skiers out of their cars. Solitude's \$20 parking charge seemingly had very little effect. Who is going to drive to the mouth of LCC and decide to park in a 1500 car garage (for a fee?), carry their gear into the station, spending 45 minutes to ride a Gondola up the canyon (another fee?)? **(32.2.4A and 32.2.6.5J)**

In addition the Gondola offers no option for addressing the needs of users of LCC other than skiers. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Over time, other recreational use of the canyon may supersede skiing. Trailhead access for hikers and picnickers may be needed to address limited parking for these activities. **(32.1.2C, 32.2.6.3C, and 32.2.6.5G)** Climbers and who knows what other activities in LCC may require access beyond just Snowbird and Alta.

Buses can address these kind of opportunities. In addition busses can be incorporated incrementally as things are rethought as a result of different trials and accommodations. Buses also allow for new technologies to be incorporated when appropriate. Who knows what new and improved transportation alternatives will appear in the future. **(32.2.9A, 32.2.6.3C, and 32.2.6.3D)**

As our handling of climate change unfolds, there may be significantly less urgency to address skier traffic, who knows? Why spend \$1,000,000 on a useless relic - anyone remember the west desert pumps? Yes, I did say \$1,000,000 - do you doubt it. It wasn't even possible to predict the cost of a new house in Utah a year ago. Do you really believe \$500,000 is adequate to build a Gondola up LCC. **(32.2.2E and 32.2.7C)**

In addition the whole "Gondola at La Caille" proposal has the stench of cronyism. Coming in at the last second to avoid most of the formal review process, proposed by a couple of ex-public officials, who just happen to have access to the land required for their proposal, big money backing a flashy PR campaign, backdoor meetings with government officials and financial brokers, and the use of patently false and misleading statistics (the gondola will remove 1000 cars per hour from state route 210 - really!).

If it had been Snowbird proposing to build a gondola from the resort to La Caille, it would have been widely condemned - even if Snowbird was paying. But UDOT proposing the same absurd idea with TAPAYER FUNDING is somehow OK.

**COMMENT #:** 13215  
**DATE:** 9/3/21 10:40 PM  
**SOURCE:** Website  
**NAME:** Steve Van Maren

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**COMMENT:**

While I dislike the premise of this exercise, I believe I know enough to provide some comments. Sandy Resident [REDACTED]

The enhanced bus would move the people, if the road stays open. But it is likely to close at some point. In the meantime, road widening construction will impact the water quality, as will increased bus emissions, and tire shedding on the road. **(32.2.9C, 32.12B, and 32.10A)**

The Gondola would provide an independent route of ingress and egress, especially critical when the road is closed. But I agree with the critics, it will have a great visual impact in the canyon. **(32.2.9D and 32.17A)**. In all cases, and until the funding can be arranged for even some bus expansion, it is important to keep the autos away from the mouth of the canyon. Busses should load, not at a parking structure at the mouth of the canyon, but at TRAX and other facilities, such as 9400 So Highland Drive. **(32.2.6.2.1C)** The further away the busses load, the fewer vehicles on the streets of Sandy and Cottonwood Heights. And that is true if the gondola gets built too. Of course, there has to be other motivation for not taking a car up the canyon - tolling, parking expense, transit time, etc. Just shut down auto traffic when the conditions are good, and allow the busses up/down, at least for the first couple of hours. **(32.2.2B)**

But I return to the rail option. It is independent of the road, and has similar features of the gondola, with the increased advantages: being able to stop at points along the route, unlike to gondola; would not have the same visual impact of the gondola; is more extensible into the valley than the gondola (TRAX from airport to Snowbird, and Alta); and, the extension could happen over time after the canyon is in operation. **(32.2.9F, 32.2.6.6A, 32.2.2I, and 32.17D)**

But we are faced with the big unknown -- will the canyons still have snow in 2050? How many powder days will there be each year? The forest will be there until it burns down, but will the ski resorts operate with a 2 month season? **(32.2.2E)** Will they shift operations to mountain resort features without snow? A drive through the mountains of Colorado a few years ago I noted how differently they have developed from Utah. I appreciate the wilderness designation around us here but believe the road in LCC should be extended over to BCC, even if with today's conditions it will not be open in the winter. **(32.1.1A)**

Now, regarding the parking garages. I like the methods of Salt Lake Mayor Wilson. Mini hubs, with frequent bus service, especially in the prime travel time. Putting large parking garages near the canyon mouths will just bring cars there. **(32.2.2I and 32.2.6.2.1D)** The motivation needs to be to ride the bus to the rail. The terminus design for the Gondola would also work for the rail option. And I like the alignment south of the creek. **(32.2.2CCC)** Parking in the canyon for trails should be expanded only after the visitor use study has addressed the impact, or guided user limits. **(32.2.2K)**

**COMMENT #:** 13216  
**DATE:** 9/3/21 10:40 PM  
**SOURCE:** Website  
**NAME:** Mike Marker

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**COMMENT:**

Opposed to the Gondola because: **(32.2.9E)**

1. UDOT assumptions about growth are flawed and don't support a massive expenditure on infrastructure that is all or nothing () no flexibility. **(32.2.6.5A and 32.2.6.5N)**

a. Utah population will continue to grow and that these canyons can and must be able to accommodate all increased demand. This is a questionable assumption with significant undesirable outcomes. There have been no studies that assess impact of increased use in LCC. **(32.20A and 32.20C)** The National Park Svc recognizes that large numbers of people do indeed impact experience and flora/fauna. **(32.13A and 32.13B)**

b. Ski days will continue to increase. Data from National Ski Assoc & Park City Foundation says otherwise.

**COMMENT #:** 13217  
**DATE:** 9/3/21 10:40 PM  
**SOURCE:** Website  
**NAME:** Kevin Cantwell

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**COMMENT:**

There is no reason to build a gondola or expand the road when current infrastructure has not been optimized. **(32.2.9E and 32.2.9C)** Make the necessary investment in enhanced bus service and then learn what the needs actually are. **(32.2.9A and 32.2.9R)** It is irresponsible to go straight to a project of upwards of \$1B when resources are not currently optimized. Be responsible, and please develop the canyon in a respectful way. It seems like the loudest voices about the gondola are also the individuals that stand to make the most money on it. Please stop the corruption.

**COMMENT #:** 13218  
**DATE:** 9/3/21 10:41 PM  
**SOURCE:** Website  
**NAME:** Thomas O'Meara III

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**COMMENT:**

My preference is the gondola. (32.2.9D)

**COMMENT #:** 13219  
**DATE:** 9/3/21 10:41 PM  
**SOURCE:** Website  
**NAME:** Sam Marjerison

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**COMMENT:**

The Wasatch has been such a special and important place in my life. A place where I am able to find solitude, push my limits and explore new areas. A gondola would forever alter the LCC that I have come to love. **(32.2.9E and 32.4I)** Backcountry skiing, rock climbing and even walking along the canyon would be different. I ask you, prioritize the Wasatch and the beauty it holds instead of money hungry ski resorts. There is no second chance. LCC Forever <3.

**COMMENT #:** 13220  
**DATE:** 9/3/21 10:42 PM  
**SOURCE:** Website  
**NAME:** Colin Apple

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**COMMENT:**

My main concern is with the widening of Wasatch Boulevard. I do not think widening Wasatch to five lanes is going to help any of the problems. Widening the road to that extent will just put more cars backed up at the bottom of the canyon, regardless if we improve buses or add the tram. I would like to see a dedicated bus lane and a widened recreation lane. The bus lane could be for southbound buses in the morning and northbound buses in the afternoons on the several days a year we have traffic issues due to a closed canyon. Wasatch should never be turned into a highway. People live in Cottonwood Heights and the road is a gateway to some of Utah's greatest assets. A road of this size would devastate the community. **(32.2.6.2.2A and 32.4F)**

2) Vehicles entering LCC in the winter to have to get inspected and pay for a canyon pass/sticker (similar to the voluntary pilot program) punishable by large penalty or jail time. **(32.2.2M)**



**COMMENT #:** 13221  
**DATE:** 9/3/21 10:43 PM  
**SOURCE:** Website  
**NAME:** Kathleen Werling

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**COMMENT:**

I am not in favor of a gondola. (32.2.9E)

**COMMENT #:** 13222  
**DATE:** 9/3/21 10:43 PM  
**SOURCE:** Website  
**NAME:** Mike Marker

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**COMMENT:**

No to Gondola: **(32.2.9E)**

The system as designed will fail based on human behavior **(32.2.4A)**

a)3. Schlepping ski equipment between and thru multiple transit modes will become a negative very fast. **(32.2.6.5J)**

b.5. Enhanced busing is clearly faster, equivalent of two ski runs/day. After the gondola novelty wears off skiers will opt to stay in faster private vehicles on non-powder and anticipated non-congestion days. **(32.2.4A and 32.2.9A)**

**COMMENT #:** 13223  
**DATE:** 9/3/21 10:44 PM  
**SOURCE:** Website  
**NAME:** Tucker Good

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**COMMENT:**

Just because you can doesn't mean you should.

Please please please halt this project now. Several other tools are available that could provide traffic relief in LCC without continuing development in some of the earth's most beautiful landscapes.

It's blatantly obvious that this plan caters to two private businesses who will likely continue to expand given more attendance. Neither gondola or bus lane options consider the folks using LCC for any other purpose other than resort skiing. **(32.2.9C, 32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Build bigger roads, a tourist attraction ride up the canyon, fly in more people, build better resorts, more pollution, more damage, fires, less water, money, lots of money. And then in 30 years, we won't have snow for a ski season anymore due to climate change; so what is it all for. **(32.2.2EE)**

Stop building, and enjoy what we have left of Earth's natural beauty. It has been a year of fires, flooding, insane weather, and unnatural events at increasing frequencies, yet we continue on. Plow the trees, move the people, pour the cement, worship the dollar.

So you've made it this far with planning, funding, and everything else but you really need to do Earth a solid and hit the brakes for a second. Just because you can doesn't mean you should. Toll me for not carpooling, build a better bus system, encourage ridesharing, provide lockers, but don't permanently scar up our home. **(32.2.4A, 32.2.9A, and 32.2.3A)**

I wish you honest and insightful thought and conversation on the matter.  
Tucker Good.

**COMMENT #:** 13224  
**DATE:** 9/3/21 10:44 PM  
**SOURCE:** Website  
**NAME:** Joro Walker

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**COMMENT:**

Some of the most significant shortcomings of the FEIS and the preferred alternatives is the failure of the project proponents to robustly address congestion in Big Cottonwood Canyon (BCC) and access for summer users and non-resort winter users. **(32.1.1A and 32.1.2C)**

As UDOT is aware, the traffic in BCC is close to or as problematic as the traffic in Little Cottonwood Canyon (LCC). Yet there is very little analysis of how the preferred alternatives will impact use in BCC. Addressing congestion in both canyons is particularly warranted because BCC users share parking, roads and buses with LCC users. Further, from a policy perspective, it is unwise to spend significant public resources on a fix for one canyon while ignoring the other, especially when the public will likely not have the appetite to follow a huge expenditure on LCC access with another for BCC. **(32.1.1A and 32.20D)**

According to the EIS Fact Sheet, the purpose of the project is to, inter alia, “reduce or eliminate roadside parking” and “[r]educe traffic conflicts and improve roadway safety at trailheads.” Yet, the EIS outreach email states that

[n]one of the action alternative...would stop at the trailheads [because] [i]f the transit system has numerous stops, the time and efficiency of the service decreases[.] By improving overall mobility to the greatest number of users, other canyon users such as backcountry skiers and climbers would benefit from reduced traffic congestion.

Thus, all of the action alternatives fail to promote the project purposes to address roadside parking and congestion at trailheads. **(32.2.6.2.4A)** The alternatives require backcountry skiers, hikers, snowshoers, sledders and climbers to continue to use their cars to access trailheads that will be just as congested and just as dangerous as they are now. **(32.1.2C, 32.2.6.3C, and 32.2.6.5G)** These users will also be forced to use roadside parking, as existing parking is inadequate to accommodate all the users who want to park at these trailheads. **(32.2.6.2.4A)** Therefore, the proposed alternatives do nothing to resolve th significant problems users encounter during the entire year and instead abandon these users to an untenable situation that the EIS itself identified as needing resolution.

Of the alternative proposed, I support the enhanced bus alternative that does not include expansion of the capacity of the LCC road. **(32.2.9A)** A similar system "should be implemented in BCC at the same time. **(32.1.1A and 32.20D)** The enhanced bus system, which should run year round on weekends, should include some winter time non-express buses that stop at trailheads. **(32.1.2C and 32.2.6.2C)** Some buses should go directly to Alta, some directly to Snowbird, bypassing the other resort. **(32.2.6.3N)** As the outreach email indicates, numerous stops, including stops at the resort that rider does not wish to patronize, discourages ridership.

Further, the enhanced bus system that I support would increase buses and routes in the valley so that users did not have to drive to and transfer from various giant parking hubs. Rather, hubs and bus routes should enable users to take the bus from stops close to their homes and accommodations. Allowing to bus access to the canyons from homes and hotels throughout the valley will reduce congestion, air pollution, and give all canyon users, including summer, non-resort and low income users access to BCC and LCC. **(32.2.21)**

The gondola alternative further fails to meet the purpose of the project because it is designed to transport about 900 people every hour up the canyon. Particularly given the cost of the project, the gondola fails to provide a meaningful alternative that will keep enough cars off of the LCC road. Essentially, during the window of peak usage, only about 3,000 people will be able to use the gondola to get up the canyon, while 18,000 users will still need to access LCC using a vehicle. This cannot be called a solution to the congestion that plagues LCC. **(32.2.9E, 32.2.6.5N, and 32.2.4A)**

The enhance bus alternative that includes expanding capacity in LCC is inappropriate as it has unnecessary and unacceptable impacts on the LCC ecosystem and viewshed. **(32.2.9C, 32.13B, and 32.17B)** A truly enhanced bus system, like that described above, that does not threaten the LCC ecosystem will best meet the purpose of the project at a lower cost to the canyon, taxpayers and users.

**COMMENT #:** 13225  
**DATE:** 9/3/21 10:44 PM  
**SOURCE:** Website  
**NAME:** Zubin Emsley

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**COMMENT:**

I believe the gondola is the best solution. gondolas have been successful at ski areas around the world for many decades. The ski industry brings a significant amount of tourist money to the SLC area, thus justifying the application of a lot of tax dollars to this project. **(32.2.9D)**

**COMMENT #:** 13226  
**DATE:** 9/3/21 10:45 PM  
**SOURCE:** Website  
**NAME:** Shannon Bailey

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**COMMENT:**

To Whom it May Concern:

I truly believe the two options proposed - the gondola and the road widening- are not going to correct the inherent problem at hand here. **(32.2.9E, 32.2.9C, 32.7B, and 32.7C)**

I'm a physical therapist who lives and works in Salt Lake City. In physical therapy school, we are taught to address and get at the ROOT of the problem that is causing pain or an injury to occur. You can address the symptoms, the pain- and "it" may go away for a little while, but the actual problem will rear itself once again. You have to address and treat the actual cause correctly to see long lasting results. Other things are simply a bandaid.

The two proposed solutions do not address the ROOT problem at stake. They simply address the volume of people problem. They theoretically help more people move up Little Cottonwood Canyon (...to get SOLELY to the resorts- but more on that later). Right now we are faced with traffic, the "red snake" - so it is tempting to consider ways to move a larger volume of people up and down the canyon using a different method of transport whether that be a gondola or an expanded road and bus service. **(32.20A and 32.20C)** However, transporting larger volumes of people will cause longer lift lines, more exasperated tourists, and still, hoards of people trying to exit the canyon at the popular 3-4pm resort closing time. It will also permanently alter the canyon's landscape, affect the watershed, and destroy other people's sources of recreation (ie. Climbers who enjoy the roadside classic boulders). **(32.17A, 32.17B, 32.4A, 32.4B, and 32.4I)** What these proposed solutions do are simply give more access to ski resorts, which translates to the resorts as: more money, more profits.... and all at the expense of taxpayers and the quality of peoples' experiences. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Considering these alternatives will only run in winter and will only stop at Alta and Snowbird, these solutions seem to clearly serve these two entities the most. And yes, I've seen emails from Snowbird urging it's subscribers to voice a "yes" on the Gondola- with little to no context offered for people who glimpse through these emails. It's enraging, because it's not that simple. But it's simple for them, because more people = more money. Economics 101.

Circling back, what these proposed solutions do not do, is address the root problem at hand. Which is that LCC, and the resorts for that matter, have a finite capacity. **(32.20B)** LCC is a natural landscape that can only accommodate so many people on any given day. This proposal is not sustainable long term. More people up the canyon = more impact on the landscape and resources available, period. What needs to happen, is almost the opposite, which feels almost unfortunate to say (but is true). There should be a daily limit on the number of private vehicles allowed in the canyon in the winter, as well as instating tolling. **(32.2.2L, 32.2.2Y, and 32.2.4A)** With that being said, we don't want to totally limit people from enjoying LCC. So, we must strongly incentivize carpooling and existing transit. **(32.2.9A)** Tolling is a good option because it can provide a way to incentivize traveling at off-peak times, as well as traveling with a group, thereby decreasing the number of cars that "need" to be going up and down the canyon but also keeping the number of paying patrons the same for the resorts. There are so many options for tolling, and it could be instated during peak hours, or during winter season as a whole, and depending on the number of people in each car, the toll may vary. Profits from tolling could be used for LCC preservation, road maintenance, and purchasing green energy credits to offset carbon emissions from vehicles. More ski busses should run on the existing road, and the existing park and ride stations may very well need to be expanded. We need to think about the inherent problem at hand here, which is that LCC is a finite space, and it was not put there for Alta and Snowbird to make exorbitant profits.

We need to think about the root of the problem (too many people in a finite space), and not a symptom of the problem (too much traffic to get to and from resorts in winter). We need to think about preserving LCC for generations to come, not figuring out how to shuttle hundreds of thousands of people up and down a canyon that has existed long before us and hopefully, if we do this right, long after us.

I have read through a number of my friends statements on this issue that have more eloquently dictated the costs and potential impacts of alternatives to the gondola/road widening and expanded bus service. I stand with consideration of these alternative solutions, and strongly disagree with the widening of the road or construction of a gondola. We need to explore less impactful, permanently altering concepts before moving forward. **(32.29G)**

Alta and Snowbird are going to throw so much money and media at this issue, and it upsets me because all that we have, as a people, are our voices and this opportunity to go public with them. I strongly urge you all to consider our voices to be just as valuable as any amount of money from the resorts.

Respectfully,  
Shannon Bailey  
Resident of Salt Lake City and go-er of LCC



**COMMENT #:** 13227  
**DATE:** 9/3/21 10:46 PM  
**SOURCE:** Website  
**NAME:** Bill Clayton

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**COMMENT:**

I'm giving preference to the Enhanced Bus Service in PPSL Alternative, though I recognize pros and cons of both of UDOT's two preferred alternatives. Here is the list of the positive and negative points of each, in my assessment: **(32.2.9B)**

La Caille Gondola positive points:

Provides emergency egress and emergency supply capability to the resorts in the event of a prolonged highway closure.

Provides spectacular views to passengers.

La Caille Gondola negative points:

Not scalable. Limited to 1,000 persons per hour, forever. **(32.2.6.5A)**

Detrimental visual impact to the canyon. **(32.17A)**

Cannot stop at trailheads in the summer.

Does not improve the usability of the highway for bicyclists and pedestrians.

Less flexibility than bus options.

Will likely act as a magnet for new commercial development near the La Caille base station, fundamentally altering the bucolic look and feel of the neighborhood. **(32.20H)**

Enhanced Bus Service in PPSL positive points:

Scalable to adjust to changing needs.

Summer bus service could be added with stops at trailheads.

Less visual impact than gondola.

More flexible. Could implement express bus service direct from select locations such as University of Utah, for example. **(32.2.2I)**

PPSLs provide safe lanes for bicyclists and pedestrians when not in use by buses. Big improvement over the status quo in this regard.

Unlikely to act as a magnet for new commercial development at the mouth of Little Cottonwood Canyon.

Leaves the door open for a future high-capacity high-speed gondola interconnect system from the Wasatch Back to the resorts in Big and Little Cottonwood. **(32.1.5B)** Such a backside option could provide emergency egress/supply and could direct a lot of out-of-town traffic up Parley's Canyon, using the Wasatch Back as a central hub for 6 resorts and reducing traffic up the Cottonwood Canyons.

Enhanced Bus Service in PPSL negative points:

Does not provide an emergency egress/supply option.

Comment on Avalanche Sheds:

I prefer the option with highway re-alignment and no berms. **(32.2.9K)**

**COMMENT #:** 13228  
**DATE:** 9/3/21 10:46 PM  
**SOURCE:** Website  
**NAME:** Mike Marker

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**COMMENT:**

No to Gondola: **(32.2.9E)**

1. The true operating expenses of busing and ticket prices are experienced and known in Utah, gondola not so. People are being asked to make a decision w/o being told what the cost of riding the gondola will be. **(32.2.7C and 32.2.4A)**

2. 6. Enhanced Busing is the more scalable and flexible of the 2 options. Buses can be added/subtracted from the fleet, schedules can be changed, routing modified to include combinations of express and local runs. **(32.2.9A, 32.2.6.3D, and 32.2.6.3C)**

**COMMENT #:** 13229  
**DATE:** 9/3/21 10:46 PM  
**SOURCE:** Website  
**NAME:** Shawn Marquardt

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**COMMENT:**

The gondola is the only clear choice which checks all of the eis boxes and much more: scalable capacity, enjoyable ride, easy access. The gondola puts utah on the map worldwide as the place for mixing urban convenience with outdoor pursuits. My strong recommendation is for gondola!!! **(32.2.9D)**

**COMMENT #:** 13230  
**DATE:** 9/3/21 10:47 PM  
**SOURCE:** Website  
**NAME:** Michael Beck

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**COMMENT:**

Neither of the proposed alternatives are good for the users of the canyon, both short term and long term, and do not make sense as transportation solutions for the cottonwood canyons in general. **(32.2.9C and 32.2.9E)**. First, according to UDOT's own study, congestion is only a problem 20-30 days a year, and only for several hours on each of those days. **(32.1.4D)** This does not merit \$500 million + dollars in taxpayer money simply to serve Alta and Snowbird, or justify forever changing the landscape in one of the most beautiful canyons right on our doorstep. **(32.17A and 32.17b)** It is likely both the Gondola and expanded bus lanes would go unused roughly 10-11 months out of the year! In addition, both proposed alternatives are non-sensical in that ultimately similar traffic problems exist in neighboring Big Cottonwood, and thus Solitude and Brighton are left in the cold. **(32.1.1A and 32.20D)** Ultimately I am assuming the goal of UDOT would be to solve the congestion problems in both canyons for the ski season, and that goal would be met by instituting a simple expanded bus service, tolling, mandatory employee bussing, a good bus hub or several hubs, or some combination thereof. This alternative or alternatives are also the cheapest and easiest to initiate, and do not forever alter the landscape in one of the most beautiful canyons on earth. **(32.2.9A, 32.2.4A, and 32.2.6.2.1C)**

Secondly, as a climber who has climbed all over that Canyon since the 1980s, hiked to every corner of the canyon, and seen others hiking, birding, biking, picnicking, painting, gathering mushrooms, camping, trail running, exploring the historical remnants of the LDS church quarry, and participating in other various activities in different corners of the canyon, neither of the plans accommodates any other recreation or areas in the canyon other than the ski resorts. This is ludicrous. These alternatives are simply not solutions that have taken into account any other areas of recreating or other uses of the canyon other than the resorts, or serve anyone other than those using the resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** With respect to the climbing in the canyon, I personally know thousands of climbers who have moved to Salt Lake to be close to the boulders and cliffs surrounding the city, and Little Cottonwood is the gem of the area. These boulders and rocks are unique, and once gone can never be replaced. The rocks and cliffs are famous throughout the world, have deep historical significance, and are revered by thousands not only local, but international visitors who come to test themselves on the famous lines and sometimes establish some of their own. I have developed much of the bouldering in Little Cottonwood and have spent days and nights in the forest and up on the granite buttresses. The thought of what either of these alternatives will destroy in my beloved canyon sickens me. Both alternatives will destroy significant climbing resources and forever change the climbing landscape and alter the climbing history of the canyon. **(32.4A and 32.4B)**

To move forward with either of these alternatives without first trying an expanded bus service I believe would be an irresponsible, irrational and actionable decision that would certainly result in litigation, likely taking years to resolve before construction could even begin. Then there is likely years of construction ahead. **(32.29R)** An expanded bus service with other alternatives could be implemented immediately and with considerably lower cost, disruption and damage to the canyon. Please abandon the proposed alternatives and consider the rational alternatives that include combinations of an expanded bus service, tolling, mandatory employee bussing, and other simple, cost effective solutions that not only will preserve the beauty of Little Cottonwood but will also provide alleviation for traffic in Big Cottonwood, thus better serving the goal of ultimately reducing traffic to all of the resorts during those busy 20-30 days a year.

Sincerely,  
Mike Beck

**COMMENT #:** 13231  
**DATE:** 9/3/21 10:47 PM  
**SOURCE:** Website  
**NAME:** Brian Hutchinson

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**COMMENT:**

The Forest Service and the Utah Department of Transportation have not shown that they fully recognize and accept the gravity of decisions that impact the future of the Wasatch Canyons. Development of a cost-effective, safe, efficient, equitable and environmentally sound transportation system for Little Cottonwood Canyon, the rest of the Wasatch and the Salt Lake valley is a task that exceeds the qualifications and capacities of these two departments. Should these two agencies come to accept that responsibility they will soon realize the need to create a new project timeline that allows for a 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. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** 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. **(32.1.2D and 32.1.2C)** (NOTE: Rather than include non-resort stops in the transportation system the Forest Service has said that they would require non-resort canyon users to petition for a special use permit for separate, private shuttle services.)

The Forest Service is currently pushing for roadway expansion in MCC, BCC and LCC to accommodate higher volumes of private automobile traffic at higher speed limits, which would further degrade the canyon experience as it increases the likelihood of collisions between cars and wildlife as well as humans. It will also increase the likelihood of roadside fires and wildfires. In light of all 18 national forests in California being closed due to wildfire, the Uinta-Wasatch-Cache National Forest Ranger may want to reconsider any plan that increases visitation to the already crowded Wasatch Canyons.

**COMMENT #:** 13232  
**DATE:** 9/3/21 10:48 PM  
**SOURCE:** Website  
**NAME:** Mike Marker

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**COMMENT:**

The presence of the Gondola will destroy the canyon experience from almost any vantage point in the canyon: **(32.2.9E)**  
Concrete and steel gondola towers will be dominate sight lines from most any part of the canyon, more intolerable than a widened road which would not always be visible. **(32.17A and 32.17b)** The visual presence of such towers alone would negatively impact the experience of all other users. Two of the towers will exist with heights of 262' & 237' respectively. FCC and FAA require towers in excess of 200' to be lighted (flashing lights). **(32.17A)**

**COMMENT #:** 13233  
**DATE:** 9/3/21 10:51 PM  
**SOURCE:** Website  
**NAME:** Lucy Ahrens

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**COMMENT:**

UDOT LCC EIS Comment:

As someone who was born and raised in the Town of Alta and has grown up in the surrounding areas of Snowbird Mountain Resort and Little Cottonwood Canyon, I can wholeheartedly say that I am against the proposed gondola option related to in the UDOT LCC EIS Draft. **(32.2.9E)** I feel this is the most pertinent issue that can be addressed right now and must be fully opposed before we can truly move forward with other more practical, functional, and economical options. At the tip of this iceberg sits the issue of traffic congestion in Little Cottonwood Canyon. What use to be an endearing, if slightly, notorious term to describe traffic in the canyon, the “red snake” has quickly evolved over the last few years into a monster that is to be endured and expected, seemingly on any given day of the week.

From what I have gathered, the proposed 200 ft tower gondola option has not proven that it would be a viable, easy, or immediate option to fixing the “red snake” traffic congestion problem. **(32.7B and 32.7C)** It seems that it would instead serve to benefit the private companies located at the top of Little Cottonwood Canyon. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The baseline at this moment in time is that the proposed gondola option would be a highly invasive and incredibly expensive option that, while not actually fixing the problem at hand, would also leave us to continue enduring the ever-building traffic problem in the canyon.

There are other more simple and cost-effective options on the table, namely the concept of a tolling/fee station system. Placed right at the mouth of the canyon, a base station would serve as a place where a daily fee, based on peak hours/days, would be charged to gain vehicle access to the Little Cottonwood Canyon road. This fee can be built into a pre-purchased ticket, season passes, employee benefits, etc. **(32.2.4A and 32.2.2Y)** This would also be an optimal place to regulate the flow of traction law-approved vehicles vs non-traction law vehicles. A great place to start the implementation of the UDOT pilot sticker program that has taken place over the past couple of years. **(32.2.2M)** This would then be supported by a shuttle-like bus system such as those that can be found in national parks across the country. **(32.2.2B and 32.2.9A)** Widening the roads in specific areas in addition to the creation of a parking structure at the mouth of the canyon would also need to be addressed to ensure this suggestion is fully operational. **(32.2.9B and 32.2.6.2.1C)**

There are only a few true treasures left in the world that have not been spoiled by over-love and over-discovery. We are on the verge of ensuring that one of these places does not fall victim to the ugly, strong arm of private corporate companies and back door deals that benefit far richer people than your average nature lover. Please, I implore UDOT to understand the importance of this moment and opposes the proposed gondola option in the UDOT LCC EIS draft.

Thank you for your time and consideration.

**COMMENT #:** 13234  
**DATE:** 9/3/21 10:53 PM  
**SOURCE:** Website  
**NAME:** Ariane Green

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**COMMENT:**

A much better plan would be to follow Zion NP's system of shuttle buses running up and down the canyon and not allow cars to the ski resorts in the winter. Save the amazing natural resource that is present in LCC. **(32.2.2B)**



**COMMENT #:** 13235  
**DATE:** 9/3/21 10:53 PM  
**SOURCE:** Website  
**NAME:** Nazz Kurth

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**COMMENT:**

Little Cottonwood Canyon is an amazing resource that we should preserve for future generations to enjoy. Putting a gondola up the canyon would be a visual blight, negatively impact wildlife, and ruin the experience of climbing and skiing in the canyon **(32.2.9E, 32.17A, 32.13B, and 32.4B)**. Adding an additional lane would also destroy precious natural resources **(32.2.9C and 32.4I)**. We should follow the model of Zion national park and have buses running up and down and increase parking at the base of the canyon. **(32.2.2B)**

**COMMENT #:** 13236  
**DATE:** 9/3/21 10:53 PM  
**SOURCE:** Website  
**NAME:** Jeff Nilsen

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**COMMENT:**

I am 100% behind the gondola option. **(32.2.9D)**

**COMMENT #:** 13237  
**DATE:** 9/3/21 10:55 PM  
**SOURCE:** Website  
**NAME:** Leah Pelz

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**COMMENT:**

The gondola would only serve resorts and their patrons at the expense of a ruining a healthy watershed, destroying classic climbing routes, and marring the natural beauty of LCC.  
(32.2.9E, 32.17A, 32.12A, 32.4B, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)

**COMMENT #:** 13238  
**DATE:** 9/3/21 10:55 PM  
**SOURCE:** Website  
**NAME:** Arup Prasanna

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**COMMENT:**

Leave it as it is..., "the ages have been at work on it, and man can only mar it" -- Teddy Roosevelt  
(32.29D or 32.2.9G)

**COMMENT #:** 13239  
**DATE:** 9/3/21 10:56 PM  
**SOURCE:** Website  
**NAME:** Mike Marker

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**COMMENT:**

The Gondola logistics do not make sense: **(32.2.9E)**

1. UDOT is citing the per/hour lift capability of the gondola but admits that a critical modeling of car transit to the 3 parking lots, bus transit to loading station with all the combined vehicle/bus loading/unloading activity including necessary foot traffic has not been done. The total elapsed time estimates are not credible. Lines are inevitable. **(32.2.6.5C)**

2. Gondola proponents argue this is a “world class solution.” On busy days Alta has 6500 skiers, Snowbird 7500. Gondola capacity is 1000/hour. Most ski traffic is in 2-3 hour window. Gondola will have long lines until people quickly realize it is not a good choice. It is not a mass transit solution - is a tourist attraction. As a result it will sit largely unused unless the road is totally shut down and then there will be log lines in the parking garages and at the loading station **(32.2.4A, 32.2.6.5C and 32.2.6.5N)**

3. The less-than-fully-used gondola will become an icon for the Utah ski industry, part of a sexy Ski Utah brochure profiting private businesses and paid for largely by Utah taxpayers the large majority of which do not ski. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

**COMMENT #:** 13240  
**DATE:** 9/3/21 10:56 PM  
**SOURCE:** Website  
**NAME:** Kyle Rasmussen

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**COMMENT:**

I am all for enhanced public transit. **(32.2.9A)** Public transit can be increased during busy seasons and hours and benefits everyone involved. An added flex lane increases traffic flow. Added parking at the bottom of the canyon increases access for the resorts without forcing the resorts to spend their own well earned money on parking garages. **(32.2.2D, 32.2.9B, and 32.2.6.2.1C)**

The closures due to avalanche are a major concern and creating the tunnel/avalanche canopy over the road in the most affected areas allows traffic to not back up during avalanche mitigation. If built well, it also provides a safe way for wildlife to safely cross the busy highway up the canyon. **(32.2.9K and 32.7A)** The canyon is getting busier and busier and the gondola only benefits resort traffic in the wintertime and would likely be too cost prohibitive to run for the few people who would consider utilizing it in the summer so it would sit, collecting dust and sun rot and deteriorating. **(32.1.2D, 32.2.7A, and 32.2.6.5G)** It also is a terrible eye sore that does nothing to beautify the canyon like covering/hiding sections of the road with snow/avalanche bridges that are purpose built but could also be made to blend nature and commerce. **(32.17A and 32.17C)** And make the highway even less of an eyesore. Access to trailheads up and down the canyon needs to be preserved and the gondola doesn't maintain efficiency if large distribution hubs have to be built at multiple locations up and down the canyon.

Improve the road design, and improve canyon bottom parking for both canyons, and improve bus provision and safety and stage it so it is cost effective and manageable and happy constituents will follow.

**COMMENT #:** 13241  
**DATE:** 9/3/21 10:56 PM  
**SOURCE:** Website  
**NAME:** Joyce Baron

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**COMMENT:**

I feel that it is important to do one of the transportation options to reduce the traffic and congestion in the canyon. Just having a toll or huge traffic jams to reduce the crowds is NOT acceptable. Choose either the gondola or widen the road for bus lanes. **(32.2.4A, 32.2.9D, or 32.2.9B)**

**COMMENT #:** 13242  
**DATE:** 9/3/21 10:58 PM  
**SOURCE:** Website  
**NAME:** Gustav Grenmyr

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**COMMENT:**

Hi,

Thank you for your work. Below a few items that might contribute reaching the purpose and needs.

1. When needed (peak demand etc.), mandate people (that are able to) to use public/mass transportation to areas in the canyon served by public transportation. **(32.2.2B)**
2. “3 peak snowflake tires” or similar for all vehicles when applicable (the current traction law could be strengthen) to possibly reduce slid-offs etc. **(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,



**COMMENT #:** 13243  
**DATE:** 9/3/21 10:58 PM  
**SOURCE:** Website  
**NAME:** Clark Baron

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**COMMENT:**

I believe that it is important to select one of your plans rather than install a toll booth and discourage people from using the canyon. The gondola plan sounds very good and could become a destination but the bus lanes could also work. We will support either plan! Thanks! **(32.2.9D or 32.2.9B, and 32.2.4A)**

**COMMENT #:** 13244  
**DATE:** 9/3/21 11:00 PM  
**SOURCE:** Website  
**NAME:** Mike Marker

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**COMMENT:**

Bus provides a more flexible option: **(32.2.9A)**

1. Current complaints with bus service (crowded, uncomfortable, slow) can be solved with better bus design, more frequent schedule (planned), unrestricted lane (planned) and better management. If UTA is not up to the challenge then look to a different bus operator. **(32.2.6.5N)**
2. Enhanced busing solution should be phased in: schedule modifications tried, private cars prohibited during specified times, avalanche sheds built, different bus models experimented with, better enforcement of chains & 4 wheel drive vehicles, car tolling models tried, increased numbers of/better placement of mobility hubs/ garages along I-15 (minimize private car surface street transit and distributing potential pre/post ski business). All should be done before considering any road widening. The Gondola is an “all in or nothing” proposition. **(32.2.29R, 32.2.6.5N, 32.2.2B, 32.2.9K, 32.2.2M, and 32.2.2I)**
3. Bus loading stations can be moved to numerous places in Valley and location north and south to get people out of their cars, off surface streets sooner. **(32.2.2I)**

**COMMENT #:** 13245  
**DATE:** 9/3/21 11:02 PM  
**SOURCE:** Website  
**NAME:** Todd Trettin

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**COMMENT:**

Please vote for the gondola system in LCC **(32.2.9D)**

**COMMENT #:** 13246  
**DATE:** 9/3/21 11:02 PM  
**SOURCE:** Website  
**NAME:** Brian Kissmer

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**COMMENT:**

Hi all. My name is Brian Kissmer. I am a doctoral student studying ecology and computational genomics at Utah State University. I am here today to explain why the proposed gondola project will not effectively reduce traffic to the ski resorts, while providing a more economically and ecologically sustainable alternative.

According to the economic law of Induced Demand, after the supply of a commodity increases; here being access to local ski resorts, if there is still sufficient demand then more of that commodity will be consumed overall. In other words, the cars that are removed from the road by a gondola will simply be replaced by more cars because demand to get into the canyon is sufficiently high that more people will capitalize on the increased capacity. **(32.2.4A and 32.20E)** The draft EIS does not account for the increase in demand to drive up the canyon after the perceived increase in roadway capacity following construction of the gondola. **(32.20E)** Providing that a similar lack of traction enforcement is in place after the gondola's installment, traffic will likely return to its original levels due to congestion and ill-prepared drivers. The only people who will enjoy the benefit of the gondola are wealthier clients, typically out-of-state tourists, rather than the average Utahn. **(32.2.4A)**

My proposed alternative is similar to the method used by Zion national park, which sees over 6 million visitors per year. I am suggesting the construction of a parking garage at the gravel lot, with an all-electric bus fleet shuttling skiers to the ski resorts without the option of driving up themselves during peak hours. **(32.2.2B)**

The Proterra Catalyst E2, an all-electric transit bus, has been shown to outcompete both diesel and EV competitors for various metrics including maximum hill grade, climb speed, and maintenance cost. The bus can maintain a speed of 40 mph on a 10% uphill grade, utilizes regenerative downhill braking, and maintains excellent energy efficiency. This specific model set the world record for the longest electric bus drive on a single charge at 1,101.2 miles and has a recharge rate of approximately six hours. While the \$750,000 cost of a single bus is higher than that of a diesel bus (~\$500,000), maintenance costs of the Proterra are on average 30% cheaper than the maintenance costs of a diesel bus. The average lifetime maintenance cost of an electric bus is \$.60/ a mile, versus \$.85/mile for an average diesel bus **(32.2.6.5F)**.

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.

Closing the road to private vehicles during peak hours will remove the apparent necessity to increase the number of lanes within the canyon, cutting down on renovation costs. It will also prevent a handful of ill-prepared drivers from slowing down the entire train of commuters in the event of inclement weather. The combined efforts of our current bus fleet and the additional electric buses would sufficiently cover the amount of commuters to the resorts, and the reduction of traffic congestion would increase the turnaround rate for buses as they return to the parking area to pick up more passengers. **(32.2.2L)**

Finally, if the gravel lot does not provide enough parking for the drivers that would normally drive themselves during peak hours, high estimates for the construction of a parking garage give a cost of about \$28,000 per space, or \$14.2M for a garage with 500 parking spaces. Building a parking garage

will reduce the amount of square footage required to house the cars for passengers and will remove the necessity for development within the canyon. Between the bus fleet and parking garage this liberal estimate adds up to about \$42.7M, or 7.21% of the \$592M price tag of the proposed gondola system. If the bus fleet is completely replaced after 12 years the cost will total \$71.2M, or 11% of the gondola project. Furthermore, this project could be expanded if my estimates are too low to accommodate the amount of commuters without ever coming close to the price of the gondola project. **(32.2.7C)**

Overall, the proposed gondola is an overpriced, ineffective, and unsustainable project that will not provide a solution to the current issue of road congestion in Little Cottonwood Canyon. Here I have proposed a simpler, cheaper, and environmentally conscious solution. Knowing that there are better alternatives than what are currently proposed in the draft EIS, I would like to let proponents of the gondola understand that if they go through with this project, they will be forcing Utahns to foot the bill of a project that will not benefit them, and that will stain one of the most treasured wild spaces in the country. Thank you for your time. **(32.2.9A)**

**\*Additional note**

The EIS suggests that gondolas will carry 35 people and leave every two minutes from the station, transporting a total of 1050 riders per hour. The buses that are currently used have a capacity of about 50 people. To match the capacity of the gondola, the canyon would need to run about 21 buses per hour (~3 buses per minute). The construction of the gondola will cost approximately half a billion of taxpayer dollars. The average cost for a public transit bus is anywhere between \$500,000 and \$800,000 USD depending on the fuel used. Even if the state were to add 30 additional buses to its current fleet, the total cost with a liberal estimate would be about \$24,000,000, or ~5% the price of the gondola system. \*Doesn't include maintenance or replacement costs but those are mentioned above\* **(32.2.7C)**

**Works Cited**

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8. <https://wginc.com/parking-outlook/>

**COMMENT #:** 13247  
**DATE:** 9/3/21 11:03 PM  
**SOURCE:** Website  
**NAME:** Monika Dietz

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**COMMENT:**

I support Jenny Wilson....tram is not the answer...we need to build snow sheds (hey , we know where the slide paths are!). **(32.2.2I, 32.2.9E, and 32.2.9K)** rental car company, hey, put snow tires on!your fleet, utilize parking spaces already available/ empty on weekends/ business at base of canyons....schools?....YES **(32.2.2M and 32.2.2FF)** on Toll (hey, it works in Millcreek and beyond).. **(32.2.4A)** .the Wasatch is such a small blueprint ...we are no where near to the acre of the apls... the Gondola will be an eye sore/ not to mention it only stops at snowbird and alta...humm pumping more people up a "dead end canyon" ( probably, employee mandate to use) because we do know , guests will not carry their luggage up this gondola" **(32.2.9E, 32.17A, and 32.20C)**...UDOT please, NO TRAM ...think about LIFE !! (moose to deer to pikas, we must preserve such a unique Small corner of the Rocky Mountain...WHEN ARE WE GOING TO ADMIT " LOVED TO DEATH"

**COMMENT #:** 13248  
**DATE:** 9/3/21 11:03 PM  
**SOURCE:** Website  
**NAME:** Marissa Pappas

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**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 and 32.4I)** 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, 32.2.6.3F, 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. **(32.4I and 32.17A)** We owe it to ourselves, to our Creator regardless of belief system, to preserve this perfection, as is... We can be better stewards of our lands making the current roads work, implementing and incentivizing more carpooling, and promoting the bus system. **(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.

**COMMENT #:** 13249  
**DATE:** 9/3/21 11:07 PM  
**SOURCE:** Website  
**NAME:** Blane Bossung

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**COMMENT:**

I would like to voice my support for the Enhanced Bus Service in Peak-Period Shoulder Lane. **(32.2.9B)** The bus system logistics are already mostly in place and they are very good for what they are. The biggest downside of the busses is access to parking. **(32.2.6.2.1C)** While I don't typically have the opportunity to ski weekends, it is abundantly clear that parking at transit hubs becomes an issue early, especially on peak weekend times. An expanded bus system has the potential to scale to meet necessary demand, by growing or shrinking as needed. **(32.2.6.3N)** Additionally, with the ambitious targets set by the current presidential administration, half of new cars sold in 2030 and beyond will be electric, which stands to reason that electric busses will be in higher demand within this decade. **(32.2.6.3F)** Park City Transit has already proven that an electric bus system is viable. Expanding the road will make the canyon more accessible and safer for pedestrians and cyclists, further expanding access for eco-friendly usage.

Thank you for taking the time to read my thoughts.



**COMMENT #:** 13250  
**DATE:** 9/3/21 11:08 PM  
**SOURCE:** Website  
**NAME:** Mark Edlund

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**COMMENT:**

According to the UDOT Little Cottonwood Canyon EIS, "Ultimately, the partners seek to deliver transportation options that meet the needs of the community while preserving the values of the Wasatch Mountains." UDOT's preferred options do neither of those things **(32.2.9C and 32.2.9E)** What they do is forever alter and further commercialize a unique urban forest canyon, a priceless resource benefiting a broad community living along the Wasatch Front. **(32.4I)** The "needs of the community" and the "values of the Wasatch" fall far behind UDOT's and the state's real desire to get as many people up LCC as possible, all to benefit two private businesses for roughly 30 days a year. **(32.1.2B, 32.1.2D, and 32.1.4D)** The problem demands more creative, and less costly, thinking than "build more road," or "build a carnival ride through a national forest."

UDOT's decision making on this issue has been flawed from the start because it sought to solve a unique problem with a standard answer. LCC experiences severe traffic problems less than 10 percent of the year, primarily during winter weekends, holidays and occasional powder days. **(32.1.4D)** The congestion occurs because too many private vehicles enter the canyon during peak periods through a narrow-morning time window. The problem is exacerbated when snowfall requires avalanche control work. UDOT has made no effort to solve this problem using immediately available options at a lower cost to ALL members of the community.

Let's look at some of the facts surrounding the value and nature of LCC and UDOT's promotion of a half billion dollar "remedy":

- Widening S.R. 210 or introducing a gondola will accelerate the number of people entering the canyon. **(32.20A and 32.20C)**
- Serious congestion is currently only a problem during the winter. **(32.1.2C)**
- Heavy traffic only occurs about 30 days a year. **(32.1.4D)**
- Traffic issues are due to the attractions held by private companies operating largely on public land.
- The gondola would only service two business locations and ignore trailheads, climbing sites, and other areas of community interest in the canyon. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**
- A significant percentage of private vehicles heading up LCC transport only the driver. **(32.2.4A)**
- Traffic problems during snowstorms can be reduced with more consistent "enforcement of vehicle traction requirements. **(32.2.2M)**
- LCC has a good avalanche control record. **(32.7A)**
- When the canyon road is closed due to avalanche danger, the ski resorts are often closed to skier traffic too.
- Pollution will decrease with the introduction of zero emission buses. **(32.10A)**
- Climate change is real and may continue to decrease average annual snowfall; powder panic may not be as big of a problem in the future. **(32.2.2E)**

Although safety in the canyon is of prime importance, concerns about canyon safety are overblown. It is more lethal to drive I-15 than S.R. 210. And the ski community has managed to coexist with avalanche control issues for over 50 years. Snow management has been an understood part of the ski resort business model since its inception and both resorts have managed to become very successful. **(32.7A)**

UDOT should revisit its objectives of meeting "the needs of the community while preserving the values of the Wasatch Mountains." Its proposals, especially the ill-conceived gondola, do nothing to control the pressures on the canyon itself, they only serve to increase visitors and generate revenue for private companies and developers. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** UDOT must emphasize

what is really important here, the protection of LCC values from the cumulative effects of commercialization and development. Accommodating reasonable transportation needs to the ski resorts and the segment of the community they attract is important, too. That does not mean encouraging an ever-increasing or unlimited number of visitors. **(32.20A and 32.20C)**

From destroying prime non-ski-resort recreation opportunities to altering the natural condition of the canyon itself, UDOT's preferred options should not even be on the table until less intrusive and less expensive alternatives are implemented, tested, and exhausted. Here are just a few options to help address the underlying simplicity of the real problem, too many private vehicles in the canyon on some days:

- Identify weekends, holidays and other select days as peak periods with standardized canyon traffic protocols understood by all visitors.
- Require a carpool minimum during certain times. **(32.2.4A)**
- Provide truly expanded bus service to the resorts during busy days and hours on a reliably standardized basis. **(32.2.9A)**
- Consistently provide public transportation with priority access to the canyon during problem hours **(32.2.6.3N)**.
- Eliminate private vehicles in the canyon altogether during peak hours. **(32.2.2B)**
- Explore ways to give canyon employees priority access to the ski resorts; staffing the ski resorts is a challenge for those businesses. **(32.2.6.3N)**
- Adjust ski resort hours of operation on problem days. **(32.2.2K)**
- Erect a canyon entrance service booth to help manage visitors, similar to that used successfully in Millcreek Canyon. **(32.2.4A)**
- Identify a carrying capacity that doesn't compromise the nature of LCC before developing permanent ways to crowd even more people up the canyon. Maybe we have already reached that capacity on certain days. **(32.20B)**

Average annual snowfall in LCC has been trending downward for decades. It is possible that powder days, which are the catalyst for some of the most heavily congested days, will decrease in the future. Perhaps in another twenty years there will be fewer powder days to drive a fraction of the community to congest S.R. 210 for a few hours on a given day. A wide road or a gondola may simply turn out to be no more than a standing monument to misguided engineering, like a giant corroded pump in the middle of a dry lake bed. **(32.2.2E)**

There are myriad ways to address LCC's traffic challenges without forever damaging the "value of the Wasatch." Building a bigger road or installing a carnival ride may increase value for two private companies, but either would forever transform the canyon's value to the broader community. And those changes will continue to contribute to ever greater changes down the road, so to speak. The cumulative effects inherent in either of UDOT's preferred alternatives are unacceptable.

**COMMENT #:** 13251  
**DATE:** 9/3/21 11:10 PM  
**SOURCE:** Website  
**NAME:** Brian Smith

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**COMMENT:**

I am a Snowbird-Alta season passholder and the transit situation is the largest detriment to my skiing enjoyment. I currently drive most of the time but that is primarily due to the lack of desirable alternatives. Bus service needs to be expanded and improved ASAP prior to any consideration of gondola or other alternatives. **(32.29R, 32.2.7C, and 32.2.9A)** It is cheaper and less damaging to natural ecosystem.

Step one is increasing bus frequency so there are never concerns of inability to get a seat. **(32.2.6.3N)**

Step two is giving buses priority to enter canyons during peak traffic days. Absurd they wait in 30+ minute lines to ENTER LCC behind cars carrying 1-4 people. An extra lane in the actual LCC is very hard but giving them priority to get to the entrypoint into LCC is a no brainer. That will save a ton of time on the most crowded days. **(32.2.9B)**

Third, the buses should be setup for more comfortable travel with an external ski rack and cargo space. If people could relax on bus vs. spending 45 minutes or more crouched over their gear then the bus would be far more attractive. **(32.2.6.3E)**

Fourth, the bus should be free for all. It's revenue is negligible currently given it's mostly used by non-paying riders (employees, season pass holders, etc.). The positive externalities to Alta-Snowbird of more efficient transit up the mountain are far greater than the marginal cost of losing some theoretical fares if buses actually attract non-local riders. **(32.2.4A)**

Lastly, it's nonsensical there isn't congestion toll pricing to access LCC during the ski season. **(32.2.4A)** I understand locals are don't want to pay to drive up to ski on a random, non-powder weekday but this is the origin of all LCC transit problems (note: this is also counter to every other ski resort that charges \$20+ / day for convenient access). I've spent countless days crawling up the LCC in a car by myself for free because it's faster and more comfortable than the current bus alternative. There needs to be a carrot and a stick for the situation to improve. The carrot (bus options) has tons of room for improvement as outlined above. A stick (congestion pricing) would also do wonders. Even an inverse charge like Solitude would be OK where the fewer people in the car, the more you pay. Free car access is not tenable. **(32.2.4A)**

Action on either of these would do wonders but the current system setup vastly prioritizes individual drivers over the enjoyment of the mountain for everyone. The transit issue isn't surprising - it's a direct result of current incentives. Fix those incentives via improved mass transit (carrot) and increased friction to non-efficient users (personal cars w/low capacity) would do wonders to the experience.

Please experiment with these options before committing insane sums of money to a gondola project.

**COMMENT #:** 13252  
**DATE:** 9/3/21 11:12 PM  
**SOURCE:** Website  
**NAME:** Kim Hall

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**COMMENT:**

As a regular user of Little Cottonwood Canyon i am concerned about both options presented by the EIS. **(32.2.9C and 32.2.9E)** I do not believe they support users of the canyon outside of the ski resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** In fact both options directly impact the climbing community, destroying boulders that we use nearly all year long for our form of recreation. **(32.4A and 32.4B)** The plan does not address the issue of climate change and the real possibility that utah will not see the same snow totals in the coming years. **(32.2.2E)** Altering the state of the canyon for the ski resort access is narrow minded and does not plan for the future of recreation in the canyon. The plan also does not address the issue of what is too many people in the canyon. **(32.20A, 32.20B, and 32.20C)** The ski resorts already see lines that take multiple hours to wait in to ride the lifts, especially the tram at snowbird. How can the resorts handle the thousands of additional people these transportation plans will bring? I implore you to consider other options before completely altering the state of our beautiful resource. **(32.2.2PP)**

**COMMENT #:** 13253  
**DATE:** 9/3/21 11:13 PM  
**SOURCE:** Website  
**NAME:** Natalie Stoddard

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**COMMENT:**

I am against the gondola! **(32.2.9E)** It would ruin our canyon. **(32.4I)** Start with incentives to use buses. **(32.2.4A and 32.2.9A)** Make the ski resorts pay to get their customers there. I use the canyon to hike and rock climb. Please do not ruin the quiet views with this crazy expensive pet project. **(32.4I, 32.17A, and 32.17B)**

**COMMENT #:** 13254  
**DATE:** 9/3/21 11:14 PM  
**SOURCE:** Website  
**NAME:** Myles Fowler

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**COMMENT:**

Don't do a gondola, it will destroy so much nature all across the path that it takes, as well as ruining the small amount of serenity we can find up the canyon **(32.2.9E and 32.4I)**

**COMMENT #:** 13255  
**DATE:** 9/3/21 11:15 PM  
**SOURCE:** Website  
**NAME:** Nathaniel Williams

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**COMMENT:**

GONDOLA!!!

Think and plan long term! Cheaper in the long term. More reliable than buses. Runs during avalanches and snow storms. Safer. It's a no brainer. **(32.2.9D)**

**COMMENT #:** 13256  
**DATE:** 9/3/21 11:17 PM  
**SOURCE:** Website  
**NAME:** Sam Marks

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**COMMENT:**

Both options that are being looked at are not in the best, long term interest of the canyon or our community. **(32.2.9C and 32.2.9E)** The gondola only serves the resorts and does nothing to help congestion. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Especially in the summer. **(32.1.2C)** The road shouldn't be widened. The canyon should have no personal vehicles and the existing road should be used for a bus system that stops at trailheads and resorts year round. **(32.2.2B, 32.2.6.3C, 32.1.2D, and 32.1.2C)**



**COMMENT #:** 13257  
**DATE:** 9/3/21 11:18 PM  
**SOURCE:** Website  
**NAME:** Jeff Miller

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**COMMENT:**

I am in support of the gondola plan for LCC. I am completely against widening the road in any way and against making room to fit more vehicles in the canyon. **(32.2.9D and 32.2.9C)**

**COMMENT #:** 13258  
**DATE:** 9/3/21 11:19 PM  
**SOURCE:** Website  
**NAME:** Hailey Liechty

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**COMMENT:**

I would like to see a gondola in the canyon for one main reason: it would be FUN. Locals and tourists would love to ride it! It would become a distinct fun feature in Utah. Also, it would not close the canyon to those who need to drive. **(32.2.9D and 32.2.4A)**

**COMMENT #:** 13259  
**DATE:** 9/3/21 11:19 PM  
**SOURCE:** Website  
**NAME:** Concerned Utahn

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**COMMENT:**

There is a major problem with the Little Cottonwood Canyon Environmental Impact Statement (EIS) Draft Alternatives. As a public, we have been fed a false choice between expanded bus service and a gondola to alleviate congestion in Little Cottonwood Canyon. The environmental, congestion, and traffic estimates for both proposals has been well vetted - but it is still a false dichotomy. **(32.2.9C and 32.2.9E)**

To illustrate, I would like to draw an analogy between skiing and a sporting arena. It is not a perfect analogy, but it does illustrate the problems present in this plan quite well.

Let's pretend for a moment that at the end of highway 210 (Little Cottonwood Canyon) - which is a dead-end roadway - instead of a ski resort (Alta/Snowbird) there was a football stadium.

That stadium would have some sort of capacity limit governed primarily by the number of seats/bleachers/boxes available. It may even be limited by egress regulations determined by the state or local governments.

Ski resorts likewise have a capacity limit - but it is not dictated by the number of seats/bleachers/boxes - rather it is dictated by the number of skiers or snowboarders the mountain can both safely and comfortably accommodate on its runs, in its lines, and on its chairlifts.

Over time, the teams that play in that stadium have gotten more and more popular. The stadium went from rarely selling out, to selling out during major sporting events and some concerts, to consistently selling out every single weekend with a line out the door of disgruntled fans wishing they could find a way inside.

If you were the owner of that stadium, you'd have a couple of options in front of you.

#### Ignore Your Constraints

You could allow more people into the stadium than there are seats. Fans could sit on each other's laps. Some might sit backwards. Some might sit on stairs. Some could stand in the parking lots. Others could hang out in the locker room or the promenade. To do this, you may have to build a larger parking lot, increase bus service to the stadium, or even ask the city to build you a light-rail connection. This would "certainly increase revenue in the short term, but ultimately would lead to a poor fan experience and compromise attendee safety.

#### Increase Pricing to Match Demand

You could begin to increase pricing. As demand outstrips supply and pricing becomes more inelastic - the stadium owner could increase revenue by charging more per ticket sold until an equilibrium is met where the stadium is consistently sold out without any excess demand for seats. This would cause some people to not be able to attend events at the arena due to excessive pricing, but would increase revenue for the stadium owner without deteriorating the fan experience or compromising the safety of attendees.

#### Expand the Stadium

You could invest in a stadium expansion. If you could accurately forecast an increase in demand in the future, an expansion to expand the breadth and height of the arena to include more seats would allow you to capture more revenue by selling additional tickets. Of course, this would require a capital outlay, time, and permitting - but ultimately would allow you to increase your revenue without deteriorating the fan experience and without excluding some fans that don't have the ability to pay for attendance.

### Build More Stadiums

If the city around you becomes large enough, it may be appropriate to think about building additional stadiums to spread demand for different event types. There is no reason that every concert needs to be played in a 40,000 seat venue. Nor do Hockey and Basketball need to be played in the same arena. Football might deserve a dedicated venue of its own. This is not about segregating sports, but rather building facilities that are designed specifically for different types of events. By building additional stadiums, multiple events could be held on the same day/night and attendees could be spread across multiple venues. Of course, to do this the city or state may need to participate in finding a suitable location for those stadiums.

By this point, the analogy is painfully obvious. UDOT has presented the public with two options - both of which ignore the very basic constraints of skiing in Utah. Little Cottonwood Canyon resorts, as currently designed, have significant capacity constraints. Combined, the resorts can barely handle 10,000 skiers per day safely or enjoyably. **(32.20B and 32.20C)** Currently, the biggest constraint that keeps these resorts anywhere close to that 10,000 skier capacity number is the available parking at the resorts. UDOT, Snowbird, and Alta would rather increase the number of skiers allowed on the mountain, in the lines, and on the chairlifts by expanding parking (at the base of the canyon) and providing alternative transportation options to the resort (buses and gondolas) than rationally solve the problem in front of them: capacity. **(32.20C)**

The capacity problem has been compounded in recent years by a combination of several factors including population growth, inflation-adjusted decreasing season pass prices, the availability of multi-resort season passes, an increased supply of Airbnb style accommodations in the Salt Lake Valley, and a steady increase in winter sports participation.

Building a gondola, a train, widening the road, increasing bus service, or any other option that allows for more people to visit Alta and Snowbird is not the solution we need. **(32.2.9G and 32.20C)** Those options may be justifiable when comparing CO2 emissions or general safety compared to the highway, but they do not solve the problem of capacity and they only serve to allow Alta and Snowbird to increase their revenue at the expense of skier safety, the skiing experience, and worst of all, the taxpayer's dollar.

No new resort accessible skiable terrain has opened in Little Cottonwood Canyon since 1999 (Mineral Basin) or in Big Cottonwood Canyon since 1992 (Great Western Express). During that time period, Alta would restrict daily skiers to 3,500 per day and sold a season pass for \$875 (\$1,380 today). In fact, the skiing experience was so sacred that Alta limited its season pass sales and had a waiting list just to buy one. Today an Alta season pass runs \$1,200 (15% less than in 1999) and an Ikon pass (which includes unlimited skiing at Solitude, 7 days at Brighton, 7 days at Deer Valley, and 7 days to share at Alta/Snowbird) is \$899 (35% less expensive than a season pass in 1999). All this while the population of Utah grew by nearly 60%.

Utah's skiing has a real capacity issue. There is not a single solution that can solve it on it's own, but increasing the number of skiers in Little Cottonwood Canyon is not the solution. **(32.1.2B)** A real EIS alternative study would have included an analysis of opening new terrain (stadium expansion), new resorts (more stadiums), and price increases to control demand. **(32.2.2V and 32.2.4A)** It would have suggested ingress capacity limits in the canyon. **(32.20C)** It would have looked at alternate routes into

our skiable terrain (a base area for Snowbird in Mary Ellen's Gulch, a base area for Brighton in Midway, a train from summit county to Big Cottonwood Canyon). **(32.2.2N and 32.2.2Q)** The UDOT EIS did none of these because it was only concentrating on finding a way to use taxpayer dollars to increase revenues for two private ski resorts. It is myopically focused on little cottonwood canyon as the only corridor to skiing. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

If you live in and pay taxes in Utah, you should do everything you can to block both of these alternatives and tell UDOT and the State of Utah to work together to find some real solutions.

**COMMENT #:** 13260  
**DATE:** 9/3/21 11:20 PM  
**SOURCE:** Website  
**NAME:** Tomasz Stefankowski

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**COMMENT:**

The environmental impacts of both the proposed road widening and gondola are severe, permanent, and objectively detrimental to the health and character of Little Cottonwood Canyon. **(32.2.9C, 32.2.9E, and 32.4I)** Local conservation organizations and the general public are rightfully concerned about the future of our Wasatch Range suffering from a precedent of unnecessary anthropocentric development and corporate favoritism. And despite the permanent scarring of LCC by either a gondola or widened road network, the true atrocity of these projects lies in the grossly misjudged prioritization of issues facing Utahns. **(32.17A, 32.17B, and 32.1.2B)**

Traffic is an inherent externality of driving personal vehicles on public roadways. Rush hour traffic is nothing new, in the canyon and elsewhere. It is a consequence of convenience, where for a brief moment we lose autonomy in our travel plans. What is so especially unique about traffic in LCC that necessitates a haphazard multi million dollar spending spree to marginally increase the convenience of a select few residents? For one, accessing the canyons is for the most part purely recreational. Save for the minority of employees, most daily vehicular traffic is a result of a choice to pursue this recreation. Skiing and snowboarding is far from a necessity, yet the proposed developments treat it as an essential state wide priority. **(32.1.2B)**

Building a gondola or widening the existing road is a luxury to serve a minority of people, the benefits of which would be felt during an even slimmer minority of time. **(32.1.2B, 32.1.2D, 32.1.4D, 32.2.7A, 32.7B, and 32.7C)** While Salt Lake City is burdened by numerous issues, including increased fire risk, decreased water supply, and homelessness, the further development of the canyon signals to the population that these issues can be addressed only once travel time to Alta/Snowbird is reduced (assuming that this will even be the effect). It is a pathetic judgement, and an entirely anti-democratic example of minority interest serving the upper echelons of business and government.

**COMMENT #:** 13261  
**DATE:** 9/3/21 11:22 PM  
**SOURCE:** Website  
**NAME:** Bruce Duncan

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**COMMENT:**

Short Answer: No Gondola, Yes Improved Bus System. **(32.2.9E and 32.2.9A)**

See below for my thinking

Critical Reading: I did read all of the EIS summary documents, including all of the EIS, including the key Appendices.

I read the 2010 Lazar and Williams article, Potential Impacts of Climate Change for U.S. Wasatch Range Ski Areas" in 2011. If this is the best available climate change literature pertaining to the Cottonwood Canyons, then UDOT should take its analysis seriously and see if the analysis can be updated. Perhaps improved 2021 models should be used with new data. Consider the possibility that Climate Change in the Wasatch Mountains is accelerating. **(32.2.2E)**

Reviewer Background:

Moved to SLC 2002. Skied 60-70 days 2003 to 2011, Skied 120 - 156 days 2012 - 2019. Sat out 2020.

Transportation: 50% bus, 45% carpool, 5% car, coming from SLC.

Starting about 2012, I purchased an Alta and Solitude pass. When alone I usually determine destination (Big Cottonwood or Little Cottonwood) on the fly, depending entirely on traffic and bus congestion. I have no patience with congestion. Despite the awful service provided by UTA, I rarely experience bus problems because I know how the system works and make it work for me. I used a sophisticated and dynamic choice algo when it came to choosing ski area destination in 2019. I stress that UTA's management of the Ski Bus system has been inadequate, bordering on incompetent, during the last decade. The Gondola2 system cannot work if there is an inadequate bus system.

After reading the EIS, I have low confidence that the gondola will come close to solving the "problem" of Little Cottonwood Canyon. **(32.7B and 32.7C)** The gondola or the bus system are not cure-alls for what ails Little Cottonwood Canyon. Reading between the lines of the EIS, I detect a considerable amount of magical thinking made by the authors. Spending a Billion \$ is not guaranteed to "fix" Little Cottonwood's problems.

Here are a few lethal errors:

1. Accelerating Climate Change considerations are under represented.

2. Garbage In - Garbage Out. I think the 2050 EIS assumptions about winter and winter sports in Little Cottonwood Canyon are NO LONGER realistic as of 2021. If climate change is real and accelerating, then there is reason to doubt whether there will be enough snow for winter sports in 2050. If true, why is UDOT contemplating spending a Billion \$ on potential 2050 White Elephant Hardware? If the Wasatch Mountains are to have much snow, then Utah citizens should be worrying about how to save the Great Salt Lake. From this POV, it makes sense to invest in bus transportation, not an expensive gondola, because a flexible solution is a better solution. **(32.2.2E and 32.2.6.5A)**

Alta and SnowBird are all for the gondola because they think will get it without paying for it. Everyone wants a gondola until they asked to pay for it. Who is going to finance the gondola? **(32.2.9A)**

The health of the Great Salt Lake is important for the future of Utah. Without the Great Salt Lake, there will be no Winter Sports Industry in Big and Little Cottonwood Canyons or Park City. More importantly, there will be no Salt Lake City or Park City.

3. Omitting Big & Little Cottonwood Canyon interactions. Problematic now, failure to include dynamic interactions of traffic in Big and Little Cottonwood Canyons is a huge failure by omission. Big Cottonwood traffic and congestion is influenced by Little Cottonwood congestion. The proposed UDOT Little Cottonwood fixes will drive more traffic into Big Cottonwood Canyon. This is funny. Increased Big

Cottonwood traffic congestion could make the proposed gravel pit parking area dysfunctional in terms of servicing Little Cottonwood Canyon. **(32.1.1A and 32.20D)**

4. Do the simple things first. **(32.29R)** Why is giving more time and effort remediating Present and Past Road Safety Failures omitted? Had UDOT and the other government entities been doing their job since 2002, Little Cottonwood Canyon would not have become the mess that it is.

Failure to manage traffic on snow days and failure to institute RFID system in LCC to monitor and regulate traffic and traffic safety in Big and Little Cottonwood Canyons. **(32.2.2Y)** Many accidents in the Canyons are due to 2WD cars (with and without good snow tires) sliding off the roadway. 2WD passenger cars/pickup trucks/vans/etc should have been banned from BCC and LCC during the winter driving season 10 years ago. RFID system could have (should have) been used for beginning of season tire inspection/certification and 4WD cars. RFID could have been used at the entrance to Big and Little Cottonwood Canyons to screen for vehicles that do not meet snow-covered road safety standards. The current practice of turning on flashing "4WD or chains required" lights ONLY AFTER THERE IS SNOW ON THE ROAD is brain dead. The law/regulation governing the should have been changed 25 years ago. Traffic citations should be issued to all 2WD cars and cars without snow tires discovered to be in LCC. No exceptions for rental cars. Sure, get the cars off the road - if you can.

5. Why wasn't RFID tolling implemented in Big and Little Cottonwood Canyons 10 years ago? RFID could have been used to count cars and close the canyons to uphill traffic when the canyons were declared "full". **(32.2.2L, 32.2.2K, 32.2.2M)**

6. Parking for the improved BUS options. Why is the proposed Gondola2 parking facility (on North Little Cottonwood Road) omitted in the improved BUS options? **(32.2.2000)**

7. Who guarantees that a new, untried 10-mile gondola design will run trouble-free 95% of the time in a Winter environment? If there are safety concerns, I won't ride the gondola. And neither will anyone else. I have plenty of experience with SnowBird Tram outages. **(32.2.6.5K)**



**COMMENT #:** 13262  
**DATE:** 9/3/21 11:27 PM  
**SOURCE:** Website  
**NAME:** Laura Macvicar

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**COMMENT:**

I am one of many people that live in the neighborhood surrounding the areas that will be affected by this project. I know that growth in the city and state are inevitable . However, widening Wasatch boulevard to alleviate traffic heading up Big and Little Cottonwood Canyons, is not a good solution for our community. **(32.2.6.2.2A)**

I walk along Wasatch Boulevard nearly every day in that area. And I'm here to tell you there is hardly any traffic. Except during ski season when the canyons are snowed in, have avalanche control, or just had a very large snow and people want to ski. **(32.2.6.2.2A)**

The way I look at it is you can make your funnel larger but if you don't make the spout larger you're not going to solve the problem. You can make Wasatch 10 lanes wide but when the canyons get snow and there's thousands of people trying to get up to ski the roads are still going to back up and it's still going to be a problem. **(32.2.6.2.2A)**

Also, apparently you're widening it because of traffic heading south. However, Wasatch Boulevard from 9800 South is still only one lane in both directions. Once again if you make your funnel bigger you have to make your spout bigger. Are they going to continue and widen it all the way? I doubt it highly. I certainly do not have all the answers. Mostly just questions. **(32.2.6.2.2A)** But I do believe that if people heading up the canyons were required to take a bus or other public transportation they would still go. **(32.2.4A)** We've seen this model done at Zions National Park and Grand Canyon. The ski resorts could still offer premium parking to a minimal amount of people. That money could go towards improvements at the ski resorts and UDOT projects. **(32.2.2B and 32.2.2K)**

Why don't you look at the way Zions and the Grand Canyon do things. Consider it. More buses. Less cars. Call them ... Talk to their project managers. Please **(32.2.2B, 32.2.9A, and 32.2.4A)**.

If people want to ski they will take a bus if they're required to. You just have to make it convenient to park. The old ShopKo lot on 9400 would be a great parking lot. And part of the quarry at the mouth of BCC would be a good spot too. **(32.2.6.2.1C)**

Also I don't understand why they do not continue highland drive South of 9800 South. The easement is there. It could alleviate a lot of traffic coming out of those neighborhoods. The unfortunate construction problem would be building some sort of bridge across the dimple Dell recreation area. I know that the people along that route would be in the same position we are in and not appreciate a giant new road in their backyards. **(32.2.6.2.2A)**

I appreciate your time. And I appreciate you at least exploring other alternatives.

Laura MacVicar

**COMMENT #:** 13263  
**DATE:** 9/3/21 11:27 PM  
**SOURCE:** Website  
**NAME:** Mark Meleski

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**COMMENT:**

To whom this may concern,

The gondola option is not an option that keeps the people in mind. **(32.2.9E)** All it will do is put even more people in the canyon and will not solve the traffic problem. **(32.20A, 32.20C, 32.7B, and 32.7C)** The gondola will only benefit snowbird, Alta, and La caille, not the people who enjoy little cottonwood canyon. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Not to mention it will forever ruin little cottonwood canyon with development. It will destroy ecosystems and wild life habitats. Ruin our drinking water. **(32.4I, 32.13A, and 32.12A)**

The construction requires the use of so many resources and is incredibly wasteful.

Please explore other cheaper, and/ or less impactful options. **(32.2.2PP)**

**COMMENT #:** 13264  
**DATE:** 9/3/21 11:27 PM  
**SOURCE:** Website  
**NAME:** Addison Beasley

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**COMMENT:**

No gondola in LCC. **(32.2.9D)** Does not align with Utah values to make locals pay taxes for something that only benefits people from out of state or the big wigs that own Powdr that hardly spend time around here. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** More buses **(32.2.9A)**. Please. Let us keep unrestricted access to hikes and climbs please. **(32.4G)**

**COMMENT #:** 13265  
**DATE:** 9/3/21 11:32 PM  
**SOURCE:** Website  
**NAME:** Andrew Katsohirakis

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**COMMENT:**

I am writing, as a citizen and project taxpayer, to voice my opposition to the gondola alternative for transit in LCC. **(32.2.9E)** Other citizen and institutional commenters have no doubt written much longer and more eloquent comments, so I will keep mine brief. Based on my reading of the Draft EIS materials, and other research, I think the gondola is problematic for several reasons:

- Scalability/Flexibility - The infrastructure is as-built, and cannot be easily adjusted to accommodate for changes in demand and travel patterns. A good transit system should be able to react to any changes that might present themselves on short notice, or even as a long-term trend. While a 3S system, as forward in the Draft EIS, does have some more flexibility in its final design and tower placement, once implemented, it would be more or less permanent, without significant expenditure of follow up resources. An enhanced bus system could scale up or scale down as needed, or generally just run different services and schedules. **(32.2.6.5A and 32.2.6.3D)**

- Access - This is something of a sub-point to the above point. As presented, the gondola only provides access to Snowbird and Alta. As a heavy user of both ski resorts, I personally do not want a public transportation system that acts solely as an access point to private businesses. As a taxpayer, I don't approve of what is essentially a handout to the resorts, especially when their core business is already built on utilizing public resources in the form US Forest Service land. And as a participant in various other recreational activities in the canyons, using this opportunity to implement once-in-a-lifetime infrastructure and have it only cater to two destinations seems very subdued and shortsighted. **(32.2.6.5G, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

- Visual Impacts/Privacy - I'm sure UDOT is absolutely sick of this concern, but I genuinely posit that the gondola system should not be considered on these grounds alone. While the existing road, and any other road/rail expansions, are not the height of aesthetic beauty, they already occupy a corridor that is more or less accepted in the public eye, and they only occupy a horizontal dimension. You can easily be hiking a trail or climbing a rock face, and not be able to see the road. In effect, right now you can enjoy the Twin Peaks and Lone Peaks Wilderness Areas as they are imagined to be, wilderness. The gondola system, as presented in the Draft EIS itself (not "just the ramblings of concerned NIMBYs), sticks out and dominates the eye, from both close-up and far away. From close-up, there are several roadside and off-road vantages that would now be defined by the gondola, instead of the majestic canyon walls that surround it. I don't think that's a bleeding heart, tree hugger concern -- people come to the canyons to see the canyons, so harming that aesthetic defeats the purpose of people coming, transit or no transit. Of particular note was the Draft EIS rendering of how the gondola looks at Tanners Flat campground. The gondola goes right over several campsites, almost comically looming overhead. While the canyons are already somewhat commercialized by the presence of the resorts, they at least take the effort to fit the part. The gondola makes the entire canyon look and feel like some kind of amusement park attraction. And while I am not a property owner/resident in the canyon or at its mouth (and am in fact am not in favor of the existence of these many of these residences, on environmental grounds), I can definitely sympathize with the people who will now have thousands of people in gondola cabins peering into their windows and backyards. **(32.17, 32.4I, and 32.4E)**

- Environmental/Recreational - I live an odd dichotomy. By education and employment, I am an engineer. So I understand the frustration of dealing with complex systems and the necessity of creating solutions to growing problems, even if those solutions aren't perfect. But by education and just generally trying to be an empathetic and rational person, I am also an ardent environmentalist. The canyon's health and environment are deeply important, not just because of the effects that damaging the watershed and biodiversity would have on us humans, but also because of the intangible and incalculable value present in a healthy, beautiful ecosystem. The cold hard facts do not lie: the usage of

the canyon (s) is growing to the point where something must be done. Despite the fervent wishes of some, “doing nothing” out of a desire to not modify the canyon will only result in more harm, since people are going to keep coming in greater numbers. So I am in favor of building infrastructure and altering the environment as is necessary. However, I support doing that within reason, and I think the gondola exceeds that. While an enhanced bus system, or even a cog rail, will widen the road corridor and its disruptive footprint, that is a corridor that has already been altered by human activity. Even the unpaved shoulders have cars constantly parked on them, winter and summer, so this is just a slight adjustment of the status quo. The gondola's 17 tower sites would be environmentally disrupting areas that are not currently touched by the hand of man. **(32.17A)** The Draft EIS identifies wetlands, meadows, and groves that would be permanently destroyed by the preferred pathway. **(32.13A)** I would rather that not be the case, and that whatever transit option is implemented sticks to the road. On the note of offroad, I defer to the fears of the Salt Lake Climbers Alliance in regards to the many boulders and problems that will be destroyed by the current preferred gondola route. **(32.4A and 32.4I)** As an entry level climber myself, I would hate for any future transit option to permanently destroy recreational opportunities for future generations. I've been skiing at Alta and Snowbird for 20 years, but that doesn't mean that I support favoring skiing to the point of wrecking the environment and recreation of the canyon to make skiing easier.

This is a much longer comment than I originally envisioned, but I'm glad to get my concerns off my chest. The gondola cannot be the option pursued, for these and other reasons, and I strongly hope that UDOT and its partners don't move forward with it. **(32.2.9E)** To be very brief, I hope that the preferred option going forward is an expanded bus system. **(32.2.9A)** It's flexible, scalable, has a much smaller footprint, is much more affordable, can stop at many different locations, and won't scar the canyon in an irreversible way. **(32.2.6.3C)** I am a huge train guy at heart, and I would love for a cog rail to be built, but 1) it is too expensive for our state government to approve, and 2) many of the reasons that I don't support a gondola also apply to a cog rail (scalability, flexibility, cost, footprint, etc) so it wouldn't be fair to castigate the gondola and then praise the rail (that being said, if the cog rail is revived as a viable option, I absolutely will not complain...I LOVE trains). **(32.2.2M)**

In closing, I am overall excited that better transit options are coming to the canyon, but I really hope that it's not the gondola. Better buses, or even the cog rail, are the way forward for reasons of flexibility, scalability, cost, visual impact, and environmental preservation, and I hope that UDOT and its partners make the right choice.

**COMMENT #:** 13266  
**DATE:** 9/3/21 11:33 PM  
**SOURCE:** Website  
**NAME:** Stone Criddle

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**COMMENT:**

The gondola has an enormous impact on climbing routes in the canyon. **(32.2.9E and 32.4B)** It is environmentally destructive and is, like the latest flunk of Utah government sponsored development (the inland port), beneficial only to non-natives. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

**COMMENT #:** 13267  
**DATE:** 9/3/21 11:33 PM  
**SOURCE:** Website  
**NAME:** Thomas Martens

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**COMMENT:**

I feel strongly that the Gondola is not the best option for LCC. **(32.2.9E)** My reasons are; 1. The visual impact, **(32.17A)** 2. The befitting companies up canyon are the two main beneficiaries, **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** 3. The heavy volume days are few and far between and typically (350 days per year?) the canyon is easy to navigate, the Gondola does not improve the speed up canyon for me and most. **(32.1.4D and 32.2.4A)** I live in the foothills directly between LCC and BCC and I've watched BCC become busier than LCC in the course of 3 years, so why spend all of this money to solve a lesser problem. **(32.1.2B and 32.1.1A)** Choose improved bussing, tolling for low occupant vehicles (so long as you can do it quickly), snow sheds, minimal widening, the same access to backcountry locations, minimal improvements to Wasatch, and keeping visual impact to a minimum. I love LCC, Snowbird, and Alta. **(32.2.9A, 32.2.4A, 32.2.9K, and 32.2.6.3C)** I worked at Snowbird for 4 years and use the canyon in every season and weekly. I've lived at the base of the canyon for 10 years and even on crazy traffic days, things aren't worth changing as the gondola proposes. You basically need another ski resort to support increased population and Icon and other multi resort passes, jamming more people up the canyon through an expensive mode will not solve skier appreciation of the sport and Utah skiing. **(32.20C)** Please also keep Wasatch at 35mph, whatever you do. **(32.2.6.2.2A)**

**COMMENT #:** 13268  
**DATE:** 9/3/21 11:36 PM  
**SOURCE:** Website  
**NAME:** Duane Poslusny

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**COMMENT:**

There are many issues with the two proposed alternatives. Not enough analysis was given to the impacts on non ski resort recreation, which make up the majority of users year round. **(32.1.2D, 32.1.2B, and 32.1.2C)** Little Cottonwood Canyon is world know for high quality climbing, bouldering, backcountry skiing, hiking, and other non-motorized sports. Both of the preferred alternatives do not address parking and access issues beyond the ski resort boundaries. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** In fact the proposals destroy over a hundred on named bouldering routes. **(32.4A and 32.4B)**

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

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

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

The NEPA process requires in-depth analysis in setting the scope of environmental impact statements of the variety of effects (impacts), actions and alternatives. Repeatedly throughout this process, UDOT has stated they are only looking at the road corridor. **(32.1.5C)** However, this road is situated within a critical watershed canyon, established in a National Forest, formerly a Forest Reserve established to protect against over-development and unsustainable uses that lead to the degradation and destruction of environmental resources and the crippling of ecosystem services our communities are reliant upon. **(32.12A, 32.12B, 32.4I, 32.13A, and 32.13B)**

UDOT must find a new alternatives based on simpler, faster implemented, and more economic options such as: congestion pricing for parking lots or tolling the road, expanded year round electric bus service that connects trailheads to other transit hubs, expanded electric bussing combined with tolling, and other traffic mitigation strategies that includes dispersed recreation transit needs before any permanent changes are made to Little Cottonwood Canyon that will forever alter the landscape. **(32.2.2K, 32.2.4A, 32.1.2C, 32.2.6.3F, 32.2.6.3C, and 32.2.2I)**



**COMMENT #:** 13269  
**DATE:** 9/3/21 11:38 PM  
**SOURCE:** Website  
**NAME:** Thomas Martens

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**COMMENT:**

I feel strongly that the Gondola is not the best option for LCC. **(32.2.9E)** My reasons are; 1. The visual impact, **(32.17A)** 2. The befitting companies up canyon are the two main beneficiaries, **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** 3. The heavy volume days are few and far between and typically (350 days per year?) the canyon is easy to navigate, the Gondola does not improve the speed up canyon for me and most. **(32.1.4D and 32.2.4A)** I live in the foothills directly between LCC and BCC and I've watched BCC become busier than LCC in the course of 3 years, so why spend all of this money to solve a lesser problem. **(32.1.2B and 32.1.1A)** Choose improved bussing, tolling for low occupant vehicles (so long as you can do it quickly), snow sheds, minimal widening, the same access to backcountry locations, minimal improvements to Wasatch, and keeping visual impact to a minimum. I love LCC, Snowbird, and Alta. **(32.2.9A, 32.2.4A, 32.2.9K, and 32.2.6.3C)** I worked at Snowbird for 4 years and use the canyon in every season and weekly. I've lived at the base of the canyon for 10 years and even on crazy traffic days, things aren't worth changing as the gondola proposes. You basically need another ski resort to support increased population and Icon and other multi resort passes, jamming more people up the canyon through an expensive mode will not solve skier appreciation of the sport and Utah skiing. **(32.20C)** Please also keep Wasatch at 35mph, whatever you do. **(32.2.6.2.2A)**.

**COMMENT #:** 13270  
**DATE:** 9/3/21 11:40 PM  
**SOURCE:** Website  
**NAME:** Alexis Jones

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**COMMENT:**

I am writing in opposition of the gondola option. **(32.2.9E)** The gondola option is not an appropriate way to address the issues of access to the canyons/congestion in the canyon. They only run for part of the year and only have stops at the ski resorts - therefore primarily supporting a private industry using public funds. **(32.2.6.5F, 32.2.6.5G, and 32.1.2D)** Additionally, they are the most drastic option for addressing these problems and have the greatest environmental impact. The gondola will destroy the integrity/beauty of the isolation that can be found in the canyon by its permanent installation in view from all trails. **(32.17A and 32.4I)** The canyons are used by more than just skiers and snowboarders - who often come from out of state and won't have to deal with the long-term impact of having these permanent structures intruding in the natural environment. As a local Utahn, born and raised, I hope you will decide against this drastic option. Why not provide additional bus service (without providing additional bus lanes - which also would drastically impact beloved features and climbing areas of the canyon) or other more low-impact options before jumping to the most extreme measures? **(32.2.9A, 32.4A, 32.2.9C, and 32.29R)** At some point, it's important to realize that there is a limit to capacity. **(32.20B)** Instead of allowing the resorts to sell out the environment/beauty of the canyon for additional profits, why not minimize the impact and allow users in all seasons to continue to enjoy the beauty of nature. **(32.1.2C and 32.1.2B)** On a typical mid-week summer day, the traffic is fairly minimal - with no need for any changes.

Thank you for your consideration,

Alexis Jones

**COMMENT #:** 13271  
**DATE:** 9/3/21 11:41 PM  
**SOURCE:** Website  
**NAME:** Serenity Eyre

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**COMMENT:**

A Gondola or bigger road is NOT the answer right now. **(32.2.9E and 32.2.9C)** Especially after a year of a pandemic that exaggerated what was happening. There were more individual cars in the canyon last year because the bus capacity was cut down and people were worried about catching COVID on a bus. As more people are vaccinated, the need to only allow 20 people on a bus should be going down. The buses work and people really do utilize them when the schedule is frequent and reliable. **(32.2.6.3N)** I have been on the LCC ski bus hundreds of times where it is jam packed. People would rather be able to sit on their phones or read a book instead of driving their private vehicle up and down the canyon...plus it cuts out the hassle of parking far away and walking. You get front door service with the bus. People will use the bus and cut down on traffic if the normal capacity is restored and the schedule is good. **(32.2.9A)** As we see that enhanced bus scheduling meets the needs, then we can move to zero emissions buses too. **(32.2.6.3F)** We need to exhaust all the options before we go throwing up an eyesore such as a gondola to one of the most beautiful canyons in the world.

**COMMENT #:** 13272  
**DATE:** 9/3/21 11:42 PM  
**SOURCE:** Website  
**NAME:** Pat Holmes

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**COMMENT:**

Start Over! There are so many other alternatives that need to be tried before moving on to one of these recommendations. **(32.2.2PP)** Things that will train visitors/motorists to seriously consider more sustainable and responsible actions. Such as: creating a toll for up the canyon, charging on a sliding scale by the number of passengers in your car, AND implementing a more efficient, convenient, bus schedule, increasing the frequency during the winter months **(32.2.4A and 32.2.9A)**. It is ridiculous to develop a monster, expensive, unsustainable plan for a problem that needs addressing only three or four months out of the year!

**COMMENT #:** 13273  
**DATE:** 9/3/21 11:43 PM  
**SOURCE:** Website  
**NAME:** Shaun Tullis

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**COMMENT:**

Frankly, the parking as it is today is the Wasatch best chance at self-preservation. When it's full it's full. How much more beyond what it holds does Alta, Snowbird, Utah intend to cram into this space? **(32.1.2B, 32.20A, and 32.20C)** A toll system will change behavior -just look at Solitude. You can nearly double capacity by having 4+ persons per vehicle. Address demand through a tiered toll system that rewards 4+ with no toll and anything less has to pay. The fewer passengers the higher the toll. Toll systems are available that can track occupancy, automate billing and even identify pre-registered cars with snowflake tires and direct those without proper tires to pull over. All of this is far less expensive than any proposed options I know because I spoke to the toll companies, and Utah knows too -they have HOV tracking. **(32.2.4A and 32.2.2Y)** Also, focus on the bussing system. **(32.2.9A)** Improve the bus system now, but we don't need added roads, avalanche shelters, berms, etc. **(32.2.7C, 32.2.9C, and 32.2.9J)** Close the downhill lanes for two to three hours for uphill traffic in the peak hours and give that lane to the buses for priority. **(32.2.2EE)** Seeing buses lap the cars will also change behavior. Do the opposite in the evening. The avalanche gondola and snow sheds are not justified for the very few days gained by not having to shut down roads to clear them. **(32.7A and 32.2.9E)** Focus on what you can do now. **(32.29R)** If you want to make a study, put this in place and study the result. Get "something" going now that would make an immediate and real change, improve upon it as you learn.

Snowbird and Alta are operating without disclosing their full intentions, hold fast until they play nice. Have them disclose what they think healthy growth is, how many people are they trying to accommodate in the Canyons daily. **(32.20C)** Their decisions will be based primarily on growth and profit. Parking lots are self-limiting -this is actually helping to preserve our Wasatch range from overuse. I'm ok with growth but not unlimited growth. Where does the EIS speak to water usage for these resorts? **32.20C)** By doubling the vehicle occupancy you frankly double the daily use. This seems to be a reasonable and inexpensive way to address what we have going on today. **(32.2.2Y)** Yes let's continue the conversation/study for the 30-year solution but what are we going to do in the meantime.

**COMMENT #:** 13274  
**DATE:** 9/3/21 11:50 PM  
**SOURCE:** Website  
**NAME:** Scotty Bahrke

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**COMMENT:**

No to gondola. **(32.2.9E)** Please protect our climbing areas! **(32.4B)** They are works class... we just got silver I the olympics. Save the boulders.

**COMMENT #:** 13275  
**DATE:** 9/3/21 11:52 PM  
**SOURCE:** Website  
**NAME:** Martin Glaubitz

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**COMMENT:**

I appreciate all the hard work that has gone into the LCC Draft EIS from all the contributors. Little Cottonwood Canyon is a unique and valuable resource, and before proceeding with either of the 2 current preferred alternatives, I would encourage UDOT to more fairly consider all user groups. I feel that the process thus far, and the two preferred alternatives, focuses disproportionately on providing benefit and value to the private and commercial operations of the Alta and Snowbird ski resorts, and not providing benefit, and in many cases reducing benefit to other user groups of the canyons. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I also feel that the two preferred alternatives, and especially the gondola alternative, provide a benefit that is only realized for a small number of days per year (those being days of peak ski area use - and again only to some user groups on those days), yet impose significant year-round negative aesthetic and environmental impacts. **(32.1.4D, 32.17A, 32.17B, and 32.4I)**

I also would like to submit some questions regarding the traffic data collected, and the derivation of the Travel Times and Backup Distances presented in the Draft EIS and the Fact Sheets.

Question 1: The online LCC Draft EIS Volume 2 includes an "Appendix A. SR-210 EIS Traffic Study, May 2019" on pg 2 under "Existing Conditions, Data Collection," indicates that: "Traffic data was collected on March 15, 2018 from 7AM to 9AM and 4 PM to 5PM," and that "The data collection date represents a typical weekday wintertime condition and includes both commuter travel and trips associated with ski area." On what basis were those 3 hours of March 15, 2018 determined to be a typical weekday wintertime condition? **(32.2.4F)**

Question 2: Related to the above, was data from any other days besides (March 15, 2018) used, in the derivation of the Delay and LOS in the "Table 2 Existing (2018) Peak hour LOS" on page 4, and in Figure 1 on page 5? **(32.2.4F)**

Question 3. The online LCC Draft EIS Volume 2 "Chapter 7: Traffic and Transportation," a document called "Gondola Base Station Traffic Analysis, 2020" is referenced several times. This reference document does not appear to be included in the online LCC Draft EIS. Is this document publicly available? **(32.7M)**

Question 4. The online LCC Draft EIS Volume 2 "Chapter 7: Traffic and Transportation," Table 7.4-7 presents Travel Time and Vehicle Backup Distances. Can the calculation or modelling results for how these values were derived for the Gondola Alternatives A and B be provided? **(32.7M)**

I appreciate UDOT's consideration of my comments, and any response to the above questions. Thanks for your hard work in dealing with a challenging situation.

**COMMENT #:** 13276  
**DATE:** 9/3/21 11:54 PM  
**SOURCE:** Website  
**NAME:** Amalia Smith

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**COMMENT:**

I love the gondola option - on such an avalanche-prone road people could still get up and down the mountain and overall it sounds safer and way more reliable. **(32.2.9D)** I often take the ski bus, and the drivers are great but some days the bus is very late so it makes it really hard to plan around my trip. I would absolutely use the gondola especially on snow days. Also, it is a pretty and fun way to see the beautiful canyon year-round.



**COMMENT #:** 13277  
**DATE:** 9/3/21 11:55 PM  
**SOURCE:** Website  
**NAME:** Zach Hodgson

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**COMMENT:**

Hello, I would first like to thank you for the work to draft the EIS. Our greater Salt Lake area is only going to get bigger and busier, which means that we need a year round transportation solution. The trailheads are getting busier and this will continue as more people explore and the outdoor community grows. I believe that the bus option is the best way to go. **(32.2.9A)** As long as there are parking spaces, there will be people willing to pay to park up at the resorts **(32.2.6.2.1C)**. And so without the reduction in parking spaces, whether it's by bus or gondola the canyons will get more crowded. **(32.20A and 32.20C)** I am for the bus because it will be a scalable, year-round solution to the issues our canyons face. **(32.2.6.3D and 32.1.2C)** My one critique of the bus option is that I would rather see a single lane expansion to the road with a flex lane for peak winter ski hours that allow for 2 lanes (one dedicated bus, 1 public lane) ascending the canyon in the morning with one return lane and opposite in the afternoon. **(32.2.2D)** The only way to make the bus efficient is to allow them to run independently of the public traffic. I would also support a push for the use of buses that use environmentally friendly alternative fuel sources.

I am opposed to the gondola as I think it is a rather extreme solution that is all or nothing. **(32.2.9E and 32.2.6.5A)** We still have an immediate problem that the gondola will take years to solve whereas busses can be implemented in the near future in combination with tolling. **(32.2.4A and 32.29R)** The gondola would run for less than half the year and is a rather involved solution for a problem that only occurs a handful of times each year. **(32.1.4D)** As a climber, I also would support the Bus option as it preserves more of the local climbing boulder problems that are of great recreational value that exists in LCC. **(32.4A and 32.4B)** I do not see a gondola assisting the dispersed canyon user as it will not be able to stop at trailheads, which will be essential as the number of hikers increases each year. **(32.2.6.5G, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** This is best evidenced by the already packed trailheads in the summer. I think that more people would be likely to take the bus if it is a year round option that people are able to get in the habit of taking. **(32.2.6.3C)**

I could support tolling as an option, but have concerns that it will cause a back up in traffic as people stop pay the daily costs. **(32.2.4A)** I like the idea of a flexible/peak hour toll, but have concerns that it could cause a large financial burden for the weekend warrior who's only option is to ski during those peak hours. **(32.2.4A)** I would add as a personal note, the importance of recreational activities for stress and health maintenance and adding another financial barrier to enjoying the US Forest lands that an overwhelming majority of the recreational activities occur on, including the ski area of Alta. **(32.5A)** I think it would be great to have a local pass at a minimal price and charge daily users (primarily ski tourists) the daily toll fee. I would support a system similar to the National Parks annual pass system where a single pass is valid for 2 IDs and one pass is needed per vehicle. I believe that would allow for locals to share the place they love with loved ones from out of town while still encouraging tourists to take alternative routes. **(32.2.4A)**

I think part of the responsibility of the ski areas to their neighboring communities would be to provide shuttles themselves. They can customize and personalize the experience to their liking and help do their part in managing canyon traffic.

Lastly I have talked with friends from out of town and informed them of the situation. Every time, the main driver of travel method is simplicity (least # of transfers) and travel time. With the dedicated bus lane with select direct individual resort and trailhead buses, they buses will be able to efficiently manage and adapt to the dynamic challenge of managing traffic. **(32.2.9A and 32.2.6.3C)**

Lastly I realize that either option will have a visual impact on the canyon, but the gondola (especially if it is not running during the summer) will bring a tacky look to the dramatic and impressive geological landscape. **(32.17A and 32.17B)** I believe that part of the LCC experience is the imposing wall at the mouth that open to sharp ridge lines that are surprisingly welcoming as you venture deeper into the canyon. The placement of a gondola would spoil the experience of driving through the mountains and keep a natural atmosphere that will nurture a respect for the lands that we are privileged to recreate on. **(32.4I)**

Thanks for listening, Zach. A fellow canyon lover.

**COMMENT #:** 13278  
**DATE:** 9/3/21 11:56 PM  
**SOURCE:** Website  
**NAME:** Carston Oliver

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**COMMENT:**

Thank you so much for all the thought and work that has gone into solving the traffic and transportation issues in Little Cottonwood. While I appreciate the great effort that has gone into this so far, I am truly concerned about the LCC EIS, as it is far too narrow in scope to truly address the issues in the canyons; and the preferred alternatives are unlikely to result in meaningful improvements to the traffic issues in the canyons, and certainly not without detrimental second order effects. **(32.1.2B, 32.1.1C, 32.7B, and 32.7C)** These canyons are far too precious of a resource to put at risk with inadequately considered solutions to such complex problems.

To pretend that Little Cottonwood exists in a vacuum when seeking a solution is a fool's errand, as anything that happens to the traffic in that canyon will directly affect Big Cottonwood Canyon, and all the neighborhoods adjacent to the canyons. **(32.1.1A, 32.1.1C, and 32.20D)** Additionally, any construction or infrastructure development will have a direct impact on watershed, recreation, wildlife corridors, and the entire look, feel, and experience of the canyons. **(32.12A, 32.12B, 32.4A, 32.4B, 32.13A, 32.13B, and 32.4I)**

I do not support a gondola, nor do I support road widening or other infrastructure changes until there has been a study on the carrying capacity of the canyons, as well as an EIS that take a holistic approach, looking at the entire Central Wasatch and surrounding municipalities as a system when considering any transportation solutions. **(32.2.9C, 32.2.9E, 32.20B, and 32.1.1C)**

That said, in the short term we should be implementing low impact solutions such as tolling, adding more buses, giving priority to buses during peak usage, more comprehensive enforcement of the personal-car tire traction policies, incentivizing carpools, and optimizing bus routes/schedules to better feed passengers into the canyons from transit nodes throughout the valley. **(32.29R, 32.2.4A, 32.2.9A, 32.2.2M, and 32.2.2I)** This is a combination that addresses the problem at lower costs and is a shorter term, scalable, mutable solution that can be adaptable as citizens' usage changes over time. **(32.29R)** It can also be implemented immediately, and act as a stop-gap to give enough time to do a more holistic EIS that looks the actual carrying capacity of the canyons, and takes into account the entirety of the Central Wasatch and surrounding municipalities as a system, before jumping into any alternatives involving infrastructure development that could permanently damage the canyons. **(32.2.7C and 32.20B)**

Thank you again for all the time and effort that has gone into the EIS, I truly hope you will consider some low impact, quick to implement solutions such as tolling and optimized busses in the near term, and take a step back to give this problem the true time and consideration it deserves by looking at the entire system, rather than just one canyon, and err toward solutions that will protect the watershed, recreation, wildlife corridors, environment, and the entire look, feel, and experience of the canyons. **(32.4I)**

**COMMENT #:** 13279  
**DATE:** 9/3/21 11:57 PM  
**SOURCE:** Website  
**NAME:** Drew Van Boerum

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**COMMENT:**

We need the train and then a toll booth for the cars. (32.2.9F and 32.2.4A)

**COMMENT #:** 13280  
**DATE:** 9/3/21 11:58 PM  
**SOURCE:** Website  
**NAME:** Ana Stamenkovic

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**COMMENT:**

A gondola will displace so many native species to the canyons....gondola is not the answer nor is road widening. **(32.13A, 32.2.9E, and 32.2.9C)** ELECTRIC BUSES. a toll. **(32.2.9A, 32.2.6.3F, and 32.2.4A)**  
There are so many other options. Please don't do this to our canyons! **(32.4I and 32.29G)**

**COMMENT #:** 13281  
**DATE:** 9/3/21 11:59 PM  
**SOURCE:** Website  
**NAME:** David Nilson

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**COMMENT:**

I am against road expansion and gondola. **(32.2.9C and 32.2.9E)** We need to try other alternatives first before the costly and damaging options. **(32.29R)**

**COMMENT #:** 13282  
**DATE:** 9/3/21 11:59 PM  
**SOURCE:** Website  
**NAME:** Michael T Packard

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**COMMENT:**

Comment to LCC UDOT by Michael T Packard. {More detail to follow}.

America's dire economic situation must be taken into account. paramount.  
The national debt has skyrocketed in recent years and may pose a hazard of sudden massive economic collapse.

This after multiple massive economic shocks to our economy since 9/11.  
Massive overlapping changes are being imposed on our way of life that will likely increase the cost of living and traveling.

Massive changes distortions in energy supplies.

Massive changes imposed on automobile availability by electric cars, whose future itself is cloudy due to key metals being manipulated by China.

Utah experiencing massive jumps in housing costs.

UDOT must continue to bring well designed and badly needed transportation projects to fruition on time and at reasonable costs.

Despite inflated claims to the contrary, UTA has done very poorly, after actual time focused data, when rail projects were accepted by the Regional Council, is analyzed. The original estimate for the Orem Provo BRT was only \$70 million in the 2004 Long Range Plan Update, versus \$210 million final.

Fine engineering and economic analyses are absolute prerequisites.

UDOT Project priorities:

Finishing the Bangerter and Mountainview Corridor "freeway" projects should precede the LCC project. Also, at least two East West connectors spanning the width of the SL valley in the south, is also needed.

Providing some level of uniform transit service vans in the Sandy Draper area and other parts of the underserved South western valley areas should also take precedence. [A similar sized area of Salt Lake above State St. has approximately two orders of magnitude greater service by UTA than the Sandy Draper transit desert].

America greatly needs profitable corporations and dependable employers.

Actions and customer services that lead to the highest possible profits to resorts should be factored in. Between resorts in both canyons and Park City

Considerations, warnings, in UDOT's dealings with UTA. **(32.1.2B)**

**COMMENT #:** 13283  
**DATE:** 9/3/21 11:59 PM  
**SOURCE:** Website  
**NAME:** Anne Marie Wikstrom

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**COMMENT:**

Greetings,

I don't believe either alternative is great. **(32.2.9C and 32.2.9E)**

Whether it's enhanced bus service or a gondola, the proposals do not take into consideration the reasons that so many people are driving and causing traffic congestion in the first place.

The majority of the traffic is caused by patrons of the ski areas, which lack substantial day use facilities and lockers, especially at Alta. Adding day use facilities at the resorts should be step 1 (of many) to encourage the use of public transit. **(32.2.3A)**

One of the largest traffic issues appears to be avalanche mitigation closures that cause traffic to back up. I believe snow sheds should be considered first (so that road closures are not needed, or at least far less frequently). **(32.2.9K)**

Another large cause of congestion is when vehicles that are not prepared to drive in a storm are allowed up the canyon. Traction laws should be in effect FULL TIME throughout the winter to reduce the number of ill-equipped vehicles sliding off the road and causing back-ups. **(32.2.2M)**

The ski resorts should also be on the hook for adding parking for their patrons (rather than the overflow into parking on the road). This might require parking garages, and they should be required to add those improvements because they are the ones who need to accommodate their guests. **(32.2.2K)**

The gondola is NOT needed year round, and does not appear to meet the needs of the community, nor preserves the values of the wasatch mountains. **(32.2.9E, 32.1.2C, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

By that token, if the lane widening will substantially impact the climbing community, I do not believe it meets the needs of the community or preserves the values of the wasatch mountains either. **(32.4A and 32.2.9C)**

I think more can, and should be done, to encourage carpooling and using existing public transit (with increased bus frequency and operating hours), as well as improvements such as snow sheds to reduce road closures. **(32.2.4A, 32.2.9A, and 32.2.6.3N)**

Thank you for your time,



**COMMENT #:** 13284  
**DATE:** 9/1/21 10:24 AM  
**SOURCE:** Email  
**NAME:** Katie Gresham

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**COMMENT:**

Good Morning UDOT Team,  
Please see attached public comment, responding to the Draft EIS, by Mr. Onno Wieringa.  
We respectfully submit these comments for your consideration.

Feel free to reach out to me if you have any questions or if you need anything further.  
Thank you,

August 23, 2021

Onno Wieringa  
Leitner-Poma of America / Skytrac  
Grand Junction, CO / Salt Lake City, UT

RE: Comments from Leitner-Poma of America regarding UDOT's preferred transportation alternatives presented in the Little Cottonwood Canyon Draft EIS.

Dear UDOT EIS Team,

On behalf of Leitner-Poma of America I would like to congratulate you for overseeing a thorough and thoughtful process. Your definition of the objective and analysis of alternatives is sensitive to the well-being of the Little Cottonwood Canyon and the residents of the Salt Lake Valley. Your process is truly addressing an urban transportation problem.

#### Background

From 1972-2016 I worked for Alta Ski Area in a variety of positions. In every job I worked closely with various crews of UDOT maintenance and avalanche forecasting and mitigation. Through my time there we would continually watch the weather and how it would impact the reliability, mobility and safety of our families, friends and guests traveling Highway 210. For about 30 of those years I worked with Bill Leavitt, Alta's Mayor, and he continually talked with me about how we had to evolve and do something different on Highway 210. Bill has since passed away however he would be proud to see UDOT on the verge of this decision. I think he would support Gondola B as a truly innovative and effective alternative that measures well with your objective of significantly improving reliability, mobility and safety on Highway 210. Leitner-Poma builds gondolas all over the world to help transportation planners mitigate problems using air space in congested situations. We have reviewed your EIS and feel that the Gondola B option best meets your objective. Below we will offer comment to support the Gondola B option.

32.2.9D

#### Reliability

In UDOT's EIS, reliability refers to the degree of certainty and predictability in travel times. A gondola can continuously deliver UDOT's objective number of passengers/hour. Redundancies and back-ups designed into modern gondolas have been refined in installations worldwide from jungles to the Swiss Alps. These redundancies add certainty that the gondola can run continually and predictably. Another significant factor comes from the effects of weather. Gondolas designed for urban travel can operate in virtually any type of weather. Slow-downs or stops are usually brought on by either a built in safety or an operator who decides to wait a few minutes for the weather to calm down. Those few times are probably times when none of us would want to go anywhere in any kind of transportation.

32.2.6.5H and  
32.2.6.5K

#### Mobility

In UDOT's EIS, mobility refers to the ability and level of ease to travel on a transportation-related facility. Traveling with ease relies on using a transportation mode that has a predictable arrival and departure, is easy to use no matter what your ability level and makes you feel comfortable and safe. This description matches up well with Gondola B and would be a well-received urban amenity for Salt Lake residents and their guests.

#### Safety

Under separate cover, Frederic Demoulin from Leitner Poma will provide you with studies contrasting different modes of transport and their incident numbers. These numbers support the goodness of the Gondola B option when safety is an objective.

Our input on safety does not factor in avalanche exposure. As Highway 210 exists today, it has the highest Avalanche Hazard Index number of any highway in North America. More lanes of highway, more vehicles with more drivers and passengers would lead to a higher Avalanche Hazard Index number. The Gondola B option would essentially separate travelers from avalanche hazard by having an alignment that is out of the avalanche run-out areas or in the air, above

the run-out areas. Design of Gondola B would place towers either completely out of avalanche run-out zones, or if needed, designed for possible impacts.

**Additional comments**

Gondola B reliability should seldom, if ever, be effected by the never-ending efforts needed and put in by the hard-working UDOT maintenance crews.

Gondola B would reliably deliver UDOT's desired passengers/hour capacity with no additional chemical applications to Highway 210. Chemical applications are an essential tool for UDOT maintenance crews in their winter effort. More lane miles of pavement would logically equate to more chemical use.

Relative to Vehicle Back-up Distances, Gondola B would consistently deliver the UDOT desired passengers/hour eliminating those passengers from being in a back-up line.

Gondola B would easily meet UDOT objectives for not exceeding air quality standards and depending on the design chosen could operate with no fossil fuel burning drive components.

Gondola B would not exceed UDOT water quality standards in part by disturbing far less ground area and ultimately having the smallest ground footprint of any of the options being considered. With helicopter construction, the need for construction or maintenance roads is minimal, if any, depending the design and construction options chosen.

Currently UDOT is dependent on surplus military artillery as a key component in it's avalanche mitigation efforts. Gondola B operations would essentially not be effected by the artillery use or the dependency on the weaponry. The exception might be a precautionary temporary shut down during the actual firing time. A gondola could resume operations with no need to wait for snow and avalanche debris removal.

Emergency evacuation of Little Cottonwood Canyon, whether because of natural disaster or emergency declaration, could be greatly assisted and diversified with Gondola B in place. With Little Cottonwood Canyon having a dead-end highway, a second mode of transportation that could operate in virtually any weather at any time would seem to be a great asset for UDOT and public officials.

In closing, I would like to offer Leitner Poma for assistance of any kind that UDOT might need as they weigh their options. Personally I am excited and proud that for the first time since early in the 1900's when the rail line and train were taken out of Little Cottonwood Canyon, UDOT is on the verge of choosing a transportation option that is not asphalt.

Sincerely,

*Onno*



Onno Wieringa  
Business Development & Special Projects

Leitner-Poma of America, Inc.  
2746 Soeber Drive, Bldg A | Grand Junction, CO 81506  
Cell: 970.312.6419 | Office: 970.241.4442 | [onno.wieringa@leitner-poma.com](mailto:onno.wieringa@leitner-poma.com)



32.27B and 32.7C

32.10A

32.12A

32.2.6.5H

**COMMENT #:** 13285  
**DATE:** 9/1/21 8:41 PM  
**SOURCE:** Email  
**NAME:** Joel Ban

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**COMMENT:**

comments attached



# Ban Law office PC

Serving the Environmental Public Interest Community

September 1, 2021

Little Cottonwood Canyon EIS

c/o HDR

2825 E Cottonwood Parkway, Suite 200

Cottonwood Heights, UT 84121

RE: FEIS Little Cottonwood Canyon EIS

Dear UDOT,

These comments are submitted in response to request for comment for the Little Cottonwood Canyon FEIS. The FEIS quantified the varying amount of greenhouse gases that the two main action alternatives would have on the environment. The statement stated that it is difficult to isolate and understand the impacts of GHG emissions for a transportation project. It chiefly found that GHG emissions would be marginally lower for the bus alternative compared to the gondola.

In terms of the construction there doesn't appear to be any analysis as to how the development processes (such as construction and actual development activities) themselves would impact their GHG footprint. This type of analysis would also be required. See also CEQ Final Guidance for Federal Departments and Agencies on Consideration of Greenhouse Gas Emissions and the Effects of Climate Change in National Environmental Policy Act Reviews, 81 Fed. Reg. 51,866 (Aug. 5, 2016) at 14 & 16 n.42 (stating that "NEPA reviews for proposed resource extraction and development projects typically include the reasonably foreseeable effects of various phases in the process, such as clearing land for the project, building access roads, extraction, transport, refining, processing, using the resource, disassembly, disposal, and reclamation").

While the FEIS studied how the alternatives may contribute to global GHG contribution there was no effort to determine how the impacts of global climate change will impact snow levels at the two ski resorts the two main alternatives will serve. This is a serious flaw in the analysis. Many other commenters have explained that the two alternatives do not serve as comprehensive transportation solutions in Little Cottonwood Canyon. They primarily serve as options to only serve two ski resorts and do not respond to the transportation needs of the canyon during the non-skiing seasons of the year. However, the FEIS does not even attempt to analyze how climate change will significantly reduce snowpack due to increased temperatures and how this will impact the overall purpose and need of the project. For instance, how will a significantly reduced ski season with markedly reduced snow levels (due to increased precipitation falling as rain) impact the need for a full-scale gondola or similar bus track?

The need for the project is stated in the FEIS to reduce traffic during peak periods due to increased population and reduce avalanche risk. The FEIS identifies decreased mobility in the AM and PM during peak travel periods as primary issues to address. As the population increases there will no doubt be increased pressures for efficient transportation in the canyon, however as temperatures increase there will be a corresponding reduction in snowpack levels and a shorter overall ski/snow season. How this will impact skier visitations was not analyzed whatsoever in the FEIS. This is a major deficiency in UDOT's analysis.

website : [www.banlawoffice.com](http://www.banlawoffice.com)

Also see response to comment 13066

32.10K

32.2.2E  
32.7B and 32.7C  
32.1.2B, 32.1.2D,  
32.2.7A, 32.7B, and  
32.7C

32.2.2E



# Ban Law office PC

Serving the Environmental Public Interest Community

By midcentury, the U.S. could see 90 fewer days below freezing each year, according to a 2016 study published in the *Journal of Climate* and based on data from the federally funded North American Regional Climate Change Assessment Program. Nearly all ski areas in the U.S. are projected to have at least a 50% shorter season by 2050, according to a 2017 study funded by the Environmental Protection Agency and published in the *Global Environmental Change* journal. The Western U.S. already has decreased snow levels due to winter precipitation falling as rain. Fyfe et al 2017, Knowles et al 2006. Historical data shows that many Utah ski resorts are warming faster than global averages, and that trend is likely to continue in the future.

<https://www.usu.edu/today/story/climate-change-in-utah-will-require-ski-resort-adaptations>.

Around the world, scientists are seeing high-elevation environments warming faster than sea level. Id. Climate projections show that minimum temperatures are expected to rise during the prime ski season of December-March by up to 10 degrees in Northern Utah. Id.

NOAA data indicates that the CONUS snow-to-rain ratio of precipitation has moved mostly toward rainfall and away from snowfall between 1949 and 2016. *Climate and Skiing*, Michon Scott, <https://www.climate.gov/news-features/climate-and/climate-skiing>. One hydrologist, Brian McInerney stated, "We anticipate that situation to evolve to 2100 where we'll just have rainfall. Id. The upper elevations of the Uinta Mountains may have snow, **but the Wasatch Range will be snow free.**" Id. Under both scenarios, winter season length could be cut short by more than half in some locations as soon as 2050. Id. Shorter ski seasons "could result in millions to tens of millions of foregone recreational visits annually by 2050, with an annual monetized impact of hundreds of millions of dollars." Id.

Rachel Hager of Utah State University just finished a thesis on *Understanding Climate Change Impacts and Adaption Potentials at Utah Ski resorts* (2021). She found that under a high emissions scenario temperature will increase by 6.0 deg C by 2100 at Northern Utah ski resorts during the Dec to March period. Many Utah resorts are in fact warming faster than global averages. Spring snowmelts is already occurring 2 to 4 weeks earlier than 1900 (Dawson and Scott 2013; Hoerling et al 2013). These changes impact the resorts bottom line as others have found that changes in snow quality/quantity as well as timing of snow have severe impacts to ski resorts. Gilaberte-Burdalo et. al 2014). Park City Mountain Resort found that by 2050 the snowpack will be 27 to 43% smaller and will resort in a 27-to-66-million-dollar losses in income. The shorter skiable snow seasons will impact thanksgiving and spring breaks which are the most profitable weekends in Utah. Leaver 2020. So far, low snow years have resulted in 7% decrease in skier visits.

Of course, as temperatures increases, and snowpack decrease this number of decreased skier visits can be expected to increase. These decreases in ski resort profits are directly tied to skier visitation rates that will decline even as overall population increases in the area. The overall purpose of need of the project appears to only be based on current traffic patterns but these patterns weren't linked to what overall ski demand will be like in a shorter ski season with much less snow. Particularly, due to the prolonged timeline for such a resource intensive project this type of analysis is critical so that the public has a clear understanding of what is being proposed. After all, the project will not solve any transportation problems in LCC in the next few years, but more in the long term, which are predicted to be especially lacking in snow. This undermines the entire purpose and need of the project.

32.2.2E

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website : [www.banlawoffice.com](http://www.banlawoffice.com)



# Ban Law office PC

Serving the Environmental Public Interest Community

Although there are several ways that ski resorts can deal with reduced snowpack, such as artificial snow making, they are imperfect solutions since snow making is only viable at -5 deg C. Other problems of snowmaking are that it is more expensive in warmer temperatures. Stanchak 2002. The ski resorts are also attempting to diversify their offerings to more of a 4-season model, however the proposed alternatives are a non-starter on this front since they only address wintertime transportation problems.

This means that as soon as the proposed project is completed by 2050 the ski season could be half of what it is now. It leads to the question why build this transportation "solution" for a ski season that will be barely 2 to 3 months by the time its completed. The season will be much less or nonexistent by the end of the century. The FEIS does not even attempt to look at the need for this project in light of the expected impacts of increased temperatures on expected lower snowpack levels. Similarly, as the Great Salt Lake levels are greatly reduced from the past this will also lead to potential decreases in snowpack. The GSL's contribution to the lake effect snow is a widely known fact though the percentage of contribution to area snowpacks is subject to some debate. The FEIS does not consider this issue either.

Among the reasons to not implement either of these alternatives is that it would make little sense to develop the expensive and environmentally destructive infrastructure for transportation projects that serve ski resorts with greatly reduced snowpack. The demand to recreate under such circumstances will be greatly reduced from what that demand is now. Population increases aside there has already been decreases in visits due to this problem. By the time these transportation projects are even done the changes described above will have manifested to a much greater degree than present, but by the end of the century the viability of skiing overall could be non-existent. As one expert indicate the Wasatch could be free of snow. This would make this entire project the proverbial "road to nowhere". The EIS must analyze this issue under NEPA so that the public and key decision makers have a clear understanding of how climate change will impact the future of skiing in LCC.

Sincerely,

/s/ Joel Ban

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website : [www.banlawoffice.com](http://www.banlawoffice.com)

32.2.2E

**COMMENT #:** 13286  
**DATE:** 9/2/21 10:48 AM  
**SOURCE:** Email  
**NAME:** William Hanson

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**COMMENT:**

I have attached my comments on the Little Cottonwood Canyon Environmental Impact Statement Preferred Alternatives.  
Thank you for allowing me to comment and, as important, reading my comments.

William F. Hanson



**LITTLE COTTONWOOD CANYON ENVIRONMENTAL IMPACT STATEMENT**

COMMENT ON TWO PREFERRED ALTERNATIVES IDENTIFIED IN DRAFT EIS

I'm William Hanson. I've lived in Salt Lake County all my life, and in east Sandy since 1971. Over my seventy-four years, I've visited Little Cottonwood Canyon countless times. I've climbed most of the peaks that surround it. A few weeks ago, I again climbed Superior Peak, which overlooks Alta. A week or so ago, I hiked into a side canyon I won't name because of the solitude I find there. Yesterday, I hiked to Maybird Lakes, located northeast of the Pfeifferhorn. And, before the Summer ends, I plan to climb White Baldy, the only peak on the south side of the canyon I haven't climbed.

Since I learned to ski sixty-nine years ago, I've skied many days at both Alta and Snowbird ski resorts. I became an expert skier along the way, although my limited retirement income sometimes keeps me off the slopes these days. As a result of my vast exposure to Little Cottonwood Canyon, I've gained significant experience with its traffic patterns, including recent ones.

I've noticed that the Little Cottonwood Canyon road is rarely, if ever, congested in late Spring, Summer, and early Fall. My family and I regularly participate in Snowbird Ski resort's Fourth of July celebration. Although many others do the same, I've never seen any resulting road congestion and, although Snowbird's parking areas are then widely used, I haven't seen them at full capacity. I also regularly hike trails near Alta Ski resort. Its parking lot typically contains a dozen or so vehicles in the large space it occupies, and many of them are owned by the resort. Although there is sometimes roadside and parking lot congestion near the White Pine/Red Pine trailhead, I haven't noticed any resulting travel congestion. And yesterday, when I parked there before my hike to Maybird Lakes, the trailhead parking lot contained only a few vehicles. Other than those examples, few people and, as a corollary, few vehicles, visit Little Cottonwood Canyon in non-snow months.

The point of all this is to remind you of something you already know - that heavy vehicular traffic in Little Cottonwood Canyon is almost exclusively a Winter phenomenon resulting primarily from the need for skier, snowboarder, and ski-resort employee access to the ski resorts. It's true that backcountry skiers and Winter hikers also use the road in Winter, but I suspect that their numbers are dramatically fewer than those who use it to access Snowbird and Alta ski resorts.

It follows, then, that the ski resorts and those who visit them should bear most, if not all, of the costs of facilitating easier access to their Winter services, whether by gondola or enhanced bus service with a second uphill travel lane. And, of course, the ski resorts can, over time, recoup most of those costs through earnings from the services they offer.

32.1.2B and 32.1.2C

32.1.2B and 32.1.2D

32.1.2B and 32.2.7A

Others who don't or rarely use ski resort services, particularly Salt Lake County taxpayers who don't or rarely visit Little Cottonwood Canyon, should not bear that burden.

32.1.2B, 32.1.2D,  
32.2.7A, 32.7B, and  
32.7C

Moreover, neither a gondola nor a second uphill travel lane will be needed in non-winter months. Those who want to participate in Snowbird's Fourth of July and Octoberfest celebrations might choose to ride a gondola, but few others will do so, particularly those who visit places not accessible by gondola, including the Red Pine/White Pine trail head, the climbing routes near the mouth of the canyon, and other less-used side canyons. Their tax dollars should not be used to construct, maintain, and operate a gondola. And Salt Lake County residents as a whole should not except to the extent they individually pay to use it.

32.1.2C

In summary, Salt Lake County residents should not be required pay for the construction and operation of a gondola except through fees charged for their individual use of it. Otherwise, their tax dollars will largely benefit Snowbird and Alta ski/snowboard resorts. Moreover, even if those resorts are willing to bear the initial cost of its construction and operation, a gondola, with its supporting structures and overhead cables, would mar the beauty of Little Cottonwood Canyon and render parts of it useless. Instead, it would become a tourist attraction that benefits the ski resorts and their patrons, rather than the citizens of Salt Lake County.

32.2.7A  
32.2.9E  
32.17A

I do see, however, some advantages to Salt Lake County residents and out-of-state visitors resulting from the "Enhanced Bus with Roadway Widening for Peak Period" alternative. The Little Cottonwood Canyon road can be widened to three lanes in places where traffic typically congests, such as its steeper parts. On snow and heavy-traffic days, busses only should be allowed to use the third lane, and hefty fines should be paid by others caught using it. Road-side cameras can also dissuade private vehicles from using that lane at those times.

32.2.9B

On days when heavy-snow and heavy-congestion combine, as happens on many "powder days", that congestion can be reduced by requiring drivers of private vehicles to pay a fee as they enter Little Cottonwood Road. UDOT can recoup those fees electronically as those vehicles enter the Canyon. Moreover, each vehicle should carry a UDOT-issued window sticker certifying that its tires are up to the task.

32.2.4A  
32.2.2M

For the reasons stated above, I am not in favor of any gondola-related alternative, including the "Gondola B (from La Caille)" alternative. I am in favor of the "Enhanced Bus for Peak with Roadway Widening for Peak Period" alternative, depending on the final estimated cost and the implementation of my vehicle fees recommendation.

32.2.9E and 32.2.9B

Thank you for allowing me to comment on the two proposed alternatives.

**COMMENT #:** 13287  
**DATE:** 9/2/21 2:19 PM  
**SOURCE:** Mailed  
**NAME:** Randy Eves

**COMMENT:**

**Little Cottonwood Canyon Transportation Alternatives  
Draft EIS Public Comment**

Being a native of Utah and Salt Lake County, a skier, and a resident of Sandy since 1975, I have always had an interest in the Wasatch Mountains. Skiing, climbing, hiking, camping, biking, or going to the mountains to chill or have a picnic...all of these activities right in our backyard. The nearby mountains and canyons are phenomenal. They are readily accessible to those of us that live here. More and more people move here from out of state as they discover the vast beauty and lifestyle of Utah.

Those who do not live here are guests, visitors, and tourists which need to be treated with respect. But for those of us who do live here, we need to take care of our state by being excellent stewards. We don't want to be left cleaning up the mess after the guests, visitors, tourists (party revelers) have had their fun and gone home. The state we live in year-around needs to be sensitive to these folks, and accommodate them within reason, but they should not dictate, mandate, or require change that adversely changes our way of life or the culture. When that happens, we will no longer have the very attributes, charm, or character that brought them here in the first place. We need to manage the state to meet our needs, who we are, and what we want to be. We aren't Europe, we aren't Scandinavia, we aren't South America, we aren't New Zealand or Colorado...WE ARE UTAH and we happen to have THE GREATEST SNOW ON EARTH as well as THE BIG FIVE National Parks. We need to continue to create our own identity and protect the entire state, including the Wasatch mountains and canyons, for our children's and grandchildren's future enjoyment. We need to manage our state to meet our needs and wants rather than become an oversized version of Jackson Hole, WY or Ketchum, ID where the uber rich come to recreate and then leave. Today, only the rich can afford to live in those communities, but those who serve them, the locals, cannot. Park City, Alta and Snowbird have already achieved this status. Do we wish this upon the state in general? I hope not.

With the increased attention both Little Cottonwood Canyon (LCC) and Big Cottonwood Canyon (BCC) have recently received due to growing use and traffic issues, it is time for me to speak out. We are on the verge of altering the character and beauty of one of our greatest resources, LCC---we need to tread lightly. Are the two proposed LCC transportation alternatives the best direction for the community...all for 30 days of LCC "rush hour"?

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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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

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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

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safety first policy delays vehicles from venturing up the canyon until the danger has been removed. This can create long lines of vehicles from the mouth of LCC out into the valley. It is unavoidable and the proposed Gondola B alternative is not going to solve this problem because the gondola is not going to run when there's avalanche control work going on.

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,  
32.1.4D, 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.

32.1.2B

Is the squeaky wheel getting the \$500-\$600 million grease? Please spend the tax payer's dollars where it will do the most good for the greater population.

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With that said I would like to address UDOT's two preferred transportation alternatives for LCC. If something must be built, frankly, I'm not a fan of the Gondola B alternative for a litany of reasons. As I analyzed the data in UDOT's documents about the Gondola B (from La Caille) with Bus from Mobility Hubs, No Additional Roadway Capacity I was not overwhelmed with the proposal at a cost of \$592 million. I suppose I'm more of an enhanced bus service proponent, and even then, have concerns about The proposed solution and why other measures haven't been implemented previously. I feel there are a variety of other steps that could be taken to make traveling up the canyon in winter more effective and expeditious and be less impactful or invasive to the canyon than a four lane highway. Yet, none of those steps, to my knowledge, have ever been used. Below are my thoughts.

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

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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 14<sup>th</sup> 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
<b>Total</b>	<b>12 or 14</b>	<b>41</b>	<b>492 or 588</b>	<b>56</b>	<b>672 or 784</b>

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.

**Arriving passengers during 3 Hour Peak Capacity with "Full" Bus Capacity**

3 Hours of Peak Capacity	Pass./vehicle	1/3 of Parking Stalls avail./hour	1/3 of Capacity Arriving Parking stall Pass./hour	Arriving Full Bus Pass./hour	Arriving Full bus + Parking stall Pass./hour	Max. Gondola Capacity	Pass. in excess of Gondola capacity
1 <sup>st</sup> hour	1.9	500	950	492	1,442	1,050	392
2 <sup>nd</sup> hour	1.9	500	950	492	1,442	1,050	392
3 <sup>rd</sup> hour	1.9	500	950	492	1,442	1,050	392
							1,176

32.2.6.5GG

**Arriving passengers during 3 Hour Peak Capacity with "Crush" Bus Capacity**

3 hours of Peak Capacity	Pass./vehicle	1/3 of Capacity Parking Stalls avail./hour	1/3 of Capacity Arriving Parking stall Pass./hour	Arriving "Crush" Bus Pass./hour	Arriving "Crush" bus + Parking stall Pass./hour	Max. Gondola Capacity	Pass. in excess of Gondola capacity
1 <sup>st</sup> hour	1.9	500	950	672	1,622	1,050	572
2 <sup>nd</sup> hour	1.9	500	950	672	1,622	1,050	572
3 <sup>rd</sup> 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
<b>Total</b>	<b>12 or 14</b>	<b>50% x 41=20.5</b>	<b>246 or 286</b>

**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
<b>1<sup>st</sup> hour</b>	1.9	375	713	246	959	1,050	<b>-91</b>
<b>2<sup>nd</sup> hour</b>	1.9	375	713	246	959	1,050	<b>-91</b>
<b>3<sup>rd</sup> hour</b>	1.9	375	713	246	959	1,050	<b>-91</b>
							<b>-273</b>

32.2.6.5GG

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.

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

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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

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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

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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

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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.

32.2.6.5K

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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.

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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

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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?

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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.

32.2.7A

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?

32.2.4A

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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.

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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.

32.1.2B, 32.2.7A,  
32.1.4D and 32.1.2D

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!

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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,

32.2.6.2.1D and  
32.2.6.5E  
32.2.6.5GG  
32.2.6.5G and  
32.1.2D  
32.2.6.5F  
  
32.2.6.5H  
  
32.2.6.5K  
  
32.2.6C  
  
32.2.7A  
32.2.6.5GG  
32.1.4D  
32.2.4A

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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.

32.2.2I

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.

32.2.2I

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

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

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While visiting Yosemite 45+ years ago my wife and I were invited to participate in a multi-page "Use Survey". Clear back then the National Park Service realized they had a serious problem. Yosemite was being loved to death! They worked on the solution for years—and I would dare say they continue to work on the problem today. They now use many CNG buses to transport visitors around the Yosemite Valley. You don't have to drive your car from site to site once parked. Just take the bus. They have also implemented a campsite reservation system for tents and RVs. A required reservation is good for up to seven days. Campsite and RV reservations are frequently made months in advance due to Yosemite's popularity and limited supply of camping spaces.

I learned earlier this year that for the first time ever, during the summer of 2021, Yosemite was going to implement a reservation system for park visitation. If you don't have a reservation for a specific day, you are not allowed in the park. It's not ideal, but it is a method of controlling the mass of humanity that enjoys the park. During our April 2021 Yosemite trip, I noticed the roads were the same as they have been for years. There are primarily two traffic lanes in each direction, one of which is a dedicated bus lane. To accommodate site seers there are periodic turnouts and parking areas. The two incoming traffic lanes are not adjacent to the outgoing traffic lanes (this is not an option in LCC). Due to COVID-19, Yosemite had temporarily suspended the use of their bus system. Off season in Yosemite is a whole different issue—busy, but not overloaded.

Perhaps there's a variation on a theme that could work for LCC, Snowbird and Alta. "Buses Only" in the canyons during the ski season, except for residents, and properly licensed commercial vehicles hauling guests or supplies to commercial enterprises in the canyon. All winter trained drivers with properly equipped vehicles (snow tires, chains, traction devices) making their way up and down the canyon could be a great way to reduce the number of vehicles in LCC. "Buses Only" could stop along the way for riders wanting to be dropped off/picked up at known natural or existing stops—like the Gate Butress, The Great White Icicle, Lisa Falls, Tanner Flats, White Pine, etc. This would serve a wider variety of canyon recreators than a limited delivery point method of transportation like a gondola. Both LCC and BCC are getting loved to death—not unlike Millcreek Canyon.

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.

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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.

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

32.2.2M



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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.

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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?

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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.

32.2.9B, 32.2.6.3D,  
and 32.2.6.3C

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.

32.2.6.3N,  
32.2.6.5N,  
32.2.6.5GG, and  
32.17A

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 homogeneously 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".

32.4I

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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	500/hour
<b>*Total potential skiers/snowboarders</b>	<b>8,250/hour</b>
<b>2020-2021 Season COVID-19 Impact -50%</b>	<b>4,125/hour</b>

\* Figures above are my estimations. Neither Alta or Snowbird would supply information.

## Little Cottonwood Canyon Transportation Alternatives

In addition to the "LCC Vignette" previously mentioned, below are some thoughts I have had or have heard about how to manage LCC traffic. It's guaranteed that some will be less popular than others. In fact, some of what are listed here I find offensive. As mentioned earlier, Yosemite went to buses and followed it up for the first time this year with a daily reservation system---that stings, but it protects the park from being overrun and the overall experience visitors have. Yosemite's campsites have been controlled by a reservation system for years. Zion National Park uses buses to transport people through the park, but the volume of visitors is limited by the number of available parking spaces.

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.
- Resort Parking Reservations---Free or Paid. This concept was first implemented by Snowbird for the 2020-2021 season. Only vehicles with an advance reservation could park in Snowbird's standard parking spaces for free. There was also a preferred parking service, for a charge, providing premium parking spaces with closer access to lifts. Vehicles without reservations were turned away and were forced to park on the shoulder of SR 210, if it was available that day. Snowbird's reservation system is being expanded for 2021-2022, and for the upcoming season Alta will also venture into the parking reservation system. There are not any limits on the number of bus passengers either resort accepts. With a charge to use their parking facilities, in addition to the cost of a ski ticket, Alta and Snowbird will effectively eliminate a group of patrons who cannot afford, or will refuse to pay, what is effectively a higher price for a day of skiing/snowboarding. There is a need for a designated pull-out area at the base of LCC to facilitate installation of chains or traction devices.
- Free Bus Rides. If Alta and Snowbird would incorporate the cost of a bus ride into the price of their lift tickets and offer a "free" bus ride with each ticket it would encourage the use of buses since there is no charge. Regular bus service would need to run at specified times and routes throughout the day. Over time this becomes the norm for getting to and from the resorts. This would be similar to the "free" market shuttle available to furniture market attendees which I referenced earlier in my personal experiences.
- Free Bus Ride and Resort Parking Reservation Fees. An expansion of "Free Bus Rides" listed above. Alta and Snowbird to offer "free" bus rides with every ski pass purchased as well as to charge for parking in resort parking lots. There would be no parking on SR 210. Since both resorts are already trending towards parking reservations and/or charging for parking, this would incentivize bus usage and deter driving up LCC. There is a need for a designated pull-out area at the base of LCC to facilitate installation of chains or traction devices.
- Three Lanes with Flex-Lane. Currently the canyon primarily has two lanes top to bottom. The enhanced bus proposal provides for four---which makes it a highway with significant environmental impacts. Instead, build a three-lane road where the middle lane is a Flex-Lane. This would be less environmentally invasive. During the morning "rush hour" one lane is dedicated to up canyon bus traffic and in the afternoon one lane is dedicated to down-canyon bus traffic. The advantage of buses is they carry more passengers than cars and the dedicated bus lane expedites travel up and down the canyon for them. There is a need for a designated pull-out area at the base of LCC to facilitate installation of chains or traction devices.
- Buses Only. The canyon is restricted to buses only except for residents. If someone is going up or down the canyon, for whatever purpose, it is via the bus. This would be like the Zion National Park model. Private vehicles are parked at designated stops on routes along the Wasatch Front that deliver passengers into and out of LCC. This might best work during the peak ski season and revert to something more normal from April through November. Using UTA buses for such an abbreviated time period as December through March could be problematic due to the expense of buses and training of drivers.
- LCC Reservations. This concept limits access to the entire canyon based on the predetermined "Human Capacity" of LCC. Determining the seasonal "Human Capacity" of the canyon would not be unlike determining how many visitors can visit Yosemite National Park during any given day. Spring, summer, fall, and winter capacities most likely vary. A commission, or an authority, would need to be created to determine what the "human capacity" of the canyon is and to also determine at what reservation threshold no more reservations are accepted.

32.2.4A

32.2.2K

32.2.4A

32.2.4A and 32.2.2K

32.2.2D

32.2.2B

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 32.2.2K

**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

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process, I would hope UDOT finds alternative solutions that are more measured and less likely to deface or destroy the beauty of LCC.

How can the existing infrastructure be maximized or tweaked to better fit the need? To my knowledge there haven't been any credible attempts to get bald tired or incorrectly equipped vehicles out of the canyon. These are the source of many problems. This is a good place to start. There also hasn't been an attempt to increase the number of riders per vehicle or expand bus ridership or incentivize the use of buses. What about free bus passes for ski ticket holders? The recent implementation of parking reservations and the new parking fees haven't been given time to play out. These could be impactful. In Millcreek Canyon a use fee was imposed to save the canyon from being pulverized.

During the winter, use of LCC has the flavor of a free-for-all or Formula 1 race. Rabid skiers and snowboarders all clamoring to be first up the canyon and first on the hill. When there's an overnight snowstorm needing avalanche control work before up canyon travel is safe, the whole problem is exacerbated. Neither four lane highways nor gondolas are going to solve that problem. Skiers/snowboarders are queued up and raring to go along Little Cottonwood Canyon Road (SR 210) and onto Wasatch Boulevard and down Cottonwood Canyon Road (SR 209) to 9400 South. And, if the proposed Gondola B alternative is built, add another 1,000 or 2,000 people hanging around the mobility hub waiting LCC to clear. *Start your engines!*

- Mountain Buses-general information. Buses used by UTA to transport skiers/snowboarders to ski resorts are specially designed and configured. Because of this, they do not integrate well, or easily function as substitutes for buses used elsewhere in the UTA system. UTA has used them as substitute vehicles during the skiing off-season while regular buses receive scheduled maintenance. However, regular bus riders complain when they are used because of their unusual configuration. In addition to equipment modifications of mountain buses, their drivers must receive special training to operate them safely and effectively in mountainous terrain and its environment. The mountain buses and their drivers are used for a limited number of months during the year so the dilemma is what to do with them the rest of the year. Mountain buses, their drivers, and the seasonal nature of this segment of business are unique in the UTA system and present challenges which UTA works around. This leads to questions about if the "Enhanced Bus with Roadway Widening" alternative is implemented or some other rendition of expanded mountain bus service should be adopted, is UTA the best transportation solution, is another commercial bus service available, or should the Alta and Snowbird resorts develop their own bus transportation service?
- Enhanced Bus with Roadway Widening for Peak-Period (Shoulder Lane) one bus to each resort every ten minutes (1,008 passengers/hour).
- Enhanced Bus with Roadway Widening for Peak-Period (Shoulder Lane) one bus to each resort every five minutes (2,016 passengers/hour).

Regardless of which of the two proposed transportation alternatives is adopted it is imperative the LCC watershed be protected via the most advanced system available for mitigating road salt and chemicals used to melt ice and snow. The continuing drought in which we find ourselves, and this past summer's water shortage, has helped us realize how important our water supply is and how it needs to be protected. We must acknowledge that because vehicles and people will never be eliminated from LCC, appropriate measures need to be taken to make certain the water remains as clean as possible.

It is also incumbent upon landscape architects, as man engineers his way up and through the magnificent LCC landscape, to do their best to hide, disguise, and integrate things like snowsheds into the terrain and not let them become eyesores. It is paramount that as excavation of the mountain side occurs or new cliffs, or sheer walls are created that they be tiered, stepped, shaped, or contoured to blend with the existing terrain as best possible with native trees and plants giving the newly "engineered" man-made

32.2.2M, 32.2.4A,  
and 32.2.2K

32.2.6.3B, 32.2.9E,  
32.7B, 32.7C,  
32.2.6.5E, and  
32.2.6.5J

32.2.6I

32.2.6.3N

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.

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.

32.2.2I, 32.2.6.2.1C,  
32.2.4A, and  
32.2.9P

***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.

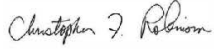
32.1.2C

***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 Erin Mendenhall  
Salt Lake City Mayor



Commissioner Jeff Silvestrini  
Millcreek Mayor



Commissioner Jim Bradley  
Salt Lake County Councilmember



Commissioner Harris Sondak  
Town of Alta Mayor



Commissioner Jenny Wilson, Co-Chair  
Salt Lake County Mayor



Commissioner Mike Peterson  
Cottonwood Heights Mayor



Commissioner Marci Houseman  
Sandy City Councilmember



Commissioner Max Doilney  
Park City Councilmember



Commissioner Dan Knopp  
Town of Brighton Mayor

**COMMENT #:** 13288  
**DATE:** 9/3/21 3:55 AM  
**SOURCE:** Email  
**NAME:** David Carter

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**COMMENT:**

Dear UDOT Little Cottonwood Canyon Project team,

Thank you for this opportunity to comment on the Little Cottonwood Canyon Draft Environmental Impact Statement, S.R. 210, Wasatch Boulevard to Alta, from June 2021. Please find my comments attached.

Sincerely,

David Carter

David P. Carter  
[Redacted]  
[Redacted]  
[Redacted]

Also see response  
to comment 12811

September 2, 2021

Utah Department of Transportation (UDOT)  
Little Cottonwood Canyon EIS  
c/o HDR  
2825 E Cottonwood Pkwy  
Cottonwood Heights, UT 84121

**RE: Little Cottonwood Canyon Draft Environmental Impact Statement comments**

Dear UDOT Little Cottonwood Canyon Project team,

Thank you for this opportunity to comment on the *Little Cottonwood Canyon Draft Environmental Impact Statement, S.R. 210–Wasatch Boulevard to Alta*, from June 2021 (hereafter referred to as the LCC DEIS or DEIS). I have reviewed the materials UDOT made available for this purpose on the Little Cottonwood Canyon (LCC) EIS website, have attended related public meetings, and have personally discussed the project with UDOT representatives on several occasions. I appreciate these efforts at transparency and input.

As a Salt Lake City resident who lives on the Wasatch Front *precisely because of the quick and easy access to quality outdoor recreation resources and natural spaces*, I am deeply invested in the future of LCC as a unique and irreplaceable natural resource. As an avid recreationist, I use the Canyon year-round for rock climbing, ice climbing, trail running, and backcountry skiing. I also enjoy skiing at Alta and Snowbird every winter. As an assistant professor of public policy and administration, I am keenly interested in intelligent, equitable, and effective public policies that benefit all residents living on the Wasatch Front.

I recognize the inconvenience, cost, and safety concerns created by winter congestion in LCC, as well as the increasing demands imposed by population growth along the Wasatch Front and growing interest in outdoor recreation. I agree that these matters need to be addressed.

Unfortunately, the two preferred alternatives identified in the LCC DEIS reflect irresponsible, inequitable, and ineffective policy decisions, and the DEIS itself falls short of the expectations and requirements mandated by the National Environmental Policy Act (NEPA). In short, the DEIS purpose and need are too narrowly structured to allow for LCC transportation solutions that are effective, responsible, and/or equitable. The DEIS fails to adequately address the environmental justice concerns that its proposals raise. The DEIS further suffers from inadequate analyses regarding direct and indirect impacts on the Canyon's ecosystem and landscape and dispersed recreation.

The most promising way forward is for UDOT to implement or facilitate less-costly measures that do not involve larger infrastructure development/changes. Equity-minded tolling and other traffic-mitigation measures and increased buses allow for more flexible options in light of future demographic, environmental, and technological uncertainties. If, after good-faith efforts, such lower-impact solutions fail to resolve the problem, only then should more dramatic measures (such as the ones discussed below) be entertained.

32.2.9C and 32.2.9D

**Purpose & Need Deficiencies**

The LCC DEIS stated purpose and need are too narrow to result in effective transportation improvements and will not achieve even the narrow-outlined aims. The stated purpose is "to substantially improve roadway safety, reliability, and mobility of SR. 210 ... for all users on S.R. 10" (emphasis added). This promising purpose, seemingly crafted to benefit all users of the Canyon, is rapidly undermined by the subsequent needs, which refine the focus of the DEIS to those "related to visits to ski areas, with the greatest traffic volumes on weekends and holidays and during and after snowstorms." This purpose and need ensure that the scope of the DEIS alternatives does not extend beyond congestion scenarios isolated to a select minority of weekends, holidays, and heavy snow days—and will only serve the needs of ski resort visitors on these and other winter days.

32.1.2D and 32.1.4D

From a legal perspective, the LCC DEIS thus sidesteps documented problems in the Canyons related to traffic and safety that exist outside of the busiest winter ski days and/or related to ski resort visitation and activity. It prioritizes one user group's needs and preferences above those of all others, which include walkers, trail runners, hikers, bird watchers, climbers, backcountry skiers and snowboarders, snowshoers, and more. The impacts of such a narrow project—financial, social, and environmental in nature—simply do not justify the outcomes. The narrowly crafted purpose and need also effectively precludes good faith efforts towards equitable transportation solutions and outcomes.

32.1.2B, 32.1.2C,  
32.1.2D, 32.2.7A,  
32.7B, and 32.7C

From a policy perspective, the narrowly crafted purpose and need is a prime example of how a public agency and public funding can be hijacked (either directly or indirectly) to benefit a narrow constituency. In other words, the DEIS purpose and need ensure that almost any solution to emerge from the process will source broadly distributed costs (taxpayer dollars) to deliver concentrated benefits to a contained sector of a niche industry (two ski resorts) in the form of a \$500+ million transportation system, while imposing additional burdens on other LCC users—namely, dispersed recreators.

32.1.2B, 32.1.2D,  
32.2.7A, 32.7B, and  
32.7C

A more equal (among different types of canyon recreation and users) and equitable (when considering the existing socioeconomic conditions and contexts of Wasatch area communities) project is likely only feasible under a project purpose and need that recognizes and centers the needs of canyon users "diverse" in both recreational and socioeconomic terms.

32.1.2D

**Environmental Justice Deficiencies**

The DEIS fails to adequately respond to the manners in which UDOT's transportation proposals perpetuate environmental injustice. The proposals impose costs to upper LCC access during the winter in the form of public transit fare and private vehicle tolling. Such costs disproportionately burden lower income communities, making it harder for them to access popular and valuable environmental amenities. Furthermore, the proposals will negatively impact the types of outdoor recreation most available to lower income and racial/ethnic minority individuals.

UDOT's LCC planning takes place in a region with documented environmental injustices in the form of increased exposure to environmental hazards and disproportionate barriers to environmental amenities that are experienced daily by lower-income residents, Black, Latino/a/x, Pacific Islander, and Native residents, and other disadvantaged communities. For example, not only do Salt Lake valley neighborhoods of color and/or lower income have less tree cover than their whiter, wealthier counterparts (see Mendoza et al, 2020, *Urban Science*)—they also feature parks characterized by poorer maintenance and fewer desirable amenities (Chen et al, 2019, *Landscape Ecology*).

32.5A

Documented disparities extend to transportation and public transit. Public transit along the Wasatch Front serves the everyday needs of wealthy residents over those of lower income and racial/ethnic minority residents (Farber et al, 2016, *Travel Behavior & Society*). And Wasatch area residents of color have fewer transportation options to access outdoor recreation destinations, such as state parks and national forests, when compared to white residents (Park et al, 2021, *Urban Forestry & Urban*

Greening). UDOT's proposals thus contribute to the environmental injustices which marginalized Utahns already suffer.

The DEIS's main environmental justice deficiencies are threefold:

First, UDOT claims that environmental justice concerns are alleviated (at least in part) by the fact that tolling is required only for the upper canyon. The underlying assumption is that lower-income individuals do not wish to access the upper canyon/will not want to in the future. Given that the upper canyon houses not only ski resorts but also the canyon's most popular backcountry areas (e.g., the Emmas, Grizzly Gulch; see Wasatch Backcountry Alliance trail counter data), this is certainly an incorrect assumption. UDOT should facilitate—not impede—disadvantaged residents' use of the accessible backcountry terrain that the upper canyon offers for lower-cost winter recreation, such as snowshoeing and sledding, as well as backcountry skiing and snowboarding, and (of course) downhill skiing at the resorts.

32.5A

Second, although the DEIS implicitly recognizes the inequitable impacts of tolling on disadvantaged canyon visitors, it maintains that lower-cost transit options nullify any "adverse impact" to marginalized populations. Simply stated, UDOT's solution to the barrier of tolling for under-resourced residents is "they can take the bus/gondola." Of course, this ignores the fact that transit fare remains an imposed burden for lower income and/or racial/ethnic minority residents. Perhaps more importantly, it seems to accept that proposals which limit marginalized residents' *de facto* transportation options are inequitable by design. A structurally inequitable transportation solution that narrows the options of disadvantaged residents while increasing the options of the most privileged is a text-book example of environmental discrimination.

Third, the DEIS alternatives would facilitate transportation to ski areas at the expense of access to, and experience in, dispersed recreation such as hiking, bouldering, snowshoeing—precisely the types of outdoor recreation that empirical evidence shows are more accessible to marginalized residents. In this way, the proposals threaten what environmental justice scholars refer to as a "double whammy" for marginalized residents wishing to recreate in LCC: they impose financial barriers to the valuable environmental amenities of the upper canyon, while negatively impacting the more accessible environmental and recreation options of the lower canyon.

32.1.2B, 32.1.2D,  
32.2.7A, 32.7B, and  
32.7C

I fully support traffic mitigation strategies such as tolling, but only when the design of such interventions reflects a thorough and nuanced consideration of environmental justice implications.

32.5A

#### Impacts & Impact Analysis Deficiencies

Some of the most inadequate analysis contained in the LCC DEIS pertains to the alternatives' impacts on climbing resources. It is essential to note that while climbers are often undervalued as a user group (as in the DEIS), they are a steadily growing one. Furthermore, some forms of climbing, such as bouldering, constitute some of the more accessible recreational options for lower income and/or racial/ethnic minority Canyon users. LCC is among the most important climbing resources in the Wasatch. For example:

- An estimated 20,000–30,000 Wasatch Front climbers likely use LCC climbing resources.
- LCC is likely the most popular climbing destination in the Wasatch, as 88% of surveyed climbers indicate they like to climb there. It is also likely the most frequently used climbing destination in the Wasatch, as more than half of surveyed climbers use it multiple times a month during the climbing season.
- Salt Lake Climbers Alliance (SLCA) trail counter data illustrate the popularity of LCC resources. A total of 50,848 trail uses were logged from early May 2020 to the first few days of July 2021 at the Gate Buttress climbing area, while 41,150 trail uses were logged June 2020–July 2021 on the Alpenbock Loop Trail.

*Enhanced Bus Peak Period Shoulder Lane (PPSL) Alternative*

Based on the engineering schematics and data that UDOT has provided, widening of S.R. 210 would undoubtedly destroy and impede access to some of the most iconic climbing resources in the Wasatch region, such as the Gate Boulders, Copperhead Boulder, and Split Boulder, among others. SLCA estimates (using UDOT information) suggest that a minimum of 29 boulders and 131 established boulder climbs (i.e., "problems") would be impacted. Impacts could make some boulder problems or descents more dangerous without specific mitigations. Objective hazards such as construction debris and fill may partially bury boulder problems and/or block landing areas. Necessary terrain alterations could make landings unsafe or impractical.

32.4A

In response to such concerns, UDOT officials repeat assertions that they will do all they can to mitigate such impacts, without adequate analysis of what such impacts would be, which impacts they can realistically mitigate, and which impacts lie outside of their ability to address. For the DEIS to meet its obligations to analyze LCC proposal impacts, a more complete analysis of both impacts and possible/impossible mitigation options is needed.

*Gondola Alternatives*

Based on the engineering schematics and data that UDOT has provided, both gondola alternatives threaten many of the same iconic climbing resources as the PPSL alternative. Although the impacts of the gondola may not take the form of the same destruction of climbing resources as S.R. 210 widening, the analyses and information provided by UDOT have not ensured that access would not be curtailed where the gondola impact area and boulders overlap. SLCA estimates (using UDOT information) suggest that a minimum of 35 boulders and 142 established boulder climbs (i.e., "problems") are threatened.

32.4B

The gondola further promises mammoth visual and auditory impacts on the natural landscape and atmosphere of LCC. As someone who has circumnavigated the ridge-top perimeter of the Canyon multiple times, I can attest that the signs of heavy development of upper LCC largely fade away when experienced from many vantage points, allowing one to experience the majesty and peace of its unique wilderness areas. This would simply cease to be the case if a gondola were allowed in the Canyon, as few vantage points would be spared from the visual and auditory blight it would impose.

Either DEIS gondola alternative would forever mar this beautiful and iconic resource. It would amount to a devastating loss for current and future generations.

*Cog Rail Alternative*

Because UDOT did not identify it as a preferred alternative, I will not spend a lot of time of the cog rail here. Furthermore, because the DEIS's analysis of the cog rail alternative is surface level, at best, this alternative would surely need a much more in-depth analysis before serious consideration. It should be noted, however, that a cog rail would be a devastating development for dispersed recreation in the Canyon on par or worse than the gondola. Climbing resources would be destroyed and access to the remaining resources would be severely curtailed. All LCC users would suffer from its extensive visual and auditory impacts.

32.2.9M, 32.4D,  
32.11L, and 32.17D

*Trailhead Parking Access and Improvements*

The DEIS proposes making improvements to parking that, by UDOT's admission, would reduce the amount of parking available to dispersed recreators. This includes at the Gate Buttress, Grit Mill, and LCC Park and Ride lot—all of which are used year-round by climbers (and other visitors). It is unacceptable to propose instituting access barriers (by reducing parking) without offering alternative access and without justifying the decision—particularly in the context of plans which aim to facilitate user transport to private, developed recreation.

32.2.6.2.4A, 32.4P,  
32.2.6.3C, and  
32.2.6.5G

A serious proposal that aims to serve the needs of all LCC users would otherwise facilitate dispersed recreation access when such improvements are planned (e.g., with short-range trailhead shuttles).

**Snow Sheds**

The snow sheds proposed in the DEIS promise significant visual impacts that would forever alter the natural look and feel of this majestic and iconic Canyon. Although they would undoubtedly facilitate travel in the Canyon, the reality is that their utility extends only to a minority of winter days, while their impacts would be permanent and experienced every hour of every day. As with other parts of the DEIS, the snow sheds impose wide costs across Canyon users and the natural environment, while only delivering concentrated benefits for a select number of days a year.

32.2.9J, 32.17C,  
and 32.7A

**Developing Intelligent, Equitable, and Effective LCC Transportation Solutions**

As I've sought to articulate throughout these comments, I encourage UDOT to recognize that the LCC DEIS process stood on shaky ground from the beginning. Its basis in such a narrowly crafted purpose and need effectively ensure the project will cost many Wasatch residents, while benefiting only the more privileged few. Furthermore, I urge UDOT officials to recognize that in seeking to stay in their bureaucratic "lane" (pun not intended), UDOT has precluded the consideration of some of the most important and consequential questions that are, in reality, deeply relevant to the future of the LCC ecosystem, not to mention recreation and transportation that takes place in it.

32.1.2B

These include questions such as how the environment and recreation will change in the coming decades, as climate change accelerates, its impacts deepen, and the Wasatch snowpack surely changes dramatically—in ways anticipated and not. It also includes questions regarding the carrying capacity of the Canyon—now and in the future. No serious analysis of responsible Canyon use can be carried out until basic parameters—such as how many visitors the Canyon can absorb sustainably—are established.

32.2.2E  
32.20B  
32.29R

To these ends, I implore UDOT officials to recognize the flaws and deficiencies of the LCC EIS process to this point, and the fundamental issues in the DEIS that cannot be readily remedied. I encourage they move forward with a commitment to try less-impactful measures before dramatic ones. A creative, cautious approach that combines equitably structured tolling with electric buses and other transit options (such as short-range shuttles) should precede expensive, destructive, and permanent infrastructure developments.

32.2.9A, 32.2.4A,  
32.2.6.3F

Thank you for this opportunity to provide this input.

Sincerely,



David P. Carter



**COMMENT #:** 13289  
**DATE:** 9/3/21 7:01 AM  
**SOURCE:** Email  
**NAME:** Kim Rhodes

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**COMMENT:**

Please see the attached comment regarding the Draft Environmental Impact Statement for Little Cottonwood Canyon.

Regards,  
Kim Rhodes

**Comments Regarding Little Cottonwood Canyon Transportation Alternatives Draft Environmental Impact Statement**

Upon reviewing the transportation alternatives for Little Cottonwood Canyon (LCC) outlined in the Draft Environmental Impact Statement (DEIS) by UDOT, the bottom line is that the full range of alternatives such those that are less impactful to natural resources, recreation resources, and the viewshed have not been explored to the fullest extent possible. As this transportation plan will permanently alter both the user experience and natural beauty of the canyon, this is unacceptable. Additional points of concern include:

- The preferred alternatives identified by UDOT jeopardize recreation access for all user groups in LCC and thus do not fulfill UDOT's stated purpose and need for the EIS, which is to "improve safety, mobility, and reliability for all canyon users" (my emphasis added). In particular, the two preferred transportation alternatives impact climbing resources throughout the canyon by eliminating said resources and changing the climbing experience of the canyon.
- UDOT has not adequately addressed environmental justice concerns with regards to accessibility for low income and minority populations throughout the Salt Lake Valley. UDOT must realize and address the disproportionate impacts that any of the transportation alternatives, as well as peak period tolling, will have on these communities and their access to public lands in both the lower and upper canyon year round.
- To justify making permanent changes to the canyon, climate change and the effect that it will have on precipitation and drought, snow pack, and increasing temperatures *must* be considered more seriously. UDOT has failed to do this in the DEIS and thus has not adequately considered all aspects of the stated 2050 planning horizon.

These points will be discussed in greater detail below and will concentrate on addressing the preferred alternatives identified by UDOT.

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**Jeopardizes Dispersed Recreation Access**

The two alternatives UDOT identified as preferred will result in limited recreational opportunities at the expense of many user groups while disproportionately benefiting one user group, resort skiers. These alternatives are short-sighted, introduce permanent changes to the canyon, and do not serve the purpose and need as stated in the DEIS. At the public hearing held at Butler Middle School on July 13, 2021, Dave Fields, a general manager of Snowbird stated that cars do not belong in Little Cottonwood Canyon and that they would like to see UDOT aiming for an even higher number of people that can get up canyon (by gondola) to the resorts to well over 1000 per hour. As UDOT has refused to complete a capacity study of the canyon to understand the impacts that this level of use would have on our watershed, it is impossible to know how much is too much. It is clear that this DEIS is a thinly veiled effort by UDOT to push an economic agenda for private business funded by taxpayer money and reduce access to public land for all user groups of Little Cottonwood Canyon.

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32.2.2PP  
32.4I

32.2.9C, 32.2.9E,  
32.4A, 32.4B,  
32.1.2B, 32.1.2D

32.5A

32.2.2E

32.1.2B, 32.1.2D,  
32.2.7A, 32.7B, and  
32.7C

32.20B  
32.12A  
32.2.7A

In the most recent survey conducted by the Salt Lake Climbers Alliance (SLCA), 98% of respondents said that access to climbing was an important factor in their decision to live in Utah. Personally, I moved to Utah for climbing and have lived here for over three years. I have purchased a home and I contribute to the local economy. In addition, I personally know several people who share the same story and who would not be here, contributing to Utah's economy, if it weren't for climbing access. In the long run, a more sustainable way to support the economy is not to destroy recreation resources that bring so many people to the Salt Lake Valley.

32.4A and 32.4B

The PPSL (also known as *road widening*) will ultimately remove upwards of 29 boulders and the Gondola alternative has the potential to eliminate at least 35 boulders, primarily concentrated in the lower canyon. Not only is this a major loss for the climbing community, as well as decades of climbing history and culture, this will create impacts due to overuse in other climbing areas in the canyon and could be detrimental to water quality. If the Forest Service is going to agree to eliminate climbing areas by not using the 4f designation allowed by NEPA, then the Forest Service should be required to perform a cumulative effects analysis on climbing areas that will remain intact in the canyon. This analysis should be completed to understand what reasonably foreseeable impacts to these areas are likely to result from implementing the preferred alternatives.

32.4A, 32.4B, and 32.26E

With regard to the Gondola alternative, the DEIS lacks analysis on the impacts to dispersed recreational resource elimination and access limitations posed by the easements for the Gondola towers. The DEIS also lacks analysis on the temporary and permanent construction impacts associated with this alternative. Slope destabilization, erosion, etc. resulting from the construction efforts associated with this alternative may limit access or otherwise render climbing resources within the Gondola alignment unusable by climbers. In addition to these impacts, UDOT has not considered the impacts that the Gondola alternative will have, as it has the ability to increase the number of people that can be in the canyon at any given time. People will choose to ride the Gondola and people will choose to drive, the Gondola is not a solution for removing vehicles from the road. As UDOT has not completed a capacity study of the canyon, UDOT has no way of understanding the impacts that the increase in visitors could have on watershed resources, nature, and wildlife.

32.4B and 32.4G

32.1.2D, 32.2.4A, 32.20A, 32.20B, and 32.20C

#### **Environmental Justice Concerns**

UDOT's proposals impose additional barriers to accessing upper Little Cottonwood Canyon during the winter in the form of public transit fare and private vehicle tolling. Such costs disproportionately burden lower income communities, making it harder for them to access popular and valuable environmental amenities. Furthermore, the proposals will negatively impact the types of outdoor recreation most available to lower income and minority community members.

32.5A

UDOT has stated that environmental justice concerns are alleviated by the fact that tolling is required only for the upper canyon. The underlying assumption is that lower-income individuals do not wish to access the upper canyon/will not want to in the future. Given that the upper

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canyon not only houses ski resorts, but also many other dispersed recreation opportunities, we should collectively facilitate—not impede—disadvantaged residents' use of the accessible backcountry terrain that the upper canyon offers for lower-cost winter recreation, such as snowshoeing and sledding, as well as backcountry skiing and snowboarding, and (of course) downhill skiing at the resorts.

32.5A

The preferred transportation alternatives would facilitate transportation to ski areas at the expense of access to, and experience in, dispersed recreation such as hiking, bouldering, snowshoeing—precisely the types of outdoor recreation that empirical evidence shows are more accessible to marginalized residents. In this way, UDOT's DEIS proposals threaten what environmental justice scholars refer to as a "double whammy" for marginalized residents wishing to recreate in Little Cottonwood Canyon: they impose financial barriers to the valuable environmental amenities of the upper canyon, while negatively impacting the more accessible environmental and recreation options of the lower canyon.

32.5A

#### **Climate Change Considerations**

The only mention of climate change I was able to find throughout the DEIS was in Chapter 10: Air Quality, where the focus is on the preferred alternative's contribution to greenhouse gas emissions. While this should absolutely be an important consideration, UDOT has not fully addressed the impacts that climate change will ultimately have on the canyon by 2050 (the stated planning horizon for the Regional Transportation Plan).

With little effort, UDOT can begin to understand what lies ahead for the mountain west. The [Fourth National Climate Assessment \(2018\)](#) states that, "in parts of the region, hotter temperatures have already contributed to reductions of seasonal maximum snowpack and its water content over the past 30-65 years, partially attributed to human-caused climate change. Increased temperatures most strongly affect snowpack water content, snowmelt timing, and the fraction of precipitation falling as snow." To say that there will be no snow in the Wasatch by 2050 would likely be an exaggeration. To consider a 2050 planning horizon, however, UDOT should take a cue from this past season's avalanche fatalities as a warning. Irregular snowfall as a result of climate variability will inevitably lead to a weaker snowpack, heightening the avalanche risk over time. As UDOT states in the DEIS, the Gondola will only cease operations for inspection of the haul line when artillery is used in the canyon for avalanche mitigation. As UDOT has not considered the likely impacts of climate change on snowpack stability, UDOT has not considered the amount of resources that will need to be devoted to these inspections and the impacts mitigation efforts may have on the operation of the Gondola.

32.2.2E

Furthermore, [climate modeling specific to Park City Mountain Resort](#) predicts that by 2050, the ski season window will shrink, occurring for roughly twelve weeks between mid-December to late March. Even though a 2020 UDOT memo cited this research, UDOT has seemingly ignored this in considering the purpose and need. The potential impacts that climate change will have on snowfall in the Wasatch call into question the desire to address wintertime traffic in LCC. The DEIS lacks adequate analysis of climate change with regard to the 2050 planning horizon.

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**Solution**

It is inconceivable that UDOT should be able to implement a transportation solution that addresses traffic problems that occur 5% of the days in the year both at the expense of dispersed recreation users and taxpayers who will foot the bill, and serves private business.

32.1.4D and 32.2.7A

Before making permanent changes to the canyon that will forever alter the landscape, a new alternative based on an expanded bus service coupled with tolling, enforcement of existing traction laws, and other traffic mitigation strategies be analyzed that includes dispersed recreation transit needs. Alternatives that physically and permanently alter Little Cottonwood Canyon should only be considered after less impactful options have been implemented and shown not to be effective. A less impactful alternative that combines enhanced bus service with tolling and other traffic mitigation strategies must first be implemented. Such an alternative could potentially eliminate the need for roadway widening. A phased approach to bus service will also allow for analysis of its impact on peak traffic before permanent changes are made to the canyon's landscape.

32.2.9A, 32.2.4A,  
and 32.2.2M

32.29R

I hope that UDOT takes time to step back and take a hard look at the impacts that these preferred alternatives will have on the Salt Lake Valley community, which it should aim to serve. Not only will these alternatives permanently change the canyon, they reduce access for dispersed recreation and do not adequately account for minority, low-income, and disadvantaged populations throughout the Valley who wish to use their public lands.

Sincerely,  
Kimberly Rhodes  
Zip Code: [REDACTED]



3 September 2021

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**COMMENT #:** 13290  
**DATE:** 9/3/21 9:57 AM  
**SOURCE:** Email  
**NAME:** Robert Douglass

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**COMMENT:**

Comment RJD-1A, Tolling, Lack of Parking and Pay-to-Park Will Reduce Ski Traffic Without Any Construction: UDOT Draft EIS Uses a Flawed Estimate of Vehicle Traffic in 2050 as a Design Criterion and Justification for the LCC Project

A detailed description is attached as a PDF as well as a this copy pasted below:

**Comment RJD-1A, Tolling, Lack of Parking and Pay-to-Park Will Reduce Ski Traffic Without Any Construction: UDOT Draft EIS Uses a Flawed Estimate of Vehicle Traffic in 2050 as a Design Criterion and Justification for the LCC Project**

The Draft EIS (D-EIS) states that by 2050 there will be an approximate 47% increase in vehicle traffic in Little Cottonwood Canyon (LCC) on S.R.210. The D-EIS provides no supporting data or analysis to justify this traffic volume. *Published, existing historical data and forecast analysis strongly contradicts the D-EIS statement of traffic growth.* The D-EIS claims a 38% to 108% increase in population in Salt Lake and Utah Counties by 2050. The unstated implication appears to be that this population growth will lead to a 47% increase in winter traffic in LCC in 2050. This assumption and *traffic estimate are incorrect. Traffic is likely to increase much less than UDOT's D-EIS estimate and may in fact decrease by 2050.* There are four reasons traffic volume will not increase rapidly and may well decrease:

- A. Non-construction measures including tolling, reduction of parking at the ski resorts and pay-to-park policies at the ski resorts
- B. The changing demographics of skiing
- C. Skier traffic is uncorrelated with Salt Lake and Utah County Population Growth
- D. Climate change.

This comment addresses reason A.

The benefits of Dynamic Tolling, not analyzed quantitatively in the Draft EIS, can be sufficient by itself: The D-EIS proposes dynamic tolling of private vehicles on S.R. 210 on heavy traffic days. Many examples exist, for example on expressways in the Eastern U.S., that show dynamic tolling can reduce traffic volumes by any desired amount merely by raising tolls as traffic increases. *Dynamic tolling alone can reduce the 30<sup>th</sup> highest traffic hour volume by 30% and achieve UDOT's goals (or by any other amount).* Setting appropriate dynamic tolls and having signs at the transportation hubs announcing the current tolls will drive many skiers to park their cars and take the existing bus options. Express buses, even without express lanes, would see even more ridership with dynamic tolling. The D-EIS does not present an analysis of the potential vehicle reduction achieved by dynamic tolling alone or in combination with enhanced busing even with no new express lanes. *This approach would provide a net positive revenue stream to the State, incur no cost for taxpayers and achieve any desired amount of vehicle volume reduction.* The only potential negative would be the possibility that some vehicles would divert to other ski areas rather than use the buses; however, *maintaining or growing skier visits to the two commercial ski resorts was not a stated UDOT EIS objective.*

*Any analysis of far more costly options without an analysis of the effects of dynamic tolling by itself or combined with enhanced busing without express lanes means that the D-EIS is incomplete and presents a potentially inaccurate picture of the bus option or no option other than tolling.*

32.2.2Y and 32.2.2K

32.1.4I

32.2.2E

32.2.2Y

32.2.4A and 32.2.9A

32.2.2Y, 32.2.4A,  
and 32.2.9A

**Reduction of parking spaces proposed by the Draft EIS will reduce traffic; its effect is not analyzed in the Draft EIS:** The D-EIS proposes to reduce the net number of parking spaces along S.R.210 below the ski resorts by eliminating on-road parking. The proposed parking lots at non-resort destinations do not offset the number of parking slots removed by the D-EIS plan. Furthermore, banning on-road parking at the resorts will lower the number of available parking slots at the resorts. On the heaviest traffic winter days, including the 30<sup>th</sup> highest hour, all parking spaces provided by the resorts are full currently as are many or most of the parking areas below the resort like the White Pine area. On all these days, visitors spill out onto the highway for parking. By removing on-road parking, UDOT will increase the number of days when parking is unavailable. Simply ***by placing signs at the transportation hubs alerting drivers that “all parking spaces are filled in the Canyon and no parking is allowed currently in the Canyon”, vehicles passengers by necessity will be diverted onto the buses.*** This would be the case with the existing bus option and would be the case with enhanced buses, whether or not there were express lanes. ***The cost to the taxpayers would be minimal as would the environmental impact*** – electronic signs at the parking hubs and a process or system for determining that Canyon parking was full.

32.2.2K

The Draft EIS is incomplete and potentially misleading because it does not consider the effect on traffic reduction due to the removal of parking spaces at the resorts and elsewhere in the Canyon. Because there will be **no parking available on the 30<sup>th</sup> highest traffic hour** with UDOT’s parking reductions, there can be **No Growth in Traffic** anytime between the imposition of the parking reductions and 2050. **The D-EIS assumption of a 47% growth on the 30<sup>th</sup> hour is clearly incorrect.** There can be no growth from today’s volume because there will be no parking available for even as many vehicles as exist today on the 30<sup>th</sup> hour. Far from a 47% growth in traffic as assumed by the D-EIS, a reduction compared to the present will occur on the busiest winter days as well as on the 30<sup>th</sup> highest traffic hour. The only way this reduction will not occur is if the resorts commit to building new parking structures to substantially expand parking slots at the resorts. They have no such commitments nor are they proposing any such commitments to additional parking.

32.2.2K

32.1.4I

**The Draft EIS does not consider the effects of the ski resorts imposing pay-to-park policies just now in effect at Snowbird and being considered by Alta:** Snowbird announced last spring that starting in the 2021/22 ski season, they will begin charging \$699 a season for parking in the areas closest to the ski lifts – the most desirable parking areas. Skiers parking in other areas will have a modest to long walk to the ski lifts and an uphill walk back to their vehicles at the end of the day. This fee is on top of the \$1,000+ season ticket cost. Alta is reportedly considering similar pay-to-park schemes. Some season passholders will no doubt go elsewhere as well as some non-season-pass day skiers. While Snowbird will lose some ticket sales, they will most likely make up the revenue from parking fees. The net result, however, will be a reduction in traffic in LCC. The D-EIS does not analyze the effects of the new resort parking fees on traffic reduction. ***Without such analysis and factoring in alternative future parking policies of the resorts, the D-EIS traffic estimates for 2050 cannot be considered valid.***

32.2.2K



*Because the actual increase in traffic volume by 2050 is unknown and for the reasons cited above, the Draft EIS estimate is almost certainly inaccurate. Because traffic volumes leading up to 2050 are not predictable with any certainty, the Final EIS should emphasize the benefits of a scalable and phased approach possible with either Option 1: Enhanced Buses or Option 2: Enhanced Buses.*

32.1.5I and 32.2.9A

*In contrast to bus options, the gondola imposes the full cost to the taxpayers and incurs maximum environmental impact on day one to create a capacity that is not needed until 2050, if ever. This needs to be explicitly reflected in the Final EIS evaluations of options.*

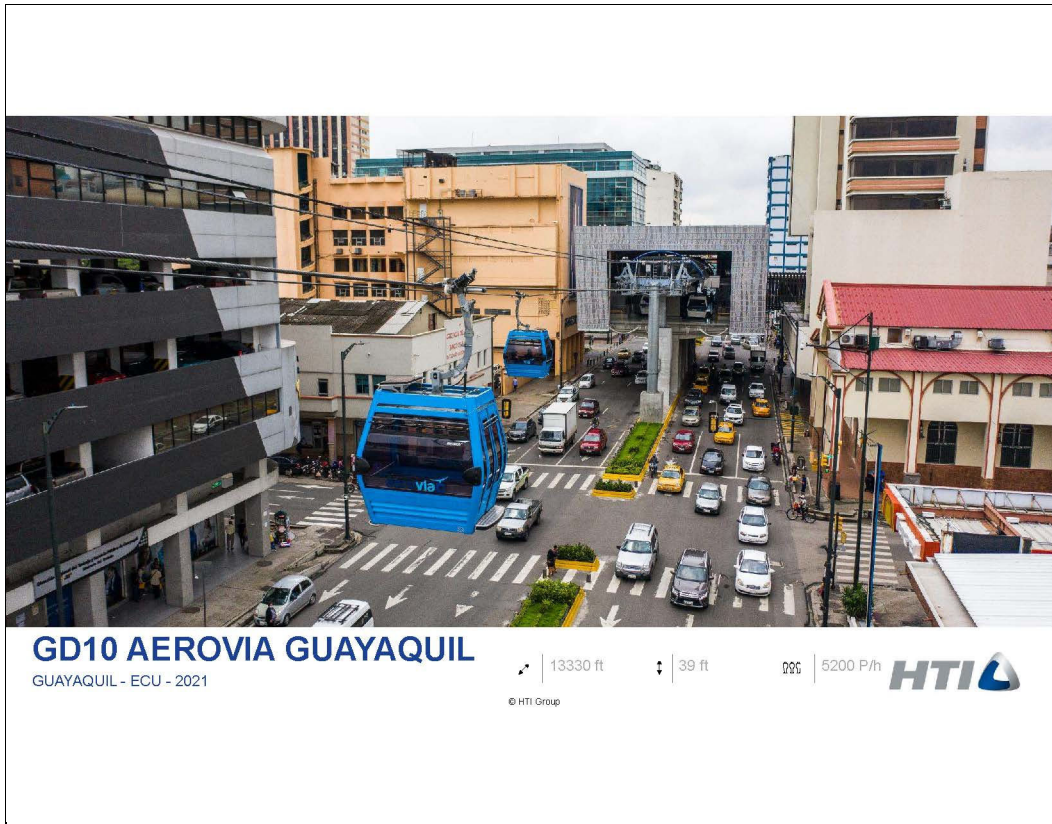
32.2.9E and  
32.2.7A, and  
32.2.6.5A

**COMMENT #:** 13291  
**DATE:** 9/3/21 10:00 AM  
**SOURCE:** Email  
**NAME:** Robert Douglass

**COMMENT:**

Comment RJD-1B, Declining Ski Visits Due to Demographics: UDOT Draft EIS Uses a Flawed Estimate of Vehicle Traffic in 2050 as a Design Criterion and Justification for the LCC Project

Detailed comment is attached as a PDF and also copied below:



**Comment RJD-1B, Declining Ski Visits Due to Demographics: UDOT Draft EIS Uses a Flawed Estimate of Vehicle Traffic in 2050 as a Design Criterion and Justification for the LCC Project**

The Draft EIS (D-EIS) states that by 2050 there will be an approximate 47% increase in vehicle traffic in Little Cottonwood Canyon (LCC) on S.R.210. The D-EIS provides no supporting data or analysis to justify this traffic volume. **Published, existing historical data and forecast analysis strongly contradicts the D-EIS statement of traffic growth.** The D-EIS claims a 38% to 108% increase in population in Salt Lake and Utah Counties by 2050. The unstated implication appears to be that this population growth will lead to a 47% increase in winter traffic in LCC in 2050. This assumption and the **traffic estimates are incorrect. Traffic is likely to increase much less than UDOT's D-EIS estimate and may in fact decrease by 2050.** There are four reasons traffic volume will not increase rapidly and may well decrease:

- A. Non-construction measures including tolling, reduction of parking at the ski resorts and pay-to-park policies at the ski resorts
- B. The changing demographics of skiing
- C. Skier traffic is uncorrelated with Salt Lake and Utah County Population Growth
- D. Climate change.

This comment addresses reason B.

**The Ski Industry Forecasts a Drop in the Number of Downhill Ski Visits by 2050 Due to Changing Demographics in the Sport:** The ski industry fears that there may be a reduction in skier visits both nationwide and in Utah by 2050. A study by the National Ski Area Association, a group representing downhill-skiing related businesses, showed a decrease in skier visits of 1.3% in the Rocky Mountain region from 2009 to 2019 and a decrease of 14.5% nationally. The number of skier-days has dropped and will likely continue to drop because of two factors:

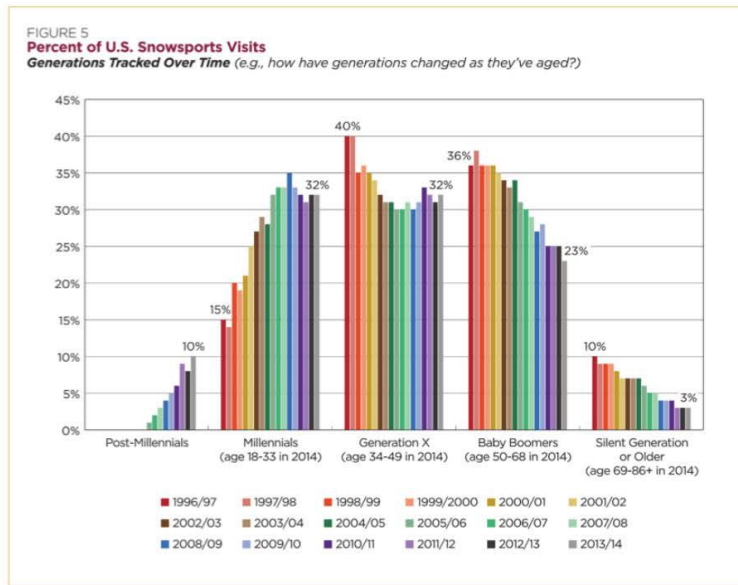
1. Climate change is shortening the season and reducing the snowpack throughout Utah and the West, and
2. As Baby Boomers rapidly retire from the sport, they are not being replaced in equal numbers by Generation X and even less so by Millennials, the demographic who will dominate skiing in 2050.

To maintain the same number of skier visits in 2050 as today, in a study published in the Journal the National Ski Area Association (NSAA), the ski industry states that to avoid a decline in skier-days per year Millennials must replace Baby Boomers by 2050 at a rate of 2 to 1. Millennials are in fact not embracing the sport at anywhere near the rate needed to maintain current participation. The NSAA study shows that millennials are skiing fewer days per person than Boomers did when in the same age cohort (see Figure 5 from the study, reproduced below). Millennials have already peaked in terms of their maximum ski-days for a given age group and are at levels below Boomers for comparable age groups. They appear to be falling from their peak as they age. The NSAA is a ski advocacy and lobbying group for commercial businesses related to downhill skiing. They are not funded to provide gloomy forecasts for the industry, so

32.1.5I

32.2.2E

their forecast for potential declining participation in downhill skiing is not likely to be exaggerated.



18 | NSAA Journal | CONVENTION ISSUE 2015

www.nsaa.org

Far from seeing a 47% increase in traffic in Little Cottonwood Canyon, both past data and informed forecasts predict Little Cottonwood will see static to decreasing skiing traffic by 2050 due to a decline in the popularity of downhill skiing – *invalidating UDOT's Draft EIS premise* for justifying the need for massive transportation projects in Little Cottonwood Canyon.

*Because the actual increase in traffic volume by 2050 is unknown and for the reasons cited above, the Draft EIS estimate is almost certainly inaccurate. Because traffic volumes leading up to 2050 are not predictable with any certainty, the Final EIS should emphasize the benefits of a scalable and phased approach possible with either Option 1: Enhanced Buses or Option 2: Enhanced Buses.*

*In contrast to bus options, the gondola imposes the full cost to the taxpayers and incurs maximum environmental impact on day one to create a capacity that is not needed until 2050, if ever. This needs to be explicitly reflected in the Final EIS evaluations of options.*

32.1.4I

32.2.6.3D and  
 32.2.6.5A

Sources/References:

**"Millennials Under the Microscope: The Most Studied Generation and Snowsports,"** NSAA Convention Issue 2015, Millennials Under the Microscope, Dave Belin  
<https://www.ircassociates.com/wp-content/uploads/2015/05/Millennial-Article-Convention-Issue-2015.pdf>

**National Ski Areas Association reported a drop of 1.7million skiers from 2010 to 2015: 10.1m to 8.4m. Skier visit statistics: decline of 7.7m 2010 to 2016.**  
<https://www.originoutside.com/insights/is-our-obsession-with-conversion-killing-the-ski-industry>

**"As Baby Boomers Leave Ski Slopes, Millennials are Failing to Fill in the Gaps,"** Carolyn Webber, 16 Oct 2017, The Aspen Times/Snowmass Sun:  
<https://www.aspentimes.com/news/as-baby-boomers-leave-ski-slopes-millennials-are-failing-to-fill-in-the-gaps/>

**"Skiing is on The Skids, Millennials aren't as invested in the sport as boomers have been,"** Kent Allen Oct 2017 AARP <https://www.aarp.org/home-family/friends-family/info-2017/skiing-decline-millennials-fd.html>

**"Skiing is not a growing sport,"** he said. "We have a problem — the baby boomers are aging out. And they have been a big source of skier days." **Quoting Jim Powell, vice president of marketing at the Park City Camber/Bureau.** "This is a trend that ski resorts are seeing more and more ever year." Millennials simply do not ski or snowboard as much as boomers.

**"As Baby Boomers Leave Ski Slopes, Millennials are Failing to Fill in the Gaps,"** Carolyn Webber, 10 Oct 2017, Summit Daily <https://www.summitdaily.com/news/regional/as-baby-boomers-leave-ski-slopes-millennials-fail-to-fill-gap/>

**"Millennials don't have the money":** <https://www.stylealtitude.com/millennials-skiing-resorts-future.html> A Millennial View of the Future for Ski Resorts, Angus Roster, Oct 2020

**COMMENT #:** 13292  
**DATE:** 9/3/21 10:03 AM  
**SOURCE:** Email  
**NAME:** Robert Douglass

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**COMMENT:**

Comment RJD-1C, Flawed Assumption that Population Growth Predicts Growth in Skier Visits: UDOT Draft EIS Uses a Flawed Estimate of Vehicle Traffic in 2050 as a Design Criterion and Justification for the LCC Project

A PDF of the details of this comment is attached for your convenience and copied below. Please acknowledge receipt.

**Comment RJD-1C, Flawed Assumption that Population Growth Predicts Growth in Skier Visits: UDOT Draft EIS Uses a Flawed Estimate of Vehicle Traffic in 2050 as a Design Criterion and Justification for the LCC Project**

The Draft EIS (D-EIS) states that by 2050 there will be an approximate 47% increase in vehicle traffic in Little Cottonwood Canyon (LCC) on S.R.210. The D-EIS provides no supporting data or analysis to justify this traffic volume. *Published, existing historical data and forecast analysis strongly contradicts the D-EIS statement of traffic growth.* The D-EIS claims a 38% to 108% increase in population in Salt Lake and Utah Counties by 2050. The unstated implication appears to be that this population growth will lead to a 47% increase in winter traffic in LCC in 2050. This assumption and the *traffic estimates are incorrect. Traffic is likely to increase much less than UDOT's D-EIS estimate and may in fact decrease by 2050.* There are four reasons traffic volume will not increase rapidly and may well decrease:

- A. Non-construction measures including tolling, reduction of parking at the ski resorts and pay-to-park policies at the ski resorts
- B. The changing demographics of skiing
- C. Skier traffic is uncorrelated with Salt Lake and Utah County Population Growth
- D. Climate change

This comment addresses reason C.

Historical UDOT winter traffic data for LCC shows that **population growth in Salt Lake and Utah Counties does NOT predict growth of traffic in LCC:** The UDOT Draft EIS says traffic will increase in LCC on the 30<sup>th</sup> highest traffic volume hour by approximately 47% by 2050. They provide no data nor supporting analysis for this assumption. They imply without stating it directly that their projected population growth in Salt Lake and Utah Counties of 38% to 108% accounts for their 47% traffic increase in winter by 2050 on the 30<sup>th</sup> hour. Data compiled by UDOT and tabulated by the Mountain Accord study showed that there is no correlation between the growth of Salt Lake and Utah Counties and the volume of winter traffic in LCC. Page 14, Figure 7 of the Mountain Accord Report, "Existing Conditions and Future Trendlines of the Transportation System: System Group Recommendations" shows UDOT data for the change in the number of vehicles per day from 2003 to 2013 in LCC in the month of February – reproduced here as Figure 1.

[https://mountainaccord.com/pdf/MA\\_Transp\\_Existing\\_Conditions\\_FutureTrendlines\\_FINAL.pdf](https://mountainaccord.com/pdf/MA_Transp_Existing_Conditions_FutureTrendlines_FINAL.pdf)

This figure shows that the average traffic increased over that decade by only 0.2%. A better measure of traffic change is provided by the median traffic change per year and that was a **decrease of 2.5%**. Traffic decreased in 7 of the 10 years covered by the study. During that same decade the population of Salt Lake and Utah Counties increased by a combined 22%. To repeat: **median traffic volume in February decreased by 2.5% in contrast to population which increased by 2.2% – opposite trends.** Population growth in these two counties manifestly do not predict skier traffic in LCC. This fact is not surprising because only a small percentage of Utahns ski or board and a significant percentage of LCC ski visits are made by out of state visitors. It is also not surprising because studies by Wobus et al (as discussed in Comment RJD-

32.1.4I

1D) show that the number of ski visits in a year to a specific ski resort only correlate strongly with the amount of snowpack received at that ski resort in that year and not with local population growth:  
<https://www.sciencedirect.com/science/article/pii/S0959378016305556?via%3Dihub>. Note that the Mountain Accord shows a 2<sup>nd</sup> order trend line that ends with an approximate 1% increase in 2013; however, a 1<sup>st</sup> order trend line would show a decreasing trend for the decade.

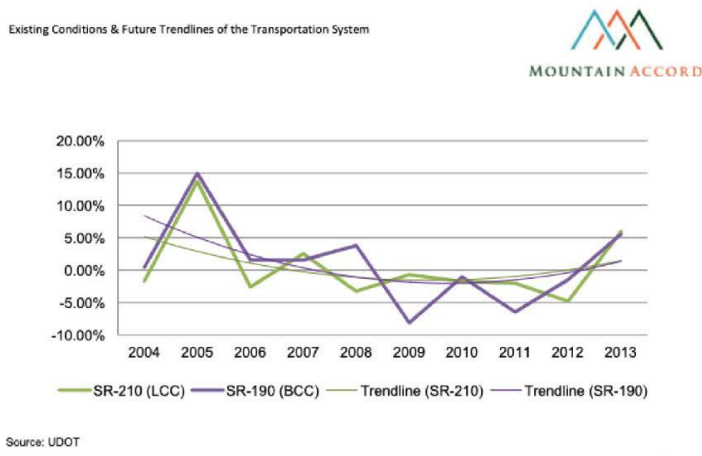


Figure 1. Cottonwood Canyons Change in Vehicles per Day (February) (2003-2013). Source UDOT, presented by Mount Accord:  
[https://mountainaccord.com/pdf/MA\\_Transp\\_Existing\\_Conditions\\_FutureTrendlines\\_FINAL.pdf](https://mountainaccord.com/pdf/MA_Transp_Existing_Conditions_FutureTrendlines_FINAL.pdf)

The UDOT D-EIS provides no data or support for its primary justification of a 47% increase in traffic by 47%. Because the design of each of the D-EIS options is formed around and sized based on this assumed growth of traffic volume, it is critical that *the Final EIS provides the supporting data and analysis to justify an estimate that is not at odds with existing historical data and forecasts*. If, as the D-EIS seems to imply, the traffic in 2050 is based on population growth in Salt Lake and Utah Counties, then the D-EIS is based on an inaccurate forecast of future traffic volume. Historical trends in skier-traffic growth, climate change, ski-industry demographics, and no-cost options such as tolling and parking reductions indicate that the projected skier traffic estimate used by the Draft EIS is fundamentally flawed and inaccurate. *Without accurate traffic projections, supported by data and extensive analysis, none of the relative merits and environmental impacts of any of the options in the Draft EIS can be assessed correctly or objectively.*

32.1.4I

32.2.4A, 32.2.2Y,  
and 32.2.9A



*Because the actual increase in traffic volume by 2050 is unknown and for the reasons cited above, the Draft EIS estimate is almost certainly inaccurate. Because traffic volumes leading up to 2050 are not predictable with any certainty, the Final EIS should emphasize the benefits of a scalable and phased approach possible with either Option 1: Enhanced Buses or Option 2: Enhanced Buses.*

*In contrast to bus options, the gondola imposes the full cost to the taxpayers and incurs maximum environmental impact on day one to create a capacity that is not needed until 2050, if ever. This needs to be explicitly reflected in the Final EIS evaluations of options.*

**COMMENT #:** 13293  
**DATE:** 9/3/21 10:05 AM  
**SOURCE:** Email  
**NAME:** Robert Douglass

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**COMMENT:**

Comment RJD-1D, Climate Change Will Reduce the Ski Season and Skier Visits by 2050: UDOT Draft EIS Uses a Flawed Estimate of Vehicle Traffic in 2050 as a Design Criterion and Justification for the LCC Project

A PDF of the details of this comment is attached for your convenience and copied below. Please acknowledge receipt.

**Comment RJD-1D, Climate Change Will Reduce the Ski Season and Skier Visits by 2050: UDOT Draft EIS Uses a Flawed Estimate of Vehicle Traffic in 2050 as a Design Criterion and Justification for the LCC Project**

The Draft EIS (D-EIS) states that by 2050 there will be an approximate 47% increase in vehicle traffic in Little Cottonwood Canyon (LCC) on S.R.210. The D-EIS provides no supporting data or analysis to justify this traffic volume. ***Published, existing historical data and forecast analysis strongly contradicts the D-EIS statement of traffic growth.*** The D-EIS claims a 38% to 108% increase in population in Salt Lake and Utah Counties by 2050. The unstated implication appears to be that this population growth will lead to a 47% increase in winter traffic in LCC in 2050. This assumption and ***the traffic estimates are incorrect. Traffic is likely to increase much less than UDOT's D-EIS estimate and may in fact decrease by 2050.*** There are four reasons traffic volume will not increase rapidly and may well decrease:

- A. Non-construction measures including tolling, reduction of parking at the ski resorts and pay-to-park policies at the ski resorts
- B. The changing demographics of skiing
- C. Skier traffic is uncorrelated with Salt Lake and Utah County Population Growth
- D. Climate change

This comment addresses reason D.

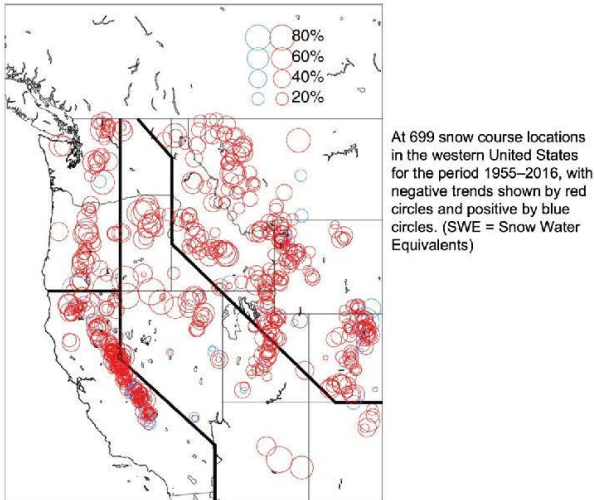
***Historical data shows that Climate Change reduced the snowpack and ski season in both duration and number of visits. Forecasts show it will continue to do so through 2050:*** A study published in the journal Geophysical Research Letters by Zeng et al of the University of Arizona found that snowfall across the West has already declined by 41% on average since 1982 with 34 fewer days in the snow season: <https://agupubs.onlinelibrary.wiley.com/doi/full/10.1029/2018GL079621>. A study published in the Journal Nature NPJ by Mote et al in 2018 found that "Over 90% of snow monitoring sites with long records across the western US now show declines (1955-2018)." <https://www.nature.com/articles/s41612-018-0012-1>. This includes the Wasatch Mountains and Snowbird and Alta Ski resorts with declines of 20% to 60%: see Figure 1 below taken from <https://www.nature.com/articles/s41612-018-0012-1/figures/1> (SWE is Snow Water Equivalent).

32.1.4I

32.2.2E

**Figure 1. Declining Snowfall In Wasatch and the West**  
 from <https://www.nature.com/articles/s41612-018-0012-1/figures/1>

a) April 1 Observed SWE Trends 1955-2016

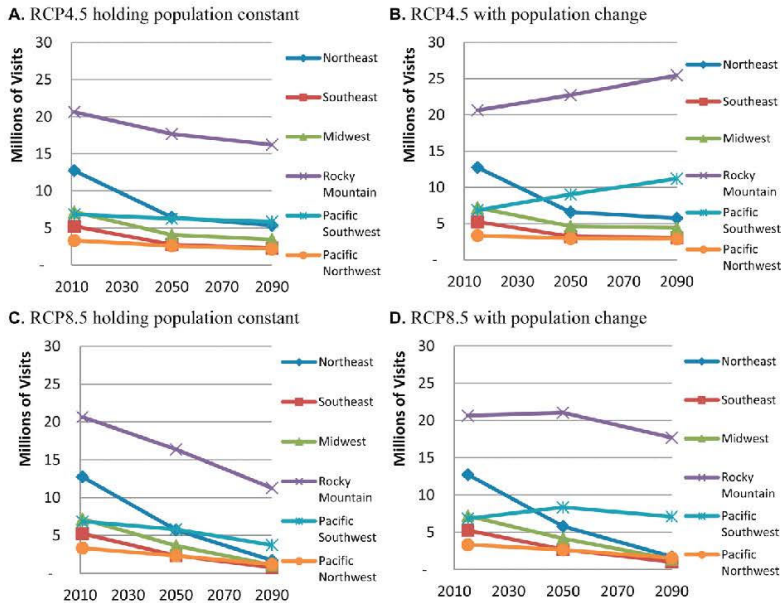


This historical trend is critical for the UDOT D-EIS analysis because forecasts say the trend will continue in the coming decades. The impacts of climate change will be felt and in fact accelerate through 2050, even if the world instigates herculean efforts to mitigate climate change before 2050. Studies show that the only factor that correlates strongly with the number of skier-visits in a year at a given ski area is the amount of snowfall in the year. This correlation is demonstrated convincingly by a study published in ScienceDirect by Wobus et al, conducted by the University of Colorado, the EPA and Abt Associates, entitled "Projected Climate Change Impacts on Skiing and Snowmobiling: A case study of the United States." <https://www.sciencedirect.com/science/article/pii/S0959378016305556?via%3Dihub>. The Wobus et al analysis forecasts significant impact of climate on downhill skiing as well as on cross-country ski visits and snowmobile trips. For the impact of climate on downhill skiing visits, Figure 2 from Wobus et al shows that in the Rocky Mountain Region, downhill ski visits will decline in a range from 15% to 22% by 2050, using a lower and higher climate impact estimate. Estimates are compiled from five global climate models and assume constant population. Factoring in estimates of the rapidly growing Rocky Mountain region population, assuming the growth rate holds, then the lower climate impact models still forecast only an approximate 7% growth and just 2.4% followed by a decline in subsequent years for a higher impact model – ***both estimates are far below the 47% increase used by UDOT's D-EIS to design its options.***

32.2.2E

32.1.5I

Clearly, the final EIS must take account of climate change before spending \$0.5 billion of the taxpayers' money.



**Fig. 2.** Comparison of projected impact of climate change on downhill skiing visits with and without population growth and allowing with low climate change impact (RCP4.5) and a high impact (RCP8.5). From: <https://www.sciencedirect.com/science/article/pii/S0959378016305556?via%3Dihub>

To understand the specific impact of climate change on downhill ski visits in Utah by 2050 and beyond, a key source is the study commissioned by the Park City Foundation on the impact of climate change on future ski-visits to the Park City ski areas: <http://www.parkcitygreen.org/Community/Community-Footprint/SOS-ClimateStudy.aspx>. This study indicates that declining snowpack will cause the loss of 272,000 skier-days by 2050, as a low estimate, and 664,000 skier-days as a high estimate, as shown below in Table 4.1 from that study. While Snowbird and Alta are at a higher elevation than Park City with a longer season, a proportional loss in ski visits to LCC will be experienced by 2050 due to declining snowpack and snow season. *Climate change will almost certainly limit traffic growth in the winter in LCC to a small amount or may even cause it to decline.*

32.2.2E

**Table 4.1. Projected skier days with and without climate change**

Year and scenario	% change in snowpack <sup>a</sup>	Skier days without climate change (1,000s)	Skier days with climate change (1,000s)	Lost skier days from climate change (1,000s)
2030 (A1B)	-15%	1,870	1,667	203
2050 Low (B1)	-27%	2,066	1,794	272
2050 Middle (A1B)	-34%	2,066	1,617	449
2050 High (A1F)	-43%	2,066	1,402	664

a. Approximate % change in snowpack is calculated as the average annual snowpack; averaged over all elevation zones.

From ParkCityGreen:

<http://www.parkcitygreen.org/Community/Community-Footprint/SOS-ClimateStudy.aspx>

The UDOT D-EIS says the impact of climate change on LCC winter traffic was raised in public comment previously. The D-EIS states that after reviewing the issue, it was ignored in their analysis and design of options. *Ignoring the projected effects of Climate Change on LCC traffic is a fundamental oversight and miss-calculation in the Draft EIS. None of the options can be assessed correctly or with any accuracy if climate change is not accounted for.*

*Because the actual increase in traffic volume by 2050 is unknown and for the reasons cited above, the Draft EIS estimate is almost certainly inaccurate. Because traffic volumes leading up to 2050 are not predictable with any certainty, the Final EIS should emphasize the benefits of a scalable and phased approach possible with either Option 1: Enhanced Buses or Option 2: Enhanced Buses.*

*In contrast to bus options, the gondola imposes the full cost to the taxpayers and incurs maximum environmental impact on day one to create a capacity that is not needed until 2050, if ever. This needs to be explicitly reflected in the Final EIS evaluations of options.*

32.2.2E

**COMMENT #:** 13294  
**DATE:** 9/3/21 10:06 AM  
**SOURCE:** Email  
**NAME:** Robert Douglass

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**COMMENT:**

Comment RJD-2: There is no data or analysis supporting the UDOT Draft EIS assertion that the Gondola Option is more reliable than any other option.

A PDF of the details of this comment is attached for your convenience and copied below. Please acknowledge receipt.

**Comment RJD-2: There is no data or analysis supporting the UDOT Draft EIS assertion that the Gondola Option is more reliable than any other option.**

The UDOT Draft EIS (D-EIS) states that the gondola at La Caille is a preferred option in terms of reliability. Separately from the D-EIS, supporters of the Gondola claim that it is safer because “no one has ever died in a gondola” and it provides an alternative emergency transit for evacuating LCC. *The D-EIS appears to provide zero data or analysis to support the assertion that a gondola option is more reliable* than enhanced buses or enhanced buses with express lanes. The D-EIS appears to accept the manufacturer’s assertions that the system is highly reliable and extremely safe at face value. *Taking a manufacturer’s assertions on reliability and safety is rarely a sound approach, especially where thousands of lives are at risk*

32.2.6.5K  
32.2.6.3P

*No lift in LCC today operates without occasional disruptions due to electrical or mechanical failures, and stoppages for maintenance, and repair needs and due to high winds and thunderstorms.* The proposed La Caille gondola will be a unique and a vastly more complex engineering challenge and mechanism than any of the lifts in Utah or in North America and quite likely anywhere in the world. It will be the longest and largest lift in North America and may be the third longest gondola in the world. Besides its size and length, it must operate in a narrow, deep, steep canyon subject to ferocious winter storms and periodic extreme winds as well as frequent lightning storms.

32.2.6.5K  
32.2.6.5BB

*A gondola with towers from 131 to 262 feet tall will face other potential hazards affecting its reliability. The base station, initial transfer station and the highest tower will be placed within a few hundred meters of one of the Intermountain West’s largest and most active faults, the Wasatch fault.* UDOT acknowledges this placement when they stated that they will not build the gondola base and parking structure to the north or west of La Caille on open land because it would be directly in the Wasatch fault. Damage from a major movement on this fault, however, would be only slightly mitigated, if at all, a few hundred meters away in the proposed gondola base. Multiple grabens (drops in the ridgeline due to past earthquakes) are clearly evident above and to the immediate south of the proposed parking and base structures and 262-foot tower. The grabens are even noted on a plaque beside S.R.209 near the gondola base. They indicate that substantial movement occurred on the ground under the gondola base, dropping many feet numerous times in past years. What amplifies the danger of catastrophic earthquake damage is that the ground under the proposed parking structure and gondola base and highest tower consists of glacial till and alluvial fill. This fill ranges in particle size from dust to giant boulders, as can be seen across S.R.210 in the Open Space. Such fill is not only an unstable base for large-scale construction it is notorious for amplify earthquake shaking movements. Even if the gondola or base structures or towers are not damaged by an earthquake, considerable disruptions would occur while it was inspected for possible damage. *The Draft EIS fails to provide a geological engineering risk analysis for earthquake-risk to the parking structure, gondola base, and the gondola’s 1<sup>st</sup> and highest tower. No comment on gondola reliability or safety is accurate without such an analysis and report.*

32.2.6.5K



Earthquakes are not the only low-probability, but extreme-risk events that are not adequately addressed in the D-EIS. Aircraft routinely and daily operate in the Canyon during the winter. The Wasatch Powder Birds operate helicopters from a helipad that is currently underneath the planned path of the gondola. Additional helicopters are frequent visitors to the canyon for transportation and emergency needs. Fixed-winged aircraft and ultralight aircraft also frequently fly low in the Canyon. This past season at least one F-35 crossed low over the Snowbird ski area and buzzed the top of Mount Baldy. ***Its flight path recalled the cable cutting and dozens of fatalities of a tram in Italy by a U.S. Marine F-14 that hit the cable during a training flight.***

32.2.6.5K

32.2.6.4C

Other low probability but extreme-risk hazards exist. ***Increasingly, forest fires are becoming likely in LCC.*** Forest fires have struck the nearby Parley's and Alpine Canyons in recent years, sending smoke and ash into LCC. Given trends across the West, it seems probable that a forest fire will occur in LCC by 2050. While the gondola may not be operating during forest fire season, there would be a high likelihood that it's towers, cables, transfer stations or loading stations would be damaged by a forest fire in the Canyon, causing an outage that would continue into the winter while repairs are completed. Roads are rarely closed for long by forest fires or extensively damaged. Heat induced damage to a giant gondola could take months and millions to repair. ***This increasing plausible scenario poses a threat to the gondola reliability and safety and is not considered in the Draft EIS.***

32.2.6.5K

***The reliability of a massive and unique gondola in LCC is unknown both because of the predictable disruptions incurred routinely by every lift in LCC today and also because of lower probably but higher risk events like earthquake, aircraft and forest fires.*** The D-EIS provides no data on the projected reliability of such a gondola because ***no comparable gondola in a comparable environment exists.*** To claim higher reliability than other options, ***the Final EIS needs to provide historical statistical data as evidence of projected reliability and average up-time and support that data with extensive analysis that explains convincingly how such historical data on other gondolas can be extrapolated to a massive gondola in LCC.*** Manufacturers claims are not sufficient.

32.2.6.5K and  
32.2.6.5BB

In contrast, UDOT has decades of data on the reliability of road transportation in LCC. The D-EIS analysis says that road closures will be reduced to 2 to 5 days by their proposed snowsheds (a feature of all options). Moreover, closures on those 2 to 5 days will be caused by the smaller or easily cleared secondary avalanche shuts. So not only will total days with road closures shrink, the hours of closure and the cost of clearing obstructions will shrink even more. ***Lacking any comparable data and analysis on the projected reliability of the gondola, it would be inaccurate to claim in the Final EIS that the gondola is more reliable than the bus options.***

32.2.6.5BB and  
32.2.6.5K

***Added to the unknown reliability of the gondola are questions on the safety and efficacy of extracting passengers from a disabled gondola, suspended at up to 262 feet in the air.*** While the manufacturer says there is no problem with using an emergency, gravity powered retraction of people in gondola cars in the event of a failure, many risks and potential mishaps can be envisioned during such an operation. For example, a loaded car may not successfully

pass a transit station, stranding people more than 200 feet in the air as well as stranding all the other people in the gondola cars above it. Contrary to claims by gondola supporters that no one has died in a gondola, major gondola, lift and tram disasters have claimed hundreds of casualties in Squaw Valley, Vail, Keystone, Italy and other areas. The UDOT Draft EIS appears to take at face value the manufacturer's assertions that everything will go smoothly in an emergency evacuation that has never been performed in North America. ***History shows that manufacture's safety assertions are best not taken at face value where hundreds of lives are at risk. The Final EIS needs to conduct and present its own safety analysis*** with supporting data and assumptions.

32.2.6.5K

Although not touted as an advantage of the gondola option in the D-EIS, supporters have asserted that a gondola provides an emergency exit system for evacuating the Canyon. If they mean that hotel visitors trapped at the resort during road closures have a path to exit the Canyon, it would be a marginal benefit because UDOT's proposed snowsheds reduce the average hours of road closures to a very small number throughout the year. If gondola supporters believe the gondola option provides an emergency evacuation for everyone at the top of the Canyon in the advent of a disaster, they are mistaken. The gondola can only transport 1050 people per hour while the resort visitors and employees constitute tens of thousands of people requiring days to evacuate by the gondola. Moreover, the only likely event requiring the Canyon to be evacuated would be a forest fire. The gondola would not help in this eventuality. UDOT does not plan to operate the gondola during forest fire season. It would also be unconscionable to operate a gondola full of hundreds of people above a forest fire in the Canyon. The express bus lane option provides additional capacity to get people off the top of the Canyon but more importantly it provides an enhance ability to move firefighters, supplies and emergency equipment uphill to the resort areas to fight fires and assist casualties. ***The enhanced bus option with express lanes clearly adds the greatest additional safety margin for Canyon emergencies and should be addressed as a significant benefit in the Final EIS.***

32.2.6.5H

32.2.6.5F

**COMMENT #:** 13295  
**DATE:** 9/3/21 10:08 AM  
**SOURCE:** Email  
**NAME:** Robert Douglass

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**COMMENT:**

COMMENT RJD-3: The UDOT Draft EIS Uses a Flawed Design Criterion for S.R. 210: 30th Highest Traffic Hour

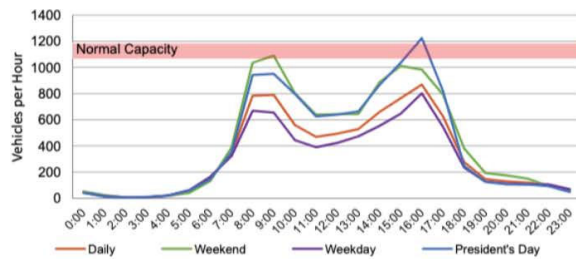
A PDF of the details of this comment is attached for your convenience and copied below.

**COMMENT RJD-3: The UDOT Draft EIS Uses a Flawed Design Criterion for S.R. 210: 30<sup>th</sup> Highest Traffic Hour**

The Draft EIS (D-EIS) bases its design of options on reducing traffic on the 30<sup>th</sup> highest traffic hour. This is common industry practice for highway improvement design, as the D-EIS points out. But *using the 30<sup>th</sup> highest traffic hour as a design basis for Little Cottonwood traffic improvements is a flawed design criterion that ends up spending approximately \$0.5 Billion for transit improvements that address only a tiny fraction of similar hours out of the total traffic hours in the year.* Specifically, the traffic on the 30<sup>th</sup> highest hour on S.R. 210 in LCC resembles other hours in terms of traffic volume (+/- 25% of the 30<sup>th</sup> hour) on only 0.7% of the hours in the year occurring on fewer than 10% of the days in the year. Because the 30<sup>th</sup> highest hour on LCC occurs *on a road where the traffic patterns are extremely skewed* around a few days on weekends, snow-closure days, and a few holidays. *In contrast to most highways, the 30<sup>th</sup> highest hour in LCC on S.R.210 is not remotely representative of typical heavy traffic patterns, even during the winter ski season.*

**Rationale:** The practice of designing road improvements for the 30<sup>th</sup> highest traffic hour makes sense for most highways that have peak commuter traffic where peaks occur every weekday for an hour or two in the morning and again in the afternoon, for example Wasatch Rd. between BCC and LCC. For such highways using the 30<sup>th</sup> highest hour lets highway engineers design for an hour that represents many of the hours of heavy traffic during the year without over-designing for the very highest hour which occurs only once a year. If one looked at LCC Rd., S.R. 210, traffic only during weekdays in winter and ignored holidays, weekends and snow-closure days, S.R. 210 traffic looks like a typical highway and the 30<sup>th</sup> highest hour would be a good design criterion. To be quantitative, take for example the Weekday “vehicles per hour” shown as the purple trend line for February traffic in 2013 compiled by UDOT and published on page 17 of The Mountain Accord Report: “Existing Conditions & Future Trendlines of the Transportation System, The System Group Recommendations,” Figure 12 “Little Cottonwood February Traffic 2013” reproduced below. The highest hours fall on the hours after road closures and during morning and afternoon peaks on holidays. The 30<sup>th</sup> highest traffic hour falls during either the 1.5 hours of heavy morning traffic or 1.5 hours of late afternoon weekend traffic. If one tabulates the volume per hour for the 30<sup>th</sup> highest hour for weekdays only, the 30<sup>th</sup> hour has a volume that is within +/- 25% of the traffic for all weekday daytime hours. A quarter of all traffic is similar to the 30<sup>th</sup> hour if one considers weekdays only. The 30<sup>th</sup> weekday hour on LCC Road is representative of every weekday rush hour in the morning and evening. It would be a good design criterion for S.R. 210 if there were no weekends, snow-closure days, nor holidays where the traffic is much greater than the typical weekday rush hours. *But the 30<sup>th</sup> highest traffic hour for LCC does not fall on a weekday and it is representative of very few other hours of the year.*

32.70



Source: UDOT

Figure 12. Little Cottonwood February Traffic (2013)

LCC is not a typical highway; its 30<sup>th</sup> highest traffic hour falls on exactly those days of highly skewed traffic after snow closures, in the morning or evening on the weekends, and on holidays. Figure 12 does not show traffic volume after opening the road on snow-closure days (10.8 on average per the D-EIS) and these would be the highest vehicles per hour filling S.R.210 to maximum capacity. The morning and evening rush during the 1 to 2 hours on weekends and holidays comprise the next most dense traffic hours. Together in a typical winter ski season, these hours include approximately 60 hours, including the 30<sup>th</sup> highest hour. ***This means only 0.7% of all the hours in the year are within 25% of being similar to the 30<sup>th</sup> highest hour in LCC. This contrasts to typical highways where the 30<sup>th</sup> highest hour resembles approximately 25% of all traffic hours through the year.***

***UDOT's Draft EIS uses a flawed criteria for S.R. 210 because of S.R. 210's highly skewed traffic distribution makes it different from other highways. \$0.5 billion dollars are being spent to improve traffic for a tiny fraction of all the hours and fewer than 10% of all the days. In the Final EIS, UDOT needs to reconduct their analysis and design using a traffic hour that is represents 25% of the traffic hours, not just an hour that representative of only 0.7% of traffic hours as the Draft EIS does.***

**COMMENT #:** 13296  
**DATE:** 9/3/21 10:09 AM  
**SOURCE:** Email  
**NAME:** Robert Douglass

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**COMMENT:**

Comment RJD-4: The Draft EIS fails to consider considerable traffic and environmental impacts on S.R.209 and Wasatch between S.R.209 and S.R.210 for the gondola options.

A PDF of the details of this comment is attached for your convenience and copied below.

Please acknowledge receipt.

Comment RJD-4: The Draft EIS fails to consider considerable traffic and environmental impacts on S.R.209 and Wasatch between S.R.209 and S.R.210 for the gondola options.

According to the mission statement for the UDOT LCC Project, *the Draft EIS (D-EIS) specifically excludes as out of scope consideration of impacts on the environment from traffic on S.R. 209 and the section of Wasatch between S.R. 209 and 210.* This is troubling because UDOT projects a 47% increase in traffic up the Canyon by 2050, much of it up S.R. 209, only partially mitigated by express buses to the gondola base at La Caille. With the express bus option, buses on S.R.209 will still have to turn right up the Canyon and merge with S.R.210 traffic as all S.R.209 traffic currently does. However, the express bus options remove many vehicles from both S.R. 209 and 210, making the merge easier than today. *For the La Caille gondola option, there appears to be no provision on how to get cars and buses coming up S.R. 209 into the La Caille gondola base. If they have to turn left from S.R.209 onto S.R.210 at the "Y" they will considerably disrupt vehicle traffic going up the Canyon on S.R.210.* Today, it is almost impossible to turn left from S.R.209 onto S.R.210 during morning and afternoon ski rush hours. A light would need to be installed. *If vehicles instead go down the short section of Wasatch from S.R.209 to S.R.210, it will mean thousands of additional vehicles on that section of road.* When they then have to merge with S.R.210 to turn right to reach the Canyon or gondola base, they will cause additional delays on S.R.210 with the gondola option.

In addition to traffic added coming up S.R.209 attempting to reach the gondola base for skiing, there will be much of the additional visitor traffic associated with commercial developments around the gondola. That activity will occur year-round and would put many more vehicles on S.R. 209 with bottlenecks either at S.R.209 and S.R.210 at the left turn or going down the short segment of Wasatch and turning right. The Draft EIS appears to provide NO plans to accommodate this increased flow on S.R.209 and mitigate its environmental impact in the mouth of the Canyon.

*The express bus options avoid the large-scale traffic impacts to S.R.209 and the segment of Wasatch Road between S.R.209 and S.R.210 that the La Caille gondola would create.* The Draft EIS appears to fail to factor this benefit into their environmental impact assessment. The Final EIS should address S.R.209 traffic issues for each option. *The Final EIS needs to show the results of a traffic flow simulation that includes S.R.209, S.R.210, Wasatch (through to S.R.209) and parking flow into and out of the La Caille parking structure. Without that analysis the transit time via the gondola appears unrealistically and optimistically short due to the ability to get to the parking structure entrance off S.R.209 and then successfully enter and park there. The Final EIS needs to provide mitigation for traffic disruptions from S.R.209 attempting to reach the gondola base and associated commercial developments.*

32.7E and 32.7N

32.2.6.5E

32.2.6.5E

32.7E

32.7B

32.7E

**COMMENT #:** 13297  
**DATE:** 9/3/21 10:11 AM  
**SOURCE:** Email  
**NAME:** Robert Douglass

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**COMMENT:**

Comment RJD-5: The Draft EIS fails to consider the considerable visual impacts to the environment as well as the impact of noise, traffic and human activity on wildlife in the newly created Open Space at the mouth of Little Cottonwood Canyon.

A PDF of the details of this comment is attached for your convenience and copied below.

Please acknowledge receipt.

**Comment RJD-5: The Draft EIS fails to consider the considerable visual impacts to the environment as well as the impact of noise, traffic and human activity on wildlife in the newly created Open Space at the mouth of Little Cottonwood Canyon.**

The Draft EIS (D-EIS) discusses the environmental visual impacts of the gondola towers near two hotels at the Snowbird and Alta resorts. It suggests that using poles for the gondola support at these locations would help mitigate the visual impact for hotel guests. ***The D-EIS does not discuss the even greater visual environmental impact for the larger number of people residing in the mouth of the Canyon*** who must accept that impact every day for the entire year forever. Resort hotel guests must suffer with the visual impact for only a few days out of their lives. ***The D-EIS appears to ignore or grossly understate the visual impact to the mouth of the Canyon.***

32.17A and 32.4E

***Additionally, the D-EIS does not discuss the visual impact of the La Caille gondola loading station and parking structure.*** The D-EIS shows the floor plan for a single floor of the parking structure that appears to accommodate 196 vehicles. To accommodate 1,500 vehicles, the parking structure shown in the D-EIS needs to be ***8 stories high***. This structure will assert a considerable visual impact on the environment at the mouth of the Canyon. Similarly, the proposed lattice 262-foot gondola tower, the highest in the system, will add to the visual impact and make it far greater than the visual impact to hotel residents at the resort; yet, the D-EIS does not discuss mitigating its effect.

32.17A

In addition to the visual impact, ***the gondola station and large parking structure with associated human and vehicle traffic at the La Caille base imposes significant impacts on wildlife and humans using the newly created Open Space*** directly across from the gondola base. This Open Space was recently created by contributions by the taxpayers of Cottonwood Heights along with numerous private citizens. It protects the flank of the Twin Peaks National Wilderness Area and serves as a vital corridor and home for a myriad variety of wildlife and a valuable space for human wilderness activity. Gondola operations and the thousands of people loading and unloading generate considerable noise and activity that will alter and significantly degrade the Open Space's value to wildlife as well as the human experience there. The impact on the Open Space from noise, exhaust and activity resulting from the traffic from buses and 1,500 vehicles lined up to enter and leave the parking structure and loading area will be significant. Wildlife, including mule deer, coyotes, mountain lions, bob cats, skunks, porcupines, many species of reptiles, the occasional moose and many other animals feed, sleep, den and transit this area to the open space below along Little Cottonwood Creek. For people, the newly created open space directly across from the gondola base will go from a serene wilderness experience, linked to the Twin Peaks Wilderness to the experience of an urban transit hub. ***The noise and activity of a transit hub will disrupt and destroy the intent and the actual experience of the Open Space for both humans and wildlife.*** Plans for commercial development around the gondola base have already been developed in the event the gondola is constructed and have been announced by the developers. Without the gondola base, the same developers have stated that they will build 7 single family homes on large lots in keeping with the current zoning, preserving a wildlife corridor and a pristine Open Space environment. The gondola base and associated commercial development would defeat the

32.4AA, 32.11D,  
and 32.13A



objective for which private citizens and taxpayers contributed millions of dollars. *The Draft EIS fails to describe this impact on human and wildlife use of the Open Space due to the parking structure, gondola operations, traffic entering/exiting the structure and the associated commercial development that will take place.*

*The Draft EIS seems much more concerned with the impact on the fleeting residents of the hotels in the ski resorts than the permanent residents and wildlife of the Canyon mouth. The Final EIS needs to appropriately address what option best mitigates the environmental impact at the Canyon mouth.*

32.4AA, 32.11D,  
and 32.13A

**COMMENT #:** 13298  
**DATE:** 9/3/21 10:12 AM  
**SOURCE:** Email  
**NAME:** Robert Douglass

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**COMMENT:**

Comment RJD-6: The Draft EIS fails to explain on what basis the costs for any option were estimated. Given the uniqueness of the gondola option, any single cost estimate is suspect. A range of costs is required in the Final EIS along with the basis for estimate.

A PDF of the details of this comment is attached for your convenience and copied below.

Please acknowledge receipt.

**Comment RJD-6: The Draft EIS fails to explain on what basis the costs for any option were estimated. Given the uniqueness of the gondola option, any single cost estimate is suspect. A range of costs is required in the Final EIS along with the basis for estimate.**

The Draft EIS (D-EIS) presents the estimated costs for the various proposed transit options. UDOT has built hundreds of millions of dollars of highways in Utah and has built and operates many bus systems including the current LCC bus system. In contrast, UDOT has never built a gondola before, much less one unprecedented in scale in North America. The La Caille gondola option is unique not just in Utah, not just in North America, but in the world. ***Although a few gondolas may exist outside North America that are as long as the proposed LCC gondola, none are constructed and operate in an environment with the same challenges as LCC presents.*** Given these facts, UDOT's estimate for buses and express lanes are highly informed and likely to be accurate and precise. In contrast, the cost estimate for the gondola appears to be highly speculative, relying necessarily and heavily on the manufacture's estimates. Adding to further uncertainty on the gondola's costs, it is unlikely that there will be more than one bidder credibly capable of constructing it. ***Because the D-EIS does not provide any supporting data elucidating the basis for its gondola cost estimate and has no comparable projects for comparison, UDOT lacks the certainty of the bus and express lane estimates.*** A range of gondola cost estimates along with the various assumptions underlying them is need in the Final EIS.

Environmental impacts represent costs to the citizens of Utah and the Nation. To correctly evaluate those costs and compare those costs, ***the Final EIS must show the basis of estimate for the costs of the preferred options and must provide a range of possible costs for the gondola, especially given UDOT's lack of an historical record for gondolas and UDOT's necessary reliance on a manufacture's estimates*** as a cost basis.

32.2.7H

**COMMENT #:** 13299  
**DATE:** 9/3/21 10:15 AM  
**SOURCE:** Email  
**NAME:** Robert Douglass

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**COMMENT:**

Comment RJD-7: The Draft EIS estimated time to park and board the gondola appears to fail to account for congestion at the parking structure entrance and queuing outside at the gondola. The result is in an overly optimistic and short transit time estimate for the gondola. The Final EIS needs to include a basic traffic/people flow model and simulation and show ranges of transit times along with assumptions. Transit times in the Draft EIS are not credible without that model-based analysis.

A PDF of the details of this comment is attached for your convenience and copied below. Please acknowledge receipt.

**Comment RJD-7: The Draft EIS estimated time to park and board the gondola appears to fail to account for congestion at the parking structure entrance and queuing outside at the gondola. The result is in an overly optimistic and short transit time estimate for the gondola. The Final EIS needs to include a basic traffic/people flow model and simulation and show ranges of transit times along with assumptions. Transit times in the Draft EIS are not credible without that model-based analysis.**

The floor plan in the Draft EIS (D-EIS) for the La Caille parking structure for the gondola shows one entrance and one exit for a 1,500-vehicle capacity. The D-EIS shows a single floor plan with approximately 196 parking slots, indicating that the structure must be at least 8 stories high. One lane is shown through the parking structure. To avoid having to go from a private vehicle to a bus to La Caille and then transit to the gondola, it is expected that drivers will prefer to park at La Caille while there is space. Consequently, vehicle traffic into the parking structure at La Caille will concentrate entirely in the morning rush, at the heaviest traffic times, including during the 30<sup>th</sup> hour. The D-EIS indicates that it is using an estimate of approximately 2.14 skiers per vehicle. To fill the gondola with 1,050 people at peak times will require 491 vehicles to park per hour. **Per the Draft EIS one vehicle needs to be parked every 7.3 seconds to keep the gondola at capacity. This appears impossible** with an 8-story structure with one entrance and one lane up the structure. Vehicles will queue up on Wasatch waiting to enter the parking structure, adding delays. Backups will be even worse if S.R.210 backs up with vehicles attempting to turn left from S.R.209 onto S.R.210 or merging from S.R.209 to Wasatch to S.R.210.

On peak days including the 30<sup>th</sup> heaviest hour, it seems unlikely that skiers will go from a queue to enter the garage, park, remove equipment, walk to the gondola, queue for it, and get on in 12 minutes. In addition to parking delays, after a road closure incident or on the heaviest days, a long queue is likely to develop with people standing in line to get on the gondola after its capacity has been exceeded. A basic traffic/people flow simulation would either justify the D-EIS 12-minute average estimate (currently unsupported by analysis or data in the D-EIS) or provide a more accurate range of estimates. **In addition, providing only an average time, as the D-EIS does, can be highly misleading in terms of what most skiers and boarders will experience.** It would better inform a choice of options by showing the range of times to be experienced.

**The Final EIS needs to support its time estimates with at least a basic traffic and people flow model and simulation and a distribution of transit time for the various options. The details need to be provided in the Final EIS. Options cannot be credibly evaluated without such data.**

32.2.6.5E, 32.2.6H,  
32.2.6.5C, and  
32.2.6.5J

32.2.6H and  
32.2.6.5C

**COMMENT #:** 13300  
**DATE:** 9/3/21 10:16 AM  
**SOURCE:** Email  
**NAME:** Robert Douglass

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**COMMENT:**

Comment RJD-8: The Draft EIS does not specify the footprint of the roadways to tower bases nor adequately cover the impact of these roadways and the road closures needed to access towers from S.R.210 by crane for maintenance and repair.

A PDF of the details of this comment is attached for your convenience and copied below.

Please acknowledge receipt.

**Comment RJD-8: The Draft EIS does not specify the footprint of the roadways to tower bases nor adequately cover the impact of these roadways and the road closures needed to access towers from S.R.210 by crane for maintenance and repair.**

The Draft EIS (D-EIS) notes that approximately a dozen gondola towers will require access roads to the base for construction. Others will be emplaced by a crane from S.R.210 or with a helicopter. The roads cuts to the base of the towers will incur environmental impacts like any other road, minus the hard surface and winter salt. They must be maintained for repair and maintenance access to the towers. But the towers emplaced by crane and helicopter will also need at least a trail cut and maintained from S.R.210 to the tower base for crew to reach the base both to install it and repair and maintain it. Heavy repairs or maintenance for emplaced towers might not be possible with a crane or a helicopter and full roads may be needed for all towers in the future. In addition to the access roads, the spruce, fir and Douglas fir of LCC are capable of attaining heights that could impact gondola cars between towers. These will need to be cut back or cut down in the future creating an additional environmental impact. *The Final EIS needs to more explicitly quantify and assess the impact on wildlife, water, vegetation and visual aspect of access roads and trails to the towers and forest maintenance under the cable.*

32.2.6.5L

32.2.6.5B

32.13A, 32.12A, and  
32.17A

**COMMENT #:** 13301  
**DATE:** 9/3/21 10:20 AM  
**SOURCE:** Email  
**NAME:** Robert Douglass

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**COMMENT:**

Comment RJD-9: The Draft EIS does not adequately address the disproportionate impact of tolling, loss of parking and lack of access from the gondola on users of LCC who are not resort downhill skiers.

A PDF of the details of this comment is attached for your convenience and copied below.

Please acknowledge receipt.



Comment RJD-9: The Draft EIS does not adequately address the disproportionate impact of tolling, loss of parking and lack of access from the gondola on users of LCC who are not resort downhill skiers.

*The Draft EIS (D-EIS) options disproportionately impacts all Canyon users except downhill skiers and boarders.* The gondola in particular benefits downhill skiers and boarders while punishing all other users including cross-country and back-country skiers/boarders, snowshoers, hikers, climbers, and sightseers. Many users of the gondola may pay no fee to use the gondola, as the gondola developers advocate free rides for resort employees and season-pass holders. Even if a fee is charged for riding the gondola, tolls can only incentivize gondola use if the toll is substantially higher than the sum of the cost of gondola tickets for average number of riders in a vehicle. Even if the tolling gate is placed near the Snowbird 1 entrance and above much of the Canyon, non-resort skiers will still have to pay a toll to use the upper Canyon – a toll that will be higher than any amount to ride the gondola. Contrary to gondola supporters’ assertions, the gondola only conveniently services the commercial resorts. To reach the White Pine backcountry area from the Snowbird gondola base, for example, requires a back-country skier to transit the entire length of the Snowbird resort carrying his equipment. Returning from White Pine requires walking uphill through the length of all of Snowbird’s parking lots and traffic. The alternative: skiing uphill to the gondola base is currently prohibited by Snowbird management. To access the outstanding backcountry from the Alta gondola station requires walking through the traffic and parking lots of Alta both to enter and return to the gondola.

The D-EIS envisions, for all options, elimination of parking along roadways. It proposes improving parking areas at popular trailheads, expanding some. However, *the is result is a net loss of parking slots at trailheads.* In addition, road pull-out opportunities for photographs and sightseeing would be eliminated, despite how popular such stops are with visitors – one of the major attractions of the Canyon. The Final EIS must enhance access for Canyon users other than resort patrons and employees, not reduce access as the Draft EIS proposes. *As it stands, the parking modifications benefit resort skiers and boarders at the expense of other LCC users.*

*The Final EIS must discuss the preferential advantages that the gondola option provides to resort skiers and boarders at the expense of all other Canyon users or else develop a more equitable-use options for a gondola.*

32.1.2B, 32.1.2D,  
32.2.7A, 32.7B, and  
32.7C  
32.2.4A

32.4G

32.4Y

32.4P  
32.2.6.2.4A

**COMMENT #:** 13302  
**DATE:** 9/3/21 11:06 AM  
**SOURCE:** Email  
**NAME:** Jannine Hogan

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**COMMENT:**

03 September 2021

DEIS Project Team,

Thank you very much for the continued updates with regards to the Little Cottonwood Canyon Draft Environmental Impact Statement. Please find attached our comments with respect to the UDOT preferred transportation alternatives. We look forward to future updates.

Regards,

William Gilmer & Jannine Hogan

Also see response  
12550

DATE: 02 September 2021

ATTENTION: Little Cottonwood Canyon Draft EIS Project Team

FROM: William Gilmer and Jannine Hogan

SUBJECT: Comments on UDOT Draft EIS for Little Cottonwood Canyon

Madams & Sirs,

We have reviewed portions of the Little Cottonwood Canyon Draft Environmental Impact Statement and read the DEIS Executive Summary. While we fully understand the daunting issue in front of the Utah Department of Transportation's (UDOT) efforts to ease traffic congestion in the canyon and mitigate safety issues caused by avalanche conditions we believe there are far cheaper alternatives to resolve the part-year access issues caused by patrons of the Alta and Snowbird Ski areas. Further, the preferred alternatives are fully centered on the ski areas and fail to take into consideration the significant impacts these alternatives will have on the greater portion of multiple use activities enjoyed by a large portion of the local Utah population.

Of the two UDOT preferred alternatives the **Gondola Alternative B** *should be given no further consideration* as it does nothing to enhance canyon user experience for anyone but visitors to the ski areas. This is nothing more than a novelty mode of transportation akin to a ride at Lagoon or Disneyland and reduces the national forest lands to an amusement park type atmosphere. While the **Enhanced Bus Service in Peak-Period Shoulder Lane Alternative** makes much more sense than a gondola the associated price tag of \$493 to \$510M, environmental impacts, limited enhancement to the skier only experience, and the destruction of climber bouldering areas does not justify this alternative.

As Senate Bill 277 "charged the Utah Transportation Commission with prioritizing projects" it did not direct it to commit a significant amount of taxpayer dollars to a project that will benefit a small slice of the wide variety of persons that live in the Salt Lake Valley, many because of the unique access to such terrain as that available on a year-around basis in Little Cottonwood Canyon. Considering that Alta and Snowbird may contribute about 20% of total Utah skier days, and that the 2019/20 ski season generated about \$1.5B in revenue, their portion of economic contribution could be about \$300M. At a significant price tag of \$500 to \$600M, with the reality of escalating to \$1.0B, it is hard to justify the two UDOT alternatives and it will take many years to realize a return on investment.

There is a very real need to address the current congestion issues during peak ski season and to plan for future growth. We feel that the **Enhanced Bus Service Alternative** and a concerted effort to alter skier behavior when traveling to the ski areas is a much more judicious approach monetarily, environmentally, and respectful to the wide range of Little Cottonwood Canyon users. Potential implementation includes:

1. Increase capacity of mobility hubs and frequency of buses now.
2. Reduce per ride cost as much as possible with increased subsidies from Alta and Snowbird and continue to provide bus fare for season pass holders.

Page 1 of 2

32.2.9E, 32.1.2B,  
32.1.2D, 32.2.7A,  
32.7B, and 32.7C  
32.2.9C and 32.4A

32.1.2B, 32.1.2D,  
32.2.7A, 32.7B, and  
32.7C

32.2.6.2.1C,  
32.2.9A, 32.2.6.3N,  
32.2.4A and 32.29R

3. Identify and coordinate with hotels and motels predominately used by skiers to tie-in their private shuttle services with frequent and easily accessible bus services to ski areas. Advertise in a conspicuous manner on ski vacation websites the advantages of, and how to use, the bus system.
4. Consider interspersing buses that will stop at backcountry trailheads (most likely White Pine) to incentivize other than ski area users to also ride the bus.
5. Implement tolls at a cost that will incentivize ski area users to ride the bus. Perhaps use a sliding scale that is punitive to single passenger vehicles and rewards full vehicles.
6. During peak season ski area use and avalanche control days, which are synonymous with high-use days, implement at the mouth of the canyon or further back on 9400 South or Wasatch Boulevard, the following:
  - Turn away all single passenger vehicles
  - Limit vehicle numbers to available parking spots at ski areas
  - Give priority access for final leg of route (up canyon) to buses, and
  - Require traffic control cost to UDOT to be subsidized by Alta and Snowbird.

Additional implementation to benefit ALL canyon users:

7. Do not reduce trailhead parking with Peak-Period Shoulder Lane Alternative and increase the number of slots to 30 or more at the Gate Butte parking. If PPSL is implemented final configuration must provide for overflow parking in lane.
8. As funding becomes available, upgrade trailhead capacity, parking and toilet facilities. Consider all trailhead requirements in the context of multiple use criteria as dictated by the USFS and not in the economic development, ski-area centric viewpoint as presented in this Draft EIS.

Understandably, the ski areas are a significant contributor to the overall economy of the state of Utah but, when it comes to the Wasatch canyons, there a significant number of individuals that use these canyons and will not benefit from these suggested alternatives for Little Cottonwood Canyon traffic mitigation. In a place where we can suffer "the worst air in the world" and the second driest state in the Union faces very real water shortages, the primary interest of government should not be to make it easier for patrons to drive and allow the destruction of very important riparian habitat but, to educate and provide the public with readily accessible public transport and protect the environment from irreparable damage. We sincerely believe that there are options as presented above that are significantly less costly, less impactful and more robustly beneficial to the entire user community.

There is a point where quality of life, its attraction to current and future residents, far outweighs pell-mell development for the sake of a dollar.

Regards,

Will Gilmer & Jannine Hogan

32.2.6.3C and

32.1.2B

32.2.4A

32.2.4A

32.2.2L and 32.2.2K

32.2.9B

32.2.7A

32.4P, 32.2.6.2.4A,

and 32.4N

32.2.6.2.4A

32.2.6.3C and

32.1.2C

32.1.2B, 32.1.2D,

32.1.2C, 32.2.7A,

32.7B and 32.7C

32.4I

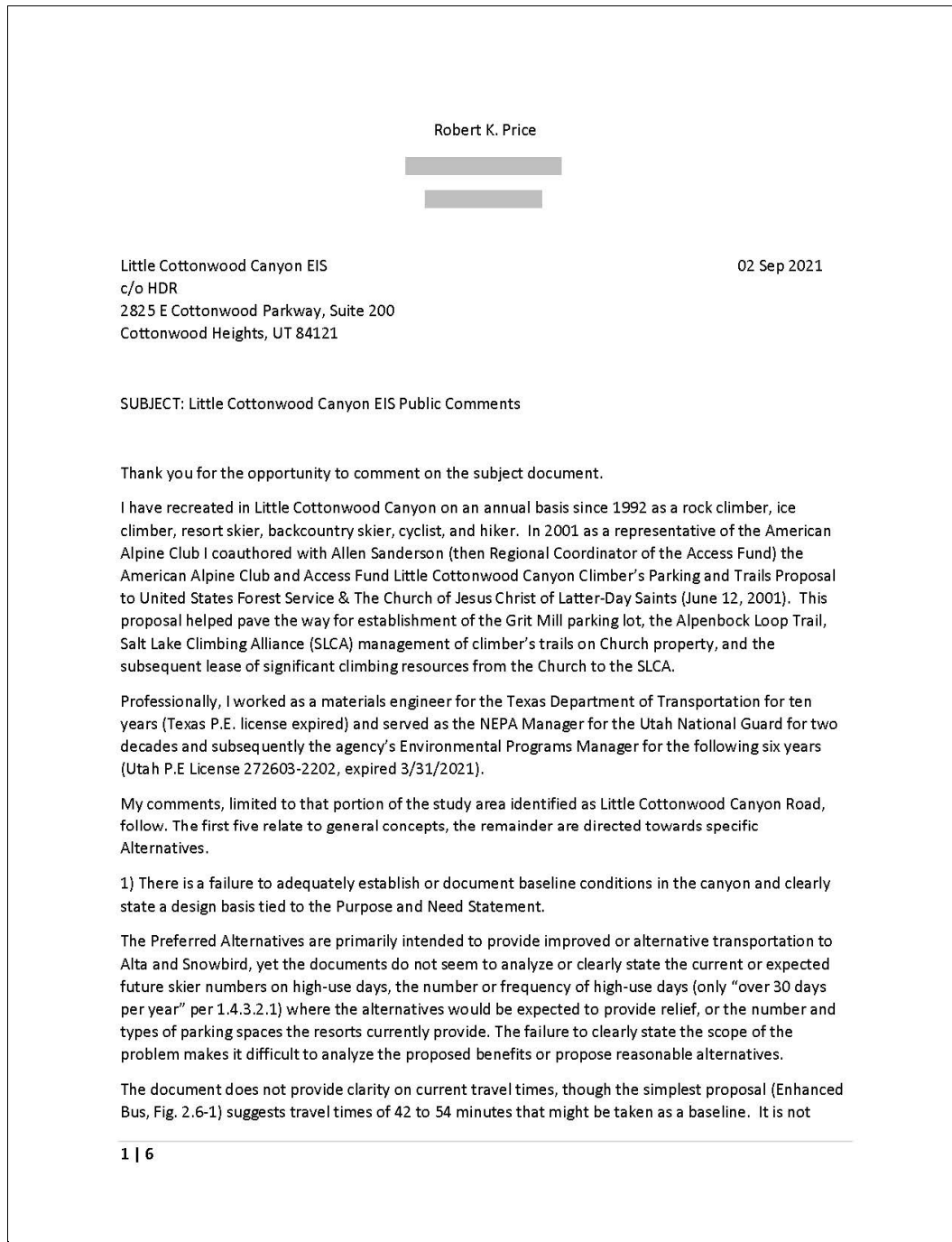
**COMMENT #:** 13303  
**DATE:** 9/3/21 12:00 PM  
**SOURCE:** Email  
**NAME:** Robert Price

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**COMMENT:**

Please see attached.

Robert Price  
Sandy, UT [REDACTED]



explained why the 2050 No Action Alternative travel time is forecast to be 80-85 minutes (Alternatives Summary). This would suggest an increase in peak period user numbers but there is no detailed explanation of either current or future users and so the design goal of a 30% reduction in personal vehicle use appears to be somewhat arbitrary.

32.1.4I  
32.1.4J

Question: Has the EIS Team analyzed and published skier use data for Snowbird and Alta ski areas?

32.2900

The primary design basis appears to be the maximum number of people per hour the two systems might theoretically move: 1,008 by transit and 2,249 by personal vehicle for the Enhanced Bus Alternative, and 1,050 by transit and 2,249 by personal vehicle for Gondola B Alternative. Additionally, the goal is stated at 2.6.2 and elsewhere to reduce personal vehicle use "on a busy ski day during the peak hours (7 AM to 10 AM) by about 30%." This goal is repeated elsewhere but there does not appear to be supporting documentation to show that this reduction goal would meet the stated purpose for the life of the project.

32.1.4J

Figure 1.4.8 and Section 1.4.3.2.1 indicate that "The ability of vehicles to move freely is typically compromised when traffic exceeds about 900 to 1,000 vehicles per hour, depending on road conditions" and that the highest measured traffic rates for February weekends and President's Day weekend were in the range of 1,200 to 1,400 vehicles per hour. The 2050 long-range travel projections by Fehr & Peers show an increase from current high-use conditions of 12,000 or 14,300 vehicles per day up to 18,500 vehicles per day (1.4.3.2.1). These projections mean you could possibly see an increase of 29% to 54% in daily traffic, though it is difficult to assess what activities and parking might support this traffic load. Even at current conditions, the 30% reduction goal in personal vehicle use would only reduce the President's Day figure of 1,400 vehicles per hour to 980 vehicles per hour, which you describe as "typically compromised."

32.1.4I and  
32.1.4K

Question: How does the 30% personal vehicle reduction goal accommodate projected traffic rates through the project life cycle?

There is mention in Appendix 10A, Air Quality Technical Report, in Sections 2.2.3 and 2.2.4 that the goal of the Gondola Alternatives is reduction in personal vehicle use "by about 30%, which in turn would move about 5,200 people a day." This leads to a presumption of approximately 17,300 people per day as a high use design baseline. Given that the design capacity for the Gondola Alternatives is 1,050 people per hour (Alternatives Presentation Video, 6-25-2021) the system would appear to require almost 5 hours at full capacity to meet its stated goal for travel in one direction.

32.2.4B  
32.2.6.5C  
32.20C

Question: Given that the objective of high-use day resort skiers is generally to arrive early for a full day and perhaps find good snow conditions, will a five-hour window actually meet the 30% reduction in vehicle traffic goal? Has the EIS Team considered the probability of extended early morning wait times for the Gondola and subsequent frustration with its capacity?

2) There is a failure to demonstrate probable public adoption of the two Preferred Alternatives in order to provide the desired outcome. This is particularly true for Gondola B.

The Enhanced Bus Alternative, if adopted, is expected to provide 36-minute travel time to Alta for bus riders and 38-minute travel time for personal vehicles. Gondola B fares worse, with a best-case scenario 55-minute travel time for gondola users versus the same 38-minute travel time for personal vehicle users. The EIS states "To reduce personal vehicle use, a toll or a ban on single-occupant vehicles would

be in place to incentivize travelers to the ski resorts...” There does not appear to be any data to support the idea that users would choose to adopt these systems in order to meet the 30% reduction goal, nor does the EIS analyze the operating costs or impacts from imposing a toll or ban. My impression is that the vast majority of resort skiers are not inclined to voluntarily give up personal convenience for what they perceive as the lesser experience of using and waiting for the bus, and this general incentive concept is not well conceived and has not been demonstrated to be sufficient to meet the goal.

32.2.4A

Question: Has the EIS Team surveyed current ski bus users and other resort skiers to obtain input on system shortcomings and opportunities for improvement?

32.2.4A

3) There is a failure to fully meet the stated purpose of providing a system that “improves the reliability, mobility and safety for all users” while delivering “transportation options that meet the needs of the community while preserving the values of the Wasatch Mountains.” (PROJECT OVERVIEW AND DRAFT EIS ALTERNATIVES SUMMARY).

While the two Preferred Alternatives may result in meeting the purpose to “improve roadway safety, reliability, and mobility on S.R. 210” (1.2.1) they do not do so for “all users” or in a way that would “meet the needs of the community while preserving the values of the Wasatch Mountains.” This becomes apparent when analyzing effects on dispersed users in the canyon, both during winter and summer.

32.1.2B, 32.1.2C,  
32.1.2D, 32.2.7A,  
32.7B, and 32.7C

The elimination of currently available roadside parking options that support dispersed recreational users is not in support of preserving values. Table 2.6-2 shows a net loss of trailhead parking from 528 currently to somewhere between 511 and 99 as a result of the Trailhead Parking Alternatives described in 2.6.2.5. It is unclear where the current numbers come from, but as an example the Gate Buttress Trailhead lot is shown as having 30 spaces and being reduced to 21 if either of the first two alternatives is selected. It should be noted that during high-use summer days there are well over 30 vehicles (perhaps double this amount) parked within this lot and across the road off pavement. Many of these users are attracted to easy creek access and water holes in this area, but most are likely climbers. These users would come in direct conflict with an increasing number of rock climbers now unable to use existing roadside parking in nearby areas. This would have a significant adverse effect on climbers going to areas from the Fin all the way up canyon to the Black Peeler as no other trailhead parking to serve these areas is envisioned. While USFS currently maintains a forest plan calling for no additional parking, they should be consulted to enable accommodation to this proposal, or private property acquired.

32.2.6.2.4E

Historically there was a foot bridge across Little Cottonwood Creek at the power station at 5752 East, used extensively in summer and in winter by ice climbers to access the Great White Icicle. It was washed out in a flood some ten years ago and no agreement was reached with the private landowner to replace it, and the landowner has since prohibited parking within his property. Recreationists now park outside his boundary and just down canyon on the roadside. UDOT should engage the property owner and USFS to establish a new bridge here and a formal Great White Icicle Trailhead.

32.2P

32.2.6.2.4A

Question: Has the EIS Team done any groundwork to quantify peak summer users in the section of S.R. 210 between the Park & Ride Lot and the proposed new Lisa Falls Trailhead? If not, I recommend you send a field crew to quantify and canvas these users to determine their activities and destinations in order to accommodate these users. Their activities are carried out in one form or other on a year-round basis whereas your Preferred Alternatives are focused on only “over 30 days per year” (1.4.3.2.1).

32.1.2C and 32.1.2B

Question: Has the EIS Team coordinated with the US Forest Service regarding dispersed recreationists in lower Little Cottonwood Canyon, and specifically additional parking opportunities?

32.2.6.2.4A

The imposition of a “proposed toll rate during the peak travel times could range between \$20 and \$30” (5.4.3.2.1) would place a disproportionate burden on dispersed recreationalists who would not be served by stops at Snowbird or Alta and therefore would have no incentive to use the proposed transit. These individuals would face both fewer parking locales and a new fee for a plan that is slanted towards supporting lift-served skiing. This is not consistent with “preserving the values of the Wasatch Mountains.”

32.2.4A

32.4G

32.4P

4) The EIS has adopted selection of a high-impact Peak-period Shoulder Lane Alternative (PPSL, 2.6.3.2) where the Reversible Lane – Signs Option (RL-SO) (Table 2.2-4) has demonstrable benefits, lower impacts, and likely lower maintenance requirements.

32.2.2D

Per Section 2.6.3.2, “Figure 2.6-19 shows the typical section for PPSLs. S.R. 210 would be widened to include two 11-foot-wide shoulders with 2 feet of pavement beyond the shoulder stripe. The total pavement width would be 50 feet. The clear zone would be measured from the edge of the PPSL, for a total roadway width of 78 feet.” Given the challenging terrain and steep slopes largely comprised of highly erodible decomposed granite soils the PPSL option has potential for significant long-term changes to the landscape and to water quality.

32.17B and 32.12A

As to capacity of a RL-SO Option, Figure 1.4.8 and Section 1.4.3.2.1 indicate that “The ability of vehicles to move freely is typically compromised when traffic exceeds about 900 to 1,000 vehicles per hour, depending on road conditions” and that the highest measured traffic rates for February weekends and President’s Day weekend were in the range of 1,200 to 1,400 vehicles per hour. Presumably the 900 to 1,000 vehicle range applies to existing single-lane conditions. If so, an RL-SO second lane option would appear to provide sufficient capacity for these high-use periods.

32.2.2D

Question: Has the EIS Team or UDOT analyzed separately the traffic-carrying capacity of an RL-SO option?

32.2.2D

The Reversible Lane – Signs Option (RL-SO) shown in Table 2.2-4 would generally reduce roadway design width from 50 feet to 38 feet compared to PPSL, greatly reducing cut and fill and hence construction costs. Table 2.2-4 states that RL-SO does not meet the Level 1 Screening standard and is therefore discarded as an option because of “Visual impacts from overhead lighted gantries. Up to 62 overhead signs could be required.” However, the Snow Sheds with Berms Alternatives includes 2,465 feet of RL-SO pavement within three sheds (Figs. 2.6-7 and 2.6-9) or 3,194 feet of RL-SO within two sheds (Fig. 2.6-10). This would require at least two transition zones into and out of PPSL. The exclusion of RL-SO solely due to visual impacts is difficult to square with the inclusion of Gondola alternatives.

32.2.2D

Question: What criteria were used to assess visual impacts for these two alternatives? What standard dictates the overhead signs requirement and does it allow for other solutions or an exception to standard?

32.2.2D

Question: Has the team considered that making the entirety of the Little Cottonwood Canyon Road study area RL-SO might be safer?

32.2.2D



An additional benefit to a narrower roadway cross-section would presumably be quicker and less costly snow removal while still providing for a full-length emergency access lane. The other benefit of a 12-foot reduction in footprint is that UDOT can more easily meet its goal of eliminating most or all roadside parking while providing additional formal "trailhead" parking options not shown in the plan, to include up-canyon parking across from the Gate Buttress and across from Lisa Falls. As stated at 2.6.3.2, "The presence of the PPSL would not allow roadside parking on S.R. 210 at any time of year between North Little Cottonwood Road and the Alta Bypass Road." This is a disadvantage to PPSL.

32.2.2D

5) The most serious failure is to not pursue the lower impact option of managing personal vehicle numbers through controls on skier parking at Snowbird and Alta ski areas.

As noted in my Comment 1) above, there is inadequate baseline information to assess current parking infrastructure and demand at Snowbird and Alta. Section 1.4.3.2.3 states that "The ski areas, Snowbird and Alta, have space to accommodate about 4,300 vehicles depending on weather conditions..." and that certain of these spaces are "preferred locations, where users pay an annual fee." There is no breakdown of the quantity of pay spaces nor any differentiation between employee and skier parking requirements. This also does not agree with the numbers shown in the Alternatives Presentation Video 6-25-2021, slide 2/19, where the parking capacity is shown as 3,500 resort and 900 roadside/trailhead.

32.2.2K

Question: Are the Presentation Video numbers a 2050 projection? Why do these not agree with the parking numbers shown in Table 2.6-2 or the above-stated resort capacity?

32.2.6.5B

You do note in 1.4.3.2.3 that "In the winter, about 96% of the parking demand is at the ski resorts." This presents the clearest option for pursuing a primarily management solution over an infrastructure one. Table 2.2-9, Screening Results, shows Eliminate or Limit Parking in Little Cottonwood Canyon as a considered alternative, with the option removed from consideration because "UDOT does not have the authority to limit or eliminate parking at privately owned ski resorts." While this is technically true, it exhibits a lack of imagination and does not promote visionary planning in the public's best interest. UDOT does have the authority to enter into agreements with other government agencies, including USFS (see e.g. Utah Code Title 11, Chapter 13, Interlocal Cooperation Act). USFS as permitter to Snowbird and Alta has authority and both UDOT and USFS have leverage over Snowbird and Alta to come to a cooperative agreement. As it stands, the infrastructure costs will be citizen-paid and provide considerable benefit to both resorts. They could be asked to enter into agreement to close off all but employee or pre-paid guest parking as a highly effective incentive to use of the selected Preferred Alternative for transit. This takes the choice away from the resort user without penalizing dispersed users through tolling. It provides a primarily management solution that is cooperative in nature and supportive of less environmental impact and infrastructure costs.

32.2.2K

32.29GG

32.2.4A

32.2.2L

32.2.2B

32.2.4A

Question: Has the EIS Team or UDOT approached Snowbird and Alta to discuss voluntary parking restrictions?

32.2.2K and

32.29GG

Alternatives Comments

6) No-Action Alternative (2.6.1) – There is no accompanying figure that quantifies existing or anticipated future conditions as is done with other alternatives. This would be beneficial to the reader.

32.2.6.1A

7) Trailhead Parking Alternatives (2.6.2.5) – The Trailhead Improvements and No S.R. 210 Roadside Parking within ¼ Mile of Trailheads Alternative is preferable among the three alternatives given because

32.2.90

it results in the least loss of parking for dispersed recreationists. As I noted above, the Gate Buttress Trailhead Parking will have a significant capacity shortage. Removal of Lisa Falls Trailhead Parking on the uphill side of S.R. 210 should be reconsidered due to traffic hazards from downhill traffic with short sight distances. For the same reason a signal-controlled pedestrian crossing at this location should be reconsidered as downhill traffic at this location may not be able to safely respond.

8) Enhanced Bus Service in Peak-period Shoulder Lane Alternative (2.6.3) – This alternative is preferable to the Gondola Alternatives due to its superior capacity and lessened visual impact. The RL-SO design should be given further consideration as a replacement to PPSL.

9) Peak-Period Shoulder Lanes (2.6.3.2) – The EIS states “The uphill PPSL on the south side of S.R. 210 would be open to eastbound bus traffic during the morning peak and the downhill PPSL on the north side of S.R. 210 open to westbound traffic during the evening peak on peak traffic days (weekends, holidays, and busy ski days during the winter season) in the winter from late November through mid-April. When not in use on non-busy winter days and between mid-April through late November, the PPSLs would be available to cyclists and pedestrians.” Figure 2.6-19 demonstrates this concept. In my opinion reservation of the PPSL’s for cyclists and pedestrians does not warrant the impacts resulting from this design. The RL-SO Option could reserve the middle lane for uphill traffic year-round with the exception being afternoons on busy winter days. Cyclists can manage uphill traffic with a marked 5 or 6-foot shoulder and a lesser one for downhill. The design in Fig. 2.6-19 is not appropriate for significant sections of the Little Cottonwood Canyon study area.

10) Gondola Alternative B (2.6.5) – This alternative does not appear to meet current or future capacity demands and does not appear to be competitive given the significant discrepancy in travel time requirement versus personal vehicles (Alternatives Presentation Video 6-25-2021, slide 7/19). The data provided does not support that it would be able to meet the 30% reduction goal. Additionally, it would introduce a significant detrimental visual component into the landscape. I can assure that climbers would feel this would detract significantly from their views of the scenic Little Cottonwood Canyon (4.4.4.2.2 para. 3, “might feel”). Additionally, the angle station location for this design (Fig. 2.6-29) would cause a significant adverse impact to users of the existing Park-and-Ride lot due to both visual and noise impacts.

Sincerely,

*Robert K Price*

Robert K. Price

Cf: Salt Lake Ranger District, USDA Forest Service

32.4N  
32.4P  
32.2.6.2.4F  
  
32.2.9B and 32.2.2D  
  
32.9A  
  
32.2.2D  
  
32.2.6.5N  
32.2.9E  
32.2.4A  
32.17A  
32.4B  
32.11D

**COMMENT #:** 13304  
**DATE:** 9/3/21 3:33 PM  
**SOURCE:** Email  
**NAME:** Katie Gresham

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**COMMENT:**

Afternoon UDOT Team,  
Please see attached public comment, responding to the Draft EIS, by Mr. Frederic Demoulin.  
We respectfully submit these comments, and reports, for your consideration.

Feel free to reach out to me if you have any questions or if you need anything further.  
Thank you,

September 1, 2021

Frederic Demoulin  
Leitner Poma of America, Inc.

Dear UDOT EIS Team,

Leitner-Poma of America (LPOA) is part of the HTI group, which has more than a century of experience not only in the cable transportation field (Leitner, Poma, LPOA, SkyTrac, Agudio) but also in the manufacturing & service of tracked vehicles (Prinoth), technical snowmaking (DemacLenko) and wind power generators (Leitwind). LPOA started manufacturing lifts in Colorado in 1981 for the North American market. Around 150 people are currently working in the HQ of Grand Junction, CO. Other offices are located in Utah, Vermont and two Canadian offices. Overall, HTI employs over 3,800 people which generate a turnover of \$887 million and invests almost \$27 million into R&D (KPIs of 2020). HTI also operates 20 manufacturing facilities across 6 countries (USA, CAN, ITA, AUT, FRA, IND) and features over 70 subsidiaries & 131 sales points all over the world.

Even though our core business encompasses ropeways for ski resorts, our group has also pioneered lifts to be used for urban transportation in cities. One of the first & most important mass transportation urban cable-based system was built 16 years ago in Medellin (Colombia) as a feeder to the metro network. Since then, many other urban lifts have been built over the world, from Latin America to Europe to Asia. For instance, our aerial tramway in NYC was built 10 years ago and continues to safely transport passengers from Manhattan to Roosevelt Island with an availability rate of 99.8%.

Our group has already built more than 11,000 ropeways all over the world of which approximately 80(\*) are urban projects (48 were built in the last 10 years only), some of them in PPP financing arrangements (11 in total, of which 6 for urban lifts). This demonstrates not only that ropeways are a proven and efficient solution to be integrated in urban transportation networks, but also the extensive experience in the planning, manufacturing, installation, O&M as well as in the financing (PPPs, private partnerships) of said projects by our group.

Regarding the 3S (tricable detachable gondola) technology which carries detachable cabins of 35 passengers and has a capacity of up to 6,000 people per hour / direction, we already have a track-record of 10 projects around the world. Among these projects:

- We are the only company to have built a sole urban 3S in the world. The project Téléo will open at the end of 2021 in the city of Toulouse (France);
- Particularly interesting is the 3S named Eisgratbahn in Stubai (AUT) as it climbs a canyon (and features middle stations used primarily by skiers) comparable to the Little Cottonwood Canyon. (See it for yourself: [https://www.youtube.com/watch?v=wt4KJl6\\_FVQ](https://www.youtube.com/watch?v=wt4KJl6_FVQ) )
- We have built the world's highest 3S (3,830 m or 12,560 ft above sea level) called Matterhorn Glacier Ride 1 in Zermatt (SUI). Have a look: <https://www.youtube.com/watch?v=wPkAcAMgYoc>
- Matterhorn Glacier Ride 1 features one of the longest rope spans between two towers in the world (2,7km). See: <https://www.youtube.com/watch?v=kopesb59Wym>
- The 3S of Zhuhai (China) planned for 2022 will be the 3S with the highest transport capacity in the world: 5,700 people per hour and direction;

32.2.9D

- Other installations include the Voss Gondola (NOR) (see: <https://www.youtube.com/watch?v=AOLjWHNkvnQ>) and the upcoming Matterhorn Glacier Ride 2 which will connect Switzerland (specifically the Matterhorn Glacier Ride 1) to Italy (<https://www.youtube.com/watch?v=kOZ05SSf-sY>)

We have planted the seed for several urban opportunities in the U.S. & Canada (of which approx. 30% comprise 3S systems) and we are eager to be involved in future urban ropeways built in the continent. Municipalities have an increased need to turn their public transportation networks more environmentally-friendly, cheaper and more reliable and we firmly believe our technology fit that purpose even better than others, widely used solutions. To respond to this demand in North America, our company is working with the Utah governor's office of economic development for building a campus in Salt Lake City which would gather additional facilities to the ones we currently have in Grand Junction – Colorado for our brands LPOA, SkyTrac, Prinoth and DemacLenko. With such facilities, we would expect to increase our capacity and manufacture 90% of our ropeway components in the USA, with an additional job creation in the Salt Lake City area.

In terms of financing, our group has currently mandated a global investment banking firm with the task of finding long-term equity investors believing in the ropeway technology and willing to finance the development, building, and operations of private or public (PPP) urban / touristic ropeway projects in need of capital to sky-rocket the realization of cable-hauled transportation infrastructure.

Finally, such urban transportation projects are much bigger than the sole supply and installation of the ropeway. In fact, the construction of an urban ropeway usually requires a venture of a strong group of companies as civil work companies, engineering companies and a ropeway supplier, the latter of which could also be in charge of the operation and maintenance of the ropeway once it is realized. Luckily, our group has an extensive experience of working and even partnering-up with engineers, urban planners, municipalities / other public entities and civil work companies. Notorious examples are the building (in 18 months only) of the 7 station (with a length of 6.4 miles) monocable gondola Cablebus 2 in Mexico City (which was recently awarded with the Guinness world record as the longest urban ropeway installed on earth) (2021), the 2017 PPP project of the Pisamover in Pisa (ITA), the Roosevelt Aerial Tramway in NYC (USA), the PPP urban ropeway of Guayaquil (ECU) or the airport shuttle APM in Miami (USA). Therefore, getting the chance to work on the gondola alternative to resolve the Little Cottonwood Canyon gridlock poses a magnificent challenge which LPOA and its affiliates are looking forward to in order to confirm our status as worldwide leader in the ropeway industry for both mountain and urban environments. Hence, as we look forward to open new LPOA facilities in the area and to work with local Utah companies and professionals in the case the ropeway alignment and our company would be chosen over the preferred lane bus service and competitors, we propose the proponents our expertise and work (both technical and financial) in regards to the ropeway alternative. As stated, we have a proven track record of pursuing mountain and urban ropeway projects all over the world, whereunder over a dozen PPP projects with over 449 m€ under current and past management. Moreover, our extensive experience in working with local administrations, civil work companies, engineers and urban planners in the past highlighted our efficiency no matter whether a simple supply contract, a PPP, a private partnership or other types of consortia.

Major benefits of the 3S technology comprise:

- Safety
- Reliability

- Speed
- Sustainability (no CO2 emissions, very low noise emissions, lowest impact of the infrastructure on the ground)
- Panoramic view & touristic appeal (highlights the landscape, rather than scarring it – see links above)
- Low operating expenses (e.g. low personnel requirements, autonomous)
- Low land usage
- Handles every terrain & slope and has the unique capability of avoiding obstacles
- Short construction time

**Safety** of passengers is arguably the biggest benefit of ropeways. Amongst our approx. 80 urban ropeways we have never had any accident nor vertical evacuation. For instance, the 1<sup>st</sup> gondola line in Medellin (Colombia) is now 17 years old with 115,000 hours of operation, which sums up to around 6,800 hours of operation each year (around 19-20 hours per day). The 2<sup>nd</sup> line is 13 years old and has more than 90,000 hours of operation. The 3<sup>rd</sup> line is from 2010, the 4<sup>th</sup> line from 2016, the 5<sup>th</sup> line from 2019 and the 6<sup>th</sup> line was just finished last June 2021. All in all, these 6 lines combine a total of approx. 300,000 hours and transport around 100,000 passengers a day, meaning that our Urban ropeways transported as much as 350,000,000,000 passengers (approx. the population of the USA!) from 2004 in the municipality of Medellin alone. As stated earlier, without any major safety issue. In addition, the sole known-to-date transport accident survey including ropeways (2011) found that, based on passenger kilometers travelled, ropeways are the 2<sup>nd</sup> safest means of transportation (1 accident every 17.4 m km) only trailing planes (1 accidents every 113 m km) and before cars (1 accident per 1.46 m km), railways (1 accident per 1.31 m km), busses (1 accident per 616,000 km) and trams (1 accident per 225,000 km)<sup>1</sup>. Given the fact that the choice will be made between ropeways and busses, we can confidently state that the ropeway solution is the safer alternative of the two. This claim should especially hold true in a snow & avalanche-prone environment like Little Cottonwood Canyon, where several professionals like avalanche experts, snow-clearance troops, bus drivers, bus passengers and private car passengers are often endangered.

**Reliability** is a major benefit: due to its exclusive right of way, ropeways are unaffected by surrounding traffic, passenger numbers, avalanches, road conditions & road closings. As such, a 3S guarantees uniform travel times and allows a continuous transportation of passengers without any timetables and with minimal waiting times (max. 31 seconds in between cablecars and 950 feet between each cabin). In addition, the 3S technology is technically able to operate in normal conditions until approx. 62 mph wind speed (with constant winds). From our experience, we can demonstrate that our technology features very high technical availability metrics of well above 99%.

**Speed** is another benefit: 19 mph stable and constant speed is technically feasible for 3S ropeways. Especially in mountainous & hazardous terrain as the LCC, the speed of a 3S should be very hard to beat for any bus. Furthermore, the ropeway's straight line guarantees less miles travelled in respect to road traffic. Indeed, a study published by CUP<sup>2</sup> highlights the fact that average bus speed lies at around 11 mph, well below average (and maximum: it does not differ in ropeways) speeds for the 3S. Furthermore,

<sup>1</sup> Source: Statistisches Bundesamt Wiesbaden (GER), 2011: „Unfallereignisse bei Seilbahnen – Erhebungsergebnisse des letzten Jahrzehnts“ by Dr. Peter Sedivy

<sup>2</sup> Source: Creative Urban Planners, 2013: Cable Car Confidential – The essential guide to cable cars, urban gondolas & cable propelled transit“ by Steven Dale

ropeways bypass traffic cues, road hazards and their speed is unaffected by meteorological conditions. Hence, we believe that the travel times published in the Little Cottonwood Draft EIS are overstated for the gondola alternative (43-45 mins but we believe the pure gondola ride is approx. 34 mins to the top) in respect to the bus travel time (of 37 mins). To sum up, we believe 3S technology is superior to bus technology not only for safety & reliability, but for speedy transportation too.

**Sustainability** of ropeways is superior to any form of bus transportation. Indeed, it is emission free (no CO2 nor other gas is emitted locally) due to its fully electric engines: In addition, the technology is virtually noise-free along the route besides minimal noise emissions close to the ropeway terminals. Due to the position of such stations in the LCC project, however, bespoke noise emissions would not additionally harm the environment due to its closeness to Alta and Snow Bird ski resorts and thanks to the advanced technology of our DirectDrive engines. Moreover, a 3S system would partially avoid the heavy snow-clearance measures required to ensure a reliable bus connection throughout the canyon (snow-patrol service CO2 & noise emissions, noise emissions of TNT for avalanche removal, environmental pollution of anti-icing agents, etc.). In addition, the low land usage of a ropeway avoids heavy infrastructure construction such as road widenings, tunnels, bridges etc. and thus avoids also their maintenance, with lower impact on the flora & fauna of the canyon. To conclude, ropeways can be regarded as one of the most (if not the most) sustainable means of mass transportation.

**Tourist & local appeal** of ropeway technology is well-known by practitioners. A ride in a 3S gondola provides an emission-less, scenic ride between the landscape. As such, a ropeway is often a means to give further value to a scenic place like LCC. Indeed, the quiet ride matched with the lofty heights and the panoramic cablecar windows is often turning ropeway sceptics (worried about the impact of the ropeway masts and cablecars on the views of the area) into ropeway fans. This has the beneficial effect of encouraging people to avoid driving their cars and opting for public transportation, as well as increasing the passenger numbers of the system enabling economic value creation. Furthermore, the station and cablecar elements can be tailored to the needs & wishes of the customer: from minimalistic design to opulent, architecturally-important terminal stations... from window cablecar floors (see Matterhorn Glacier Ride) to A/C cabins. From our experience, we claim confidently that a 3S ropeway appeals much stronger to locals and tourists than any form of bus transport.

**Low Opex & Capex** of the 3S system due to its autonomous nature, the mature technology and the independency from meteorological conditions like snow & avalanches. Regular maintenance must only be performed in the terminal stations, whereas work on the masts / along the cables are rather an annual / pluriannual affair. That allows for lower personnel & spare parts requirements. Compared to other transport systems, ropeways have relatively lower costs (half of a tramway and 1/10 of a metro).

**Low land usage** is also a clear benefit that a 3S ropeway enjoys over any preferred lanes bus service. Indeed, due to the nature of cable-propelled transit the only land usage a ropeway requires lies within the planned terminal stations areas (which per se is relatively limited, see below the terminal station of the 3S Renon (ITA) as an example). Smaller amounts of land are however also needed by the masts of bespoke systems (typically regular masts require space of approx. 270 square-feet). This lies in stark contrast with the preferred lane bus service, in which roads, tunnels and bridges must be widened to make space for the preferred lane, as well as bus turning plazas and parking spaces. Lower land usage of ropeway systems mean lower land costs, generally lower capital expenditures, lower O&M, a shorter construction time (also thanks to its modular design) and the ability to cope with steeper gradients, rivers,

32.10A

32.11D

32.17A

woods & other geographical barriers and obstacles (e.g. avalanches, buildings, etc.).



Attachments:

- Urban ropeway + PPP portfolio of HTI Group
- Power Point with brief HTI group introduction and hallmark projects
- (\*) HTI Urban ropeways reference list

Respectfully,

*Frederic*



**Frederic Demoulin**  
Urban Ropeways Project Manager  
Leitner-Poma of America, Inc.







3S Eisgratbahn – Stubai (AUT)

## HTI Group – Company introduction

### Company introduction

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September 2021



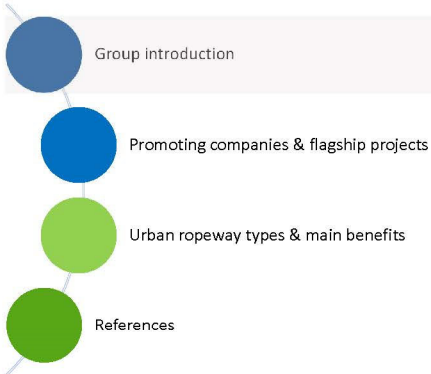
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## Agenda



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## Group introduction

### Chronology of events

- In 1888, Gabriel Leitner establishes a business specialized, amongst others, in ropeways for material transportation. In 1908, Leitner is involved in the construction of the 1st passenger ropeway of Central Europe (Bolzano, ITA). In 1947, Leitner builds its 1st chairlift (Corvara, ITA)
- In 1980, a brand-new 40.000 square m. production plant is build. Shortly after, Leitner develops its first detachable grip
- In 1998 Leitner opens its first affiliate in the USA (now LPOA) and acquires BM Lifts (CAN). In 2000, strong M&A activity leads to the acquisition of French Pomagalski (now Poma), one of the leading companies in the ropeway sector, and Prinoth (world-leader in the snow-groomer industry, ITA). In 2003, Leitner develops its 1<sup>st</sup> wind turbine under the brand Leitwind. After the acquisition of Demac (ITA) & Lenko (SWE) in 2010, the High Technology Industries Group (HTI Group) is formed: it is the only worldwide single-source supplier for winter sports technologies
- In 2003, HTI installs one of its 1<sup>st</sup> Urban ropeways in Medellin (COL). Soon after, 5 additional gondolas are included in the cities' PTS (tot. length of 14.5 km). The success of the system skyrocketed worldwide demand: 7 Urban gondolas were installed in TUR; other 3 in COL; 2 in DOM; 6 in MEX with 4 only in Mexico City (Ecatepec in 2016 & Cablebus in 2021, for 15 km across 16 stations). During 2020, the 1<sup>st</sup> Urban ropeway of ECU was build for CAPEX 1.35 m€. In ALG, 3 new city gondolas are build from 2018, continuing HTI's great success story in Northern Africa, where its subsidiary operates 13 Urban ropeways across 7 cities. In Asia, HTI finished 3 Urban projects in KOR, and 1 each in MAL, VNM and CHN, with more to be build over the next years (MNG, CHN).
- Between 2008 and 2009, two innovative Urban ropeways are developed & build by HTI: MiniMetro Automated Peoplemover (Perugia, ITA) and the 1<sup>st</sup> 3-cable detachable gondola (TD) in Bolzano - Renon (ITA), displaying their huge potential
- HTI's success overseas leads to growth in Urban projects across Europe: Hungerburgbahn in 2009 (Innsbruck, AUT), The Squire in 2011 (Frankfurt, GER), Pisamover in 2017 (Pisa, ITA), Gärten der Welt in 2017 (Berlin, GER), Citadelle in 2021 (Namur, BEL), many of them developed in PPPs. The 1<sup>st</sup> Urban 3S gondola of FRA will be finished end of 2021 in Toulouse. Grenoble (FRA) will follow with its own HTI Urban ropeway in 2024

**TD35 Ritten / Renon (ITA)**



**TD28 Matterhorn Glacier Ride 1 (SUI)**



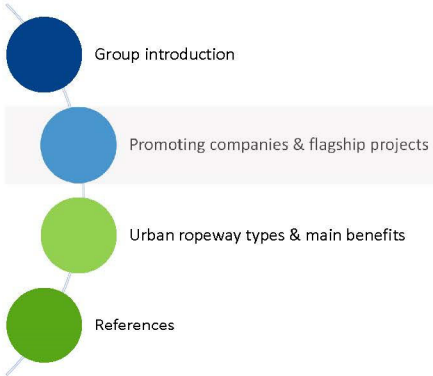
**TD34 Voss Gondol (NOR)**



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## Agenda



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## Promoting companies (1/4)



### HTI Group (ITA) – Company profile

<b>Business overview</b>	Italian, privately-owned industrial company specialized in the design, production, installation and O&M of cable-hauled transportation systems, wind energy generators and machineries for the maintenance of ski-resorts (snow groomers, snowmakers)
<b>Brand overview</b>	Letner ropeways (ITA) & Poma (FRA) are world-leaders in the cable-hauled transportation industry both in mountain and urban environments. Agudio (ITA) is specialized in cable-hauled material transportation systems. Prinoth (ITA) is world-leader in the production of snow-groomers and vegetation management vehicles. DemacLenko (AUT) is world-leader in the technical snowmaking industry, and Letwind (ITA) is the leading WTG manufacturer for the Italian market in the megawatt class
<b>KPIs HTI (2019)</b>	<ul style="list-style-type: none"> <li>HQ: Vipiteno (ITA)</li> <li>Revenue: 1.056 bn€</li> <li>Net income: 48.6 m€</li> <li>Capex: 38.3 m€</li> <li>R&amp;D: 28.9 m€</li> <li>Headcount: 3,814</li> <li>Tot. Assets 1.253 bn€</li> </ul>
<b>+9.9%*</b> <b>Revenue growth</b>	<ul style="list-style-type: none"> <li>78 ropeway systems, 2000 snowmakers &amp; 945 snow groomers sold</li> <li>41,692 hrs of HR training</li> <li>1.2 m€ to community projects / ESG projects</li> <li>2.3 m€ invested in employee development</li> <li>70 subsidiaries &amp; 131 sales points</li> <li>Production facilities over 6 countries (ITA, AUT, FRA, USA, CAN, IND)</li> <li>Over 10,000 ropeways sold since inception</li> </ul>
<b>KPIs Urban transportation</b>	<ul style="list-style-type: none"> <li>Product portfolio: Aerial tramways, Funiculars, MiniMetro - APMS, Tri-, and bi-cable gondola lifts, Detachable cable cars, Inclined elevators</li> <li>No. of Urban ropeways installed: 74 across 21 countries and 4 continents</li> <li>Miles of Urban transportation installed: approx. 84</li> <li>No. of Urban ropeways w. HTI O&amp;M arrangements: 46</li> <li>No. of PPPs currently in portfolio: 8 (thereof 6 for Urban ropeways) &amp; 2 under negotiation</li> <li>No. of PPPs sold: 3 for Capex 60.6 m€</li> <li>PPP Capex under management: 388.5 m€</li> <li>Subsidiary ETAC (ALG): O&amp;M of 13 ropeways across 7 cities, transporting approx. 12.2 m passengers per year</li> <li>Planned projects: 35 Zuhai (2022, CHN), Ulan Bataar (2023, MNG), Metrocable Grenoble (2024, FRA), Tizi Ouzou (2025, ALG),...</li> </ul>
<b>74</b> <b>Urban ropeways installed</b>	

\*Revenue CAGR from FY 2015 to FY 2019

© HTI Group



6

## Promoting companies (2/4)



### HTI Group (ITA) – Flagship Urban ropeways

#### Cablebús 2 I-II – Mexico City (MEX)



Type	GD10 Detachable gondola
Capex	130 m€ (RW only)
O&M	Third party + HTI
Contract	Supply contract + M*
Length & stations	6.4 m & 8 stations

2021 Guinness World Record for longest Urban ropeway of the world

#### Aerovia I-II – Guayaquil (ECU)



Type	GD10 Detachable gondola
Capex	135 m€
O&M	HTI
Contract	PPP
Length & stations	2.5 m & 5 stations

#### Metrocable Líneas K+J+L+H+M+P – Medellín (COL)



Type	GD10 Detachable gondolas
Capex	N/D
O&M	Third party + HTI
Contract	Supply contract + M*
Length & stations	9 m & 22 stations

#### Téléo – Toulouse (FRA)



Type	TD30 Tri-cable gondola
Capex	61 m€
O&M	HTI
Contract	Supply contract + O&M
Length & stations	1.7 m & 3 stations

\*M: Great maintenance / inspections

© HTI Group



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## Promoting companies (3/4)



### HTI Group (ITA) – Flagship Urban ropeways

#### Pisamover – Pisa (ITA)



Type	MM100 MiniMetro - APM
Capex	74 m€
O&M	HTI
Contract	PPP
Length & stations	1 m & 3 stations

#### Awana Skyway – Genting Highlands (MAL)



Type	GD10 Detachable gondola
Capex	19 m€ (RW only)
O&M	Third party + HTI
Contract	Supply contract + M*
Length & stations	2.2 m & 6 stations

#### Yenimahalle K1+K2 – Ankara (TUR)



Type	GD10 Detachable gondolas
Capex	22 m€ (RW only)
O&M	HTI
Contract	Supply contract + O&M
Length & stations	2 m & 5 stations

#### Ecatepec 1 I-II – Mexico City (MEX)



Type	GD10 Detachable gondola
Capex	70 m€
O&M	Third party + HTI
Contract	Supply contract + M*
Length & stations	2.9 m & 8 stations

\*M: Great maintenance / inspections

© HTI Group



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## Promoting companies (4/4)



### Leitner Poma of America – LPOA (USA)

#### Business overview

American, fully-owned subsidiary of Poma (FRA) and member of the HTI Group, specialized in the manufacturing, installation and O&M of the complete line of cable transport systems for both the Urban and Mountain environment across North America

#### KPIs LPOA (2019)

+11.3%\*

#### Revenue growth

- HQ: Grand Junction (CO - USA)
- Revenues: 86.65 mUSD
- Net income: 15.28 mUSD
- Capex: 1.56 mUSD
- R&D: 2.74 mUSD
- Headcount: 295
- Total Assets: 123.84 mUSD
- No. of branches: 3 (UT, VT, ON – CAN, BC – CAN)
- Ropeways installed in 2019: 19
- Urban ropeways installed: 4 (3 in USA, 1 in MEX) since inception
- No. of Urban ropeways w. HTI O&M arrangements: 3
- Urban ropeway summit organized by early November 2021 to increase awareness of city planners, engineers, construction companies, Universities, etc. about the potential of RWs. Own booth at APTA 2021 in Orlando, FL
- In-house Colorado production facility allows for Made in America standards to be met, easing access to projects & grants

#### Roosevelt Island – NYC (USA)



Type	AT110 Aerial Tramway
Capex	18 m € (RW only)
O&M	HTI
Contract	Supply contract + O&M
Length & stations	0.5 m & 2 stations

#### E-Train Miami Airport – Miami (USA)



Type	MM150 MiniMetro - APM
Capex	38 m €
O&M	HTI
Contract	Supply contract + O&M
Length & stations	0.5 km & 2 stations

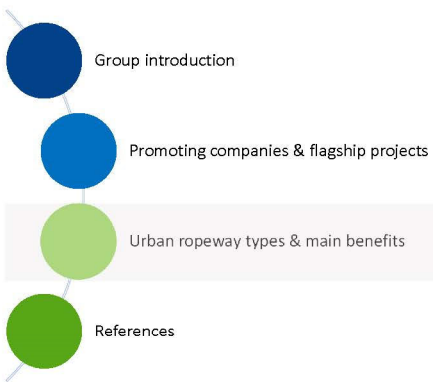
\*Revenue CAGR from FY 2015 to FY 2019

© HTI Group



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## Agenda



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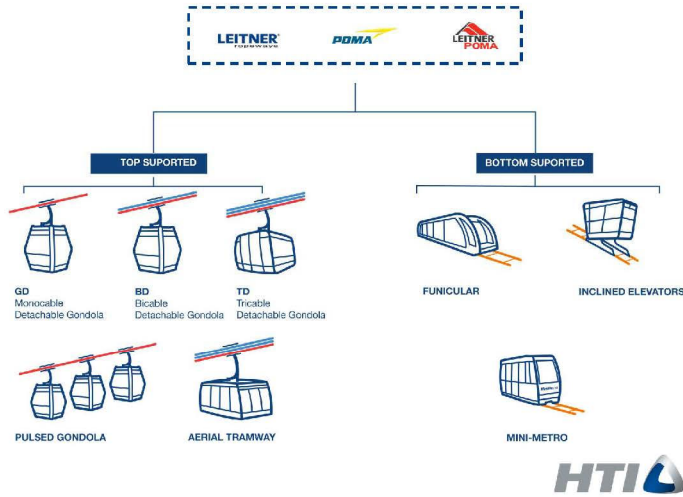
10

## Urban ropeways – e-mobility made easy

Thanks to their unique attributes, ropeways from HTI are the optimum mobility solution for a wide range of needs in urban environments.

As a useful supplement to existing public transport services, a ropeway offers unbeatable arguments

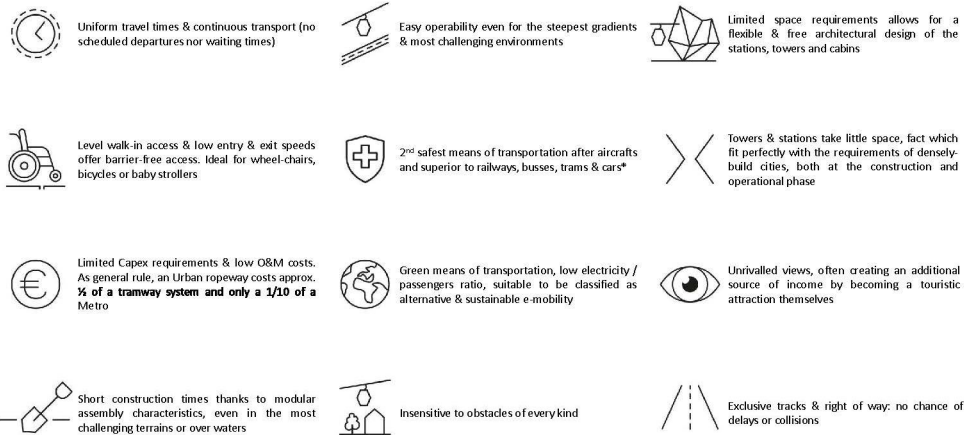
- > **Topography limitations:** insensitive to road crossings, river bridging, hills & other difficult-to-access terrain
- > **Traffic bypass:** RWs operate on a different level from individual & public transport (cars, busses, trams, etc.)
- > **Limited space requirements:** Ideal for environments with saturated space capacities
- > **System extensions:** Ideal solution for suburbs with limited PT systems & high passengers potential or to act as a feeder solution for other mobility systems. Modularity allows for system modification
- > **Connection of areas with high point-to-point traffic**
- > **Independent transportation:** High potential even for areas with limited transport demand



© HTI Group

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## Urban ropeways – Main benefits



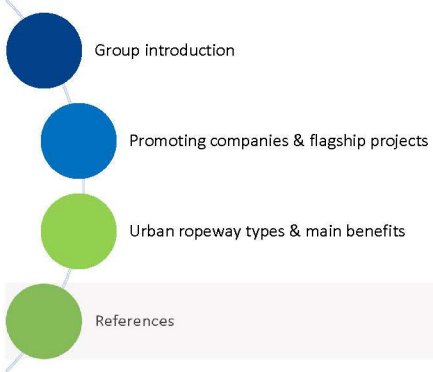
\*Federal statistics office Wiesbaden (GER), 2011: aircraft (1 accident every 113m kms), ropeways (1 every 17.1m), cars (1 every 1.46m), rails (1 every 1.31m), bus (1 every 616k), tram (1 every 225k)

© HTI Group

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## Agenda

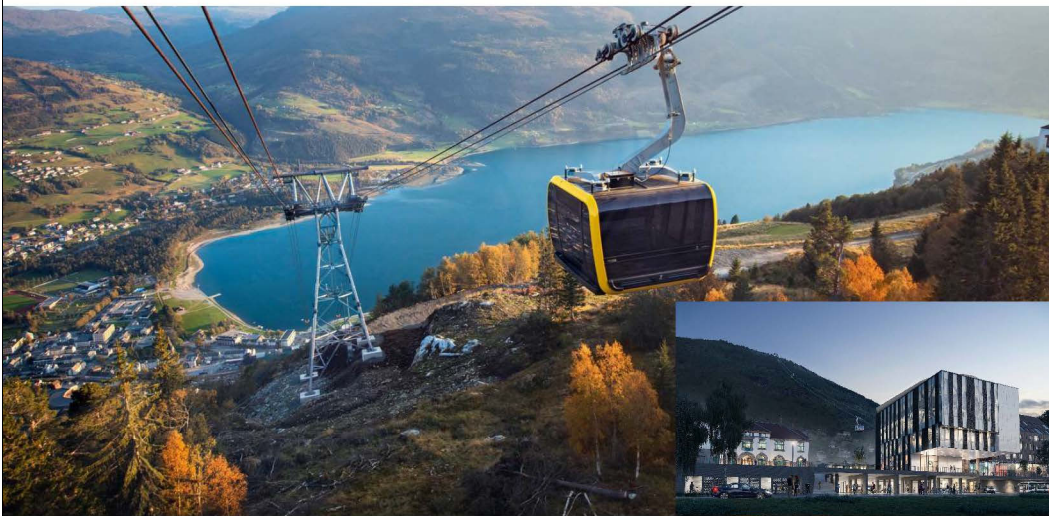
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© HTI Group



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### TD34 VOSS GONDOL

VOSS - NO - 2019

↗ | 6700 ft

↕ | 2447 ft

🚡 | 1544 P/h



© HTI Group



### TD32 EISGRATBAHN

STUBAI - AUT - 2016

15374 ft

3898 ft

3014 P/h



© HTI Group



### TD30 TELEO

TOULOUSE - FRA - 2021

9842 ft

295 ft

2000 P/h



© HTI Group





## TD28 MATTERHORN GR 1

ZERMATT - SUI - 2018

12352 ft

2946 ft

2000 P/h



© HTI Group



## TD35 LES PRODAINS

AVORIAZ - FRA - 2013

5744 ft

1890 ft

2400 P/h



© HTI Group



### TD35 RITTEN / RENON

BOLZANO - ITA - 2009

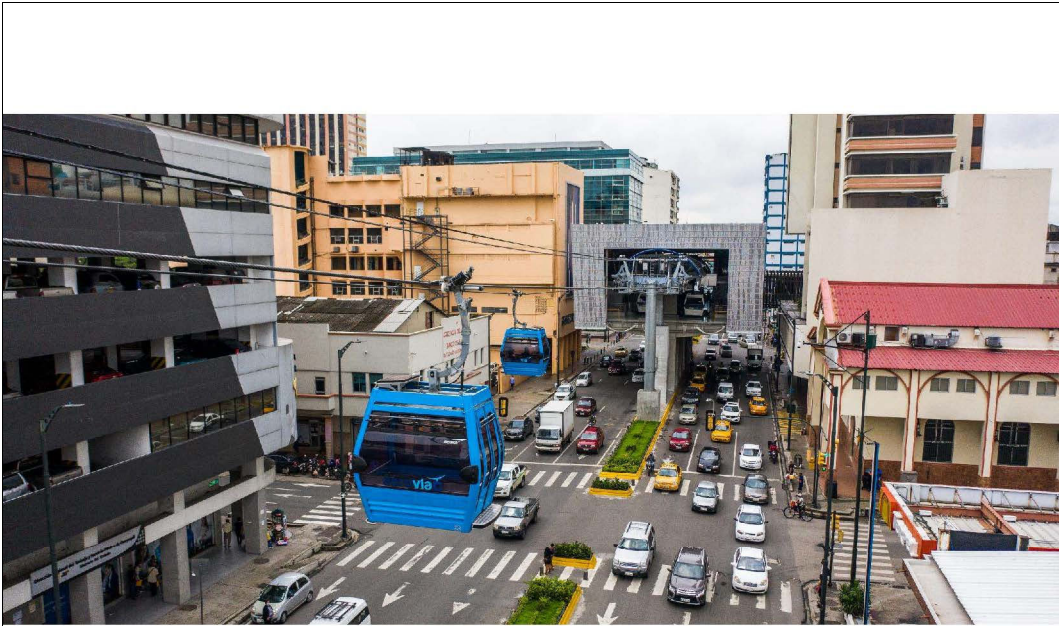
14908 ft

3113 ft

726 P/h



© HTI Group



### GD10 AEROVIA GUAYAQUIL

GUAYAQUIL - ECU - 2021

13330 ft

39 ft

5200 P/h



© HTI Group



## AT110 ROOSEVELT ISLAND

NEW YORK CITY - USA - 2011

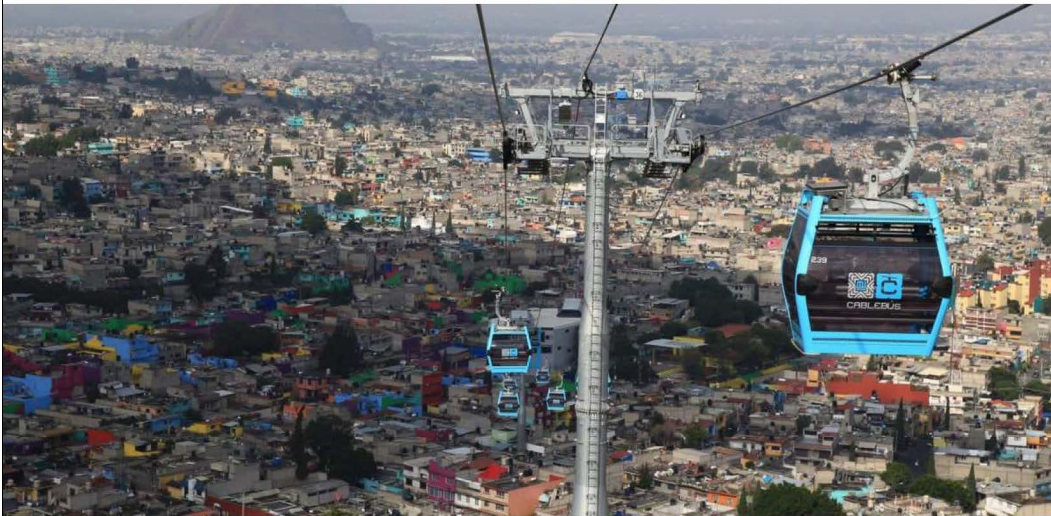
3093 ft

226 ft

1400 P/h



© HTI Group



## GD10 CABLEBUS 2

MEXICO CITY - MX - 2021

33989 ft

590 ft

3000 P/h



© HTI Group



**GD10 YENIMAHALLE I II III**  
ANKARA - TR - 2015

 | 10803 ft    
  | 650 ft    
  | 2400 P/h

© HTI Group 



**GD10 CITADEL NAMUR**  
NAMUR - BEL - 2021

 | 2139 ft    
  | 335 ft    
  | 900 P/h

© HTI Group 

**GD10 ECATEPEC I+II**  
MEXICO CITY - MX - 2016

15380 ft    965 ft    3000 P/h

© HTI Group **HTI**

**APM MIAMI AIRPORT**  
MIAMI - USA - 2016

1230 ft    0 ft    10200 P/h

© HTI Group **HTI**



## APM PISAMOVER

PISA - ITA - 2019

5774 ft

20 ft

2500 P/h



© HTI Group



## GD10 TELEFERICO S.DOMINGO

SANTO DOMINGO - DOM - 2018

16932 ft

52 ft

6000 P/h



© HTI Group



## GD10 MIO CABLE

SANTIAGO DE CALI - CO - 2015

↗ | 6683 ft

↕ | 213 ft

⚙️ | 3000 P/h



© HTI Group



## GD10 TREBEVIC

SARAJEVO - BA - 2018

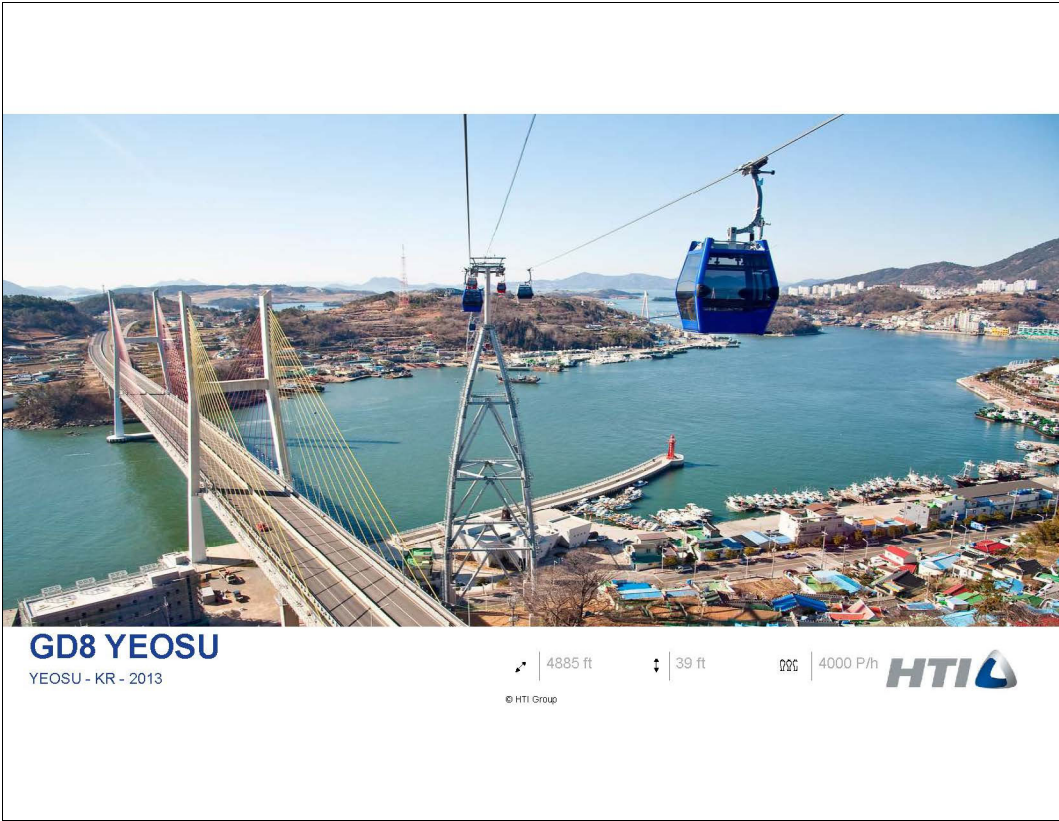
↗ | 7080 ft

↕ | 1900 ft

⚙️ | 1200 P/h



© HTI Group







REPORT

2020

COMPANIES OF HIGH TECHNOLOGY INDUSTRIES

LEITNER



# Forward-looking

The future belongs to modern technologies. Our Group has used the past year intensively to promote research and development – so that we remain on course for success worldwide.



## Creating the future: High Technology Industries

**LEITNER**

Cable hauled passenger transport systems for use on mountains and in cities

Page 6 – 9

**POMA**

Cable hauled passenger transport systems for use on mountains and in cities

Page 20 – 21

**egudici**

Material transport systems

Page 32 – 33

**Plunth**

Snow groomers and tracked vehicles for all kinds of slopes and terrain

Page 36 – 37

**BENAGLENDI**

Complete solutions for fully automatic technical snowmaking

Page 41 – 47

**LEITWIND**

Megawatt class gearless wind power plants

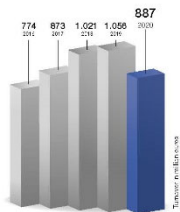
Page 54 – 55

# Strength counts

## Turnover

Group turnover amounted to 887 million euros in 2020.

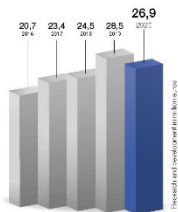
- 44 ropeway systems
- 6 wind power plants
- 746 snow groomers and tracked vehicles
- 1,500 snow guns



## Research

Technological innovations are part and parcel of our HHI Group. This is why we invest heavily in R&D – the total figure for 2020 was 26.9 million euros.

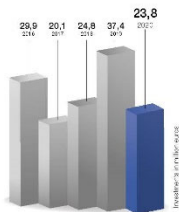
- Ropeway systems: Further development of the detachable gondola lifts
- Snow groomers and tracked vehicles: Further development of the Stage-V vehicle generation and development of the LEITNER eMOTION and HUSKY eMOTION high-end concept models
- Snow guns: Market launch of the Titan 4.0 fan gun, development of fully automatic systems for disinfection and fire-fighting
- 11 wind power plants and further development of the L1W12



## Investments

HHI Group invested 23.8 million euros in 2020, expanding their capacities and network and thus helping to further extend our global market position.

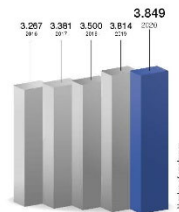
- Construction of the new LEITNER production site in Stara Lubovna / Slovakia
- Extension of the office building in Casaccia and Campi di Sotto in Vipiteno / Italy
- Property expansion at the headquarters in Vorstsee / France
- Construction of the new DEMIGLENKO headquarters in Campi di Sotto in Vipiteno / Italy



## Employees

In 2020, the HHI Group employed 3,849 staff worldwide.

- Approx. 1.2 million euros for training and advanced training
- 15,615 hours of further education
- 119 internship positions
- 48 apprentices



# Moving the future

## LEITNER®

2020 was a challenging year for LEITNER, in which exciting projects were able to be realized, in spite of difficult circumstances.

The consequences of the pandemic continue to have an impact and have especially impaired the tourism industry, which is relevant for the company. It was all the more important last year that forward-looking steps were taken into the future with extensive investments in infrastructure and a clear commitment to research and development. Starting over again where it was left off bears witness to optimism and motivation: as a reliable partner and manufacturer of ropeways, who ensures modern movement with innovation and quality, LEITNER looks to the future with optimism, with the conviction of its products keeping pace with the times and often even being a step ahead.

The entrepreneurial stability and clear vision will also be the most important basis after the crisis, for being successful on the market and setting new standards.



© 32team / AT

12 - 11

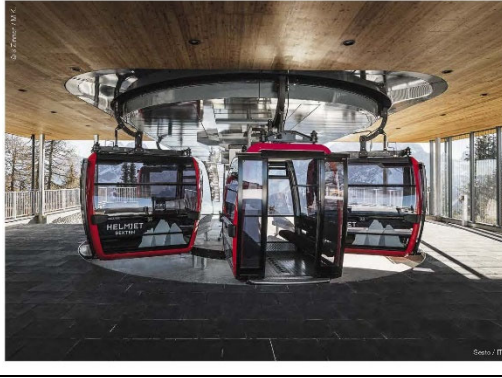
ITALY - SESTO

## Elegance conquers the Dolomites

All signs point to innovation on the popular Helm ski mountain. With construction of the new 10 passenger "Helmet" gondola lift, the 40-year-old aerial tramway became obsolete and made room for the system by LEITNER, which transports guests to the popular 3 Zinnen Dolomites area in only six minutes. The "Helmet" is already the sixth system within six years that the company has realized in the renowned ski resort. The new installation impresses with its elegant luxury Symphony 10 cabins in a Pininfarina design, including seat benches with laden upholstery and ski racks inside. The gondola lift is over two kilometers long and

overcomes a height difference of 720 meters and is powered by a high-performance LEITNER DirectDrive.

<b>GD10 Helmet</b>	
Vertical height	720 m
Maximum	720 m
Drive power	1.196 kW
Transport capacity	4.400 p/h
Number of towers	44
Number of cabins	66



© 32team / AT

Seitz / IT

AUSTRIA - SCHLAINING

## Fast, elegant and comfortable

With the new construction of the "Lärchkogelbahn", a new, efficient system by LEITNER was created in the Planai - Schläining ski resort with a key function. Previously, a 4-seater chairlift connected the three main slopes, Kraterabfahrt, Lärchkogelabfahrt and WM-Slalomstrecke. With the construction of the 8-seat chairlift, guests not only benefit from more comfort, but also shorter waiting times and higher capacity. The installation, fitted with premium EVO seats, including seat heating and weather protection bubbles, transports 3.600 passengers per hour, thereby nearly doubling the carrying capacity. Apart from the performance increase, the station in Pininfarina design impresses with its clas-

sic Planai look in yellow-green, LEITNER DirectDrive and extra comfort when getting in and out, due to improved snow protection at the stations.

<b>GD80 Lärchkogelbahn</b>	
Vertical height	1.026 m
Vertical rise	620 m
Drive power	747 kW
Transport capacity	3.600 p/h
Number of towers	14
Number of chairs	61



© 32team / AT

Seitz / IT

SERBIA - KOPAONIK

## Open all year round

Serbia's largest ski resort, Kopaonik, is once again counting on LEITNER's quality and innovation. For the first time, the new 10 passenger gondola lift is catering for a direct connection between the tourist destination Erzovci and Mali Karaman in the middle of the Kopaonik Mountains. The almost four kilometer long GD10 gondola lift at Dizdovo can carry up to 2.400 passengers per hour and overcomes a height difference of 840 meters with a middle station. Due to the transport option for bikes, appropriate infrastructure was also created with the new gondola lift for the popular summer season. In winter, the installation is the new heart of the entire ski resort, thus enabling optimum distribution of guests over the 55 km of slopes.

<b>GD10 Brazeo 1+2</b>	
Vertical height	2.727 m
Vertical rise	844 m
Drive power	1.516 kW
Transport capacity	2.400 p/h
Number of towers	36
Number of cabins	100 + 114*



Schlaiving / AT

LEITNER

PROJECTS 2010

## Trip to modernity

### ITALY - COMPLETE ROPEWAY PROGRAMME

In Roccaraso, at an elevation of over 1,200 meters, the new "Palafitor" 10 passenger gondola lift is setting new quality standards. It contributes to a significant increase in capacity and, above all, will guarantee a safe ride for the many small passengers. The Diamond 10 cabins offer a comfortable ride along the unchanged route and, with 100 kg of additional weight each, they provide even better wind stability. A double investment was even made in Alta Padi: LEITNER realized the new "La Brancia" 6-seater chairlift

here. Furthermore, instead of the old "Sectoratta" fixed 4-seater chairlift, a modern 8-seater chairlift with premium EVO seats and individual footrests and weather protection bubbles is in operation, in order to guarantee a safe ride for big and small skiers. There is also news from Visio: At the Asino plateau, a 6-seater chairlift by LEITNER, including blue weather protection bubbles, links the Verena Hut with Monte Verena.



Marbord-Cable/FR

### GERMANY, FRANCE - CUSTOMIZED MODERNIZATION

With extensive investments, the Sollederok in the Oberstdorf-Alpeisresort ski region is being modernized as a family resort. The new heart of this is the G210 "Solleckenbahn" with two technically separate sections. Due to the local conditions, the first section only extends over 938 meters from the parking lot to the lower bottom station. The skiing students are transported in cabins that are marked with the stickers of the ski area mascot and they only ride the first section up to the intermediate station. However, more advanced skiers can ride up to the mountain. There are also two separate entrances at the bottom station.

On the Gröbkopf, a popular mountain sports area, all year round in the Davaner Forest near O'Boimas, the old ropeways that are now 50 years old have moved aside for a new 8-seater chairlift by LEITNER. Up to six walkers or three bikers per chair can be transported in the summer. The chairlift particularly provides significant improvements when it comes to speed and comfort, which the winter sports enthusiasts are particularly pleased about in the winter. The ride up to the mountain

takes just under five minutes and is significantly less than the previous time of 14 minutes. The modern seats with comfortably upholstery, footrests and special racks for transporting sports equipment ensure a particularly pleasant ride experience.

Modernization and optimization were also the priority in several French ski resorts for this year's winter season. The picturesque village of Oz en Oisans at an elevation of 1,250 meters, offers access to the two ski resorts Oz Vaux and the large ski resort of Alpe d'Huez. Previously, Oz en Oisans was reached with a 20-minute car journey from Allimond, a town that is a 45-minute drive away from Grenoble. With the new Eau d'Osse Express gondola lift as a direct link from Allimond to the mountain village, Oz en Oisans can now be reached directly in only eight minutes without a car. In the La Forêt Blanche (Vars - Roubé) ski area, LEITNER is continuing the modernization of the ski resort in the middle of a larch forest. Here in Sainte-Marie, one of the four villages belonging to the Vars ski area, the new "Bios Noe" 6-seater chairlift will provide more comfort.

LEITNER

## Outlook 2021

GERMANY - OBERSTDORF

### 2S and Symphony newly combined

A striking modernization step was also taken on the Nebelhorn, which is steeped in tradition - only three kilometers away from Sollecken as the crow flies. The new "Nebelhornbahn" bicable gondola lift combines LEITNER's completely newly developed bicable technology with the luxury Symphony 10 cabins for the first time. A new overall product was therefore developed in the bicable gondola lift segment. The Nebelhornbahn is the first bicable gondola lift that is operated with the energy-efficient and resource-conserving LEITNER Direct Drive. In addition to significantly improving comfort, long waiting times will also be cut down in future. Thanks to the Symphony 10 luxury cabin designed by Platina, guests experience a new feeling of comfort from the moment they step into the cabin. Due to the warming seat covering made of lodon, it was not necessary to install seat heating.



LEITNER/IT



Cable/IT



Oberstdorf/DE

ITALY - CORTINA

### Sustainable attraction

Shortly after the completion of the "Cà Cruschi", LEITNER is already providing a new highlight in Cortina: With the construction of the "San dei Prade - Bai de Dones" gondola lift, the link between the Tofane ski resorts and those of Cinque Torri on the Falzarego pass, a significant structural project was realized. The new installation will be 4.5 km long altogether and fitted with 34 state-of-the-art 10 passenger cabins and will connect the ropeways of Pool with Cinque Torri in

two sections via a middle station in Gantzopé. The link is predominantly intended to trigger two effects with a sustainable impact: On the one hand, it is a key part of the strategy for future tourism development of Cortina and on the other hand, it will provide relief for the busy road between Cortina and the Falzarego and consequently also have a positive impact from an ecological perspective.

LEITNER

SPAIN – BARCELONA

### Glow worm in motion

In Barcelona, new life is being breathed into a tourism ropeway classic: With the revitalization of the "Turicolar del Tibidabo", the ropeway, which was built more than 120 years ago on the local mountain of the same name in the Catalan metropolis, will ensure a modern ride experience from summer 2021. Within two years, among other things, the ropeway control unit, the two wagons, the rollers, rails and station equipment were refurbished. Furthermore, a new safety system was introduced. The speed of both new wagons is increasing from four to ten meters per second, the capacity is rising from 120 to 250 persons per journey. Thanks to the panoramic view, the interactive information inside and the futuristic lighting, the ascent to the amusement park already becomes an entertaining experience. According to the design of the wagons, the ropeway bears the name "Cua de llum" – glow worm.



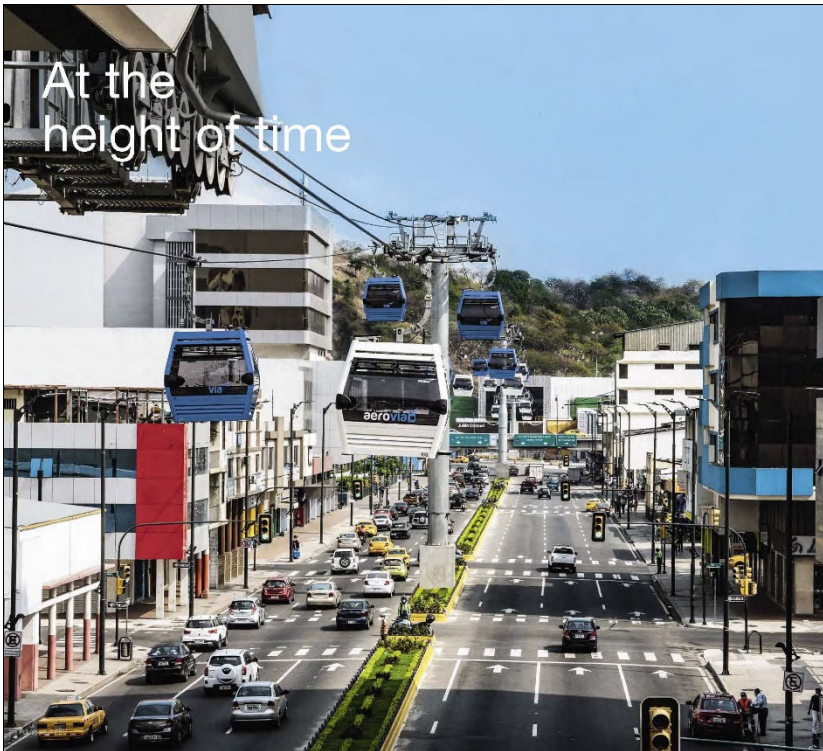
MEXICO – MEXICO CITY

### 24 ropeway kilometers

In Mexico's capital city, five new urban ropeways by LEITNER will be commissioned at the same time from 2021 and thereby provide further relief for the traffic situation in the metropolis. In the Itzapalapa district, in the southeast of the city, the total of nearly eleven kilometers long Cablebús 2 system will particularly offer the commuters a better and above all, safe link to the subway stations. In the Coatepec de Morelos district, LEITNER already built Mexico's first urban ropeway in

2016 over a length of around five kilometers. Now, the Mexicable 2 Línea Verde ropeway system will follow in the same district, with a total of three gondolas that are connected to one another over a length of 8.5 kilometers. This connects the public transport systems with one another: the Mexicable Línea Verde ropeway, the subway network, the Metrobús and Mexibús express bus networks and another ropeway system.

## At the height of time



22 – 23

2020 was a year in which POMA was severely put to the test with its worldwide activities. With combined focus and unwavering pioneering spirit, POMA succeeded in mastering the challenges and staying on course. Ongoing projects were successfully continued and new ones started. With several of these, previous records were even beaten. The longest tourist gondola lift in the world in Serbia and the first urban gondola lift in Ecuador are technological milestones. The strong sense of team spirit that prevails in the company is also responsible for the outstanding performance, as well as the exemplary cooperation with the subcontractors. Everyone follows the same goal together: highest customer satisfaction. In 2021, we are closing ranks and contributing to work with the same confidence alongside our customers who operate skiing areas, with the view of creating new ropeway transportation projects that connect people, spaces and ideas. In urban areas, CO<sub>2</sub>-free mobility is gaining further momentum and with tourism and leisure projects, new solutions are enabling a level of performance. Five urban gondola lifts are about to be completed. In Dubai the biggest Ferris wheel in the world will soon be turning – French know-how is making its way around the globe!

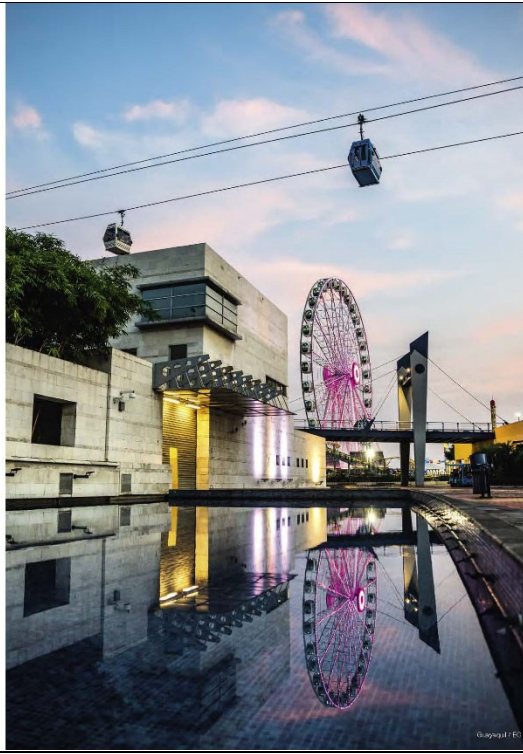
EQUADOR – GUAYAQUIL

## Traffic turnaround at the Pacific

Guayaquil, the most important port city on the Pacific coast of Latin America, successfully solved its mobility problem with the introduction of an efficient free urban transport system. Since December 2020, the "Aerovía" gondola lift completes the public transport network with two stations over a distance of 4 km. In a journey time of 11 minutes, it brings the passengers from the center to the opposite side of the Río Guaya River. The "Aerovía" achieves peak values for transport capacity: its 156 10-passenger cabins carry up to 2,000 people per hour in each direction, around 40,000 passengers per day. The stations are situated at ideal locations for the residents and were planned such that they have the smallest possible footprint and nevertheless operate as fully-fledged service centers.

The project was implemented by consortium comprised of POMA and Softrabesa as part of a strategic alliance with the municipal administration of Guayaquil (MIMAG) and the ATM municipal transport authority. The consortium was also assigned with the operation and maintenance for a period of 28 years.

Transport capacity	2,000 p/h
Vertical rise	13.6 m
Horizontal length	4,200 m
Number of cabins	156



GEORGIA – CHIATURA

## Transported into the future

Around the mining town of Chiatūra, there were once over a hundred small ropeways that transported everything from mines to mangoes to ore, right up to residents. These ropeways played an important role for the population. During the course of urban development, the old kassan ropeways were replaced with modern ones by POMA. The four urban lines, Sanatorium, Luchabeni, Naghvi and Mukhedisi, link the town center with the outer districts. Fitted with modern cabins for up to 15 passengers, a travel speed of 6 m/s and built on a few elegant towers, the new gondola lifts are the main method of transport for the local population. The town also sees major potential with tourism, which is why

the transport capacity was designed for more than 10,000 passengers. For the visitors, the excursion over the town already becomes an experience when boarding. The striking design of the stations originates from local architects and is kept futuristic in a Georgian style.

Transport capacity	9,000 p/h
Vertical rise	180 m
Horizontal length	3,000 m
Number of cabins	6

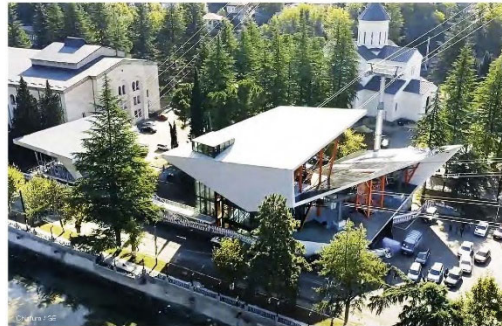
SERBIA – ZLATIBOR

## Panorama world record

POMA is already well known in the popular Torvik - Zlatibor ski and leisure resort in Western Serbia. In 2017, the first detachable chairlift in Serbia was installed here during the course of the modernization. What was achieved there within the scope of a large-scale tourism project is not only a record in Serbia: the longest panorama gondola lift in the world, the "Gold Gondola", in 25 minutes, it links the town of Zlatibor with its ski resort over a distance of 6 km. The municipality of Caprima is ambitious and intends to develop the biggest adventure park in the Balkans at this exceptional location. POMA supports the ecological approach that the municipality

has committed itself to. The planning and construction of this detachable gondola lift were performed with the utmost respect for the environment. With an underground machine room, for example, the noise pollution was reduced significantly.

Transport capacity	1,000 p/h
Vertical rise	1,000 m
Horizontal length	6,964 m
Number of cabins	50



PROJECTS 2020

# Mobility progress for the world

**FRANCE  
CONTEMPORARY SKIING EXPERIENCE**

The Valchev Douffret, Les Fouzoux, Saint-Foy Tarentaise, Morbèl Métrani and Valmorel ski resorts in the French Alps are pursuing a comprehensive renovation plan in order to increase their attractiveness for winter sports enthusiasts. With the investment in a gondola lift and four new detachable chairlifts, the operators of the ski resorts took a big step forward. The new ropeways keep what their modern design promises. With simplified access to the stations, smooth-running entry and exit and the highest ride comfort, they offer a contemporary skiing experience that leaves nothing to be desired. A particular advantage for winter sports enthusiasts and operators

are the reduced journey time, the increased capacity, the access to the highest ski runs of the respective resort, as well as a better link between the ski resorts. Also from an ecological perspective, important steps can be taken, such as the dismantling of old systems, the reduction in the number of towers or the fitting of new ropeways with the particularly sustainable DirectDrive. It would have been desirable for the five new ropeways to have started up as planned. However, due to the pandemic, in spite of extremely good snow conditions, it turned out differently and the only passengers were the children from the ski schools,



**USA – SNOWMASS  
COMFORT UPGRADE**  
Snowmass, in western Colorado in the USA, forms the legendary winter sports resort, Aspen Snowmass, with Aspen Mountain, Aspen Highlands and Buttermilk. Famous for its celebrity guests, Snowmass is the biggest and most popular among the four resorts. The Aspen Skiing Company, operator of the ski resorts and a partner of LEITNER-POMA of America since 1983, placed the order for the new construction of the

Big Burn chairlift, which had reached the end of its service life after more than 30 years. The new 6-seater chairlift with innovative DirectDrive not only offers significantly more transport capacity, an important objective of Snowmass, but also a completely new comfort level. Fitted with weather protection bubbles, the skiers conveniently and safely reach the Big Burn and its long, fantastic runs.



© Bruno Staudhof / POMA

**CHINA – ENSHI  
ENVIRONMENT SIGHTSEEING**

The Enshi Grand Canyon in the province of Hubei is one of the most spectacular tourist parks in China. No visitors want to miss its 500-meter high limestone formations. For the route to get there, POMA developed a sustainable mobility solution. A funicular brings the visitors from the tourism center, with its hotels, restaurants, parking spaces and the ticket counters, directly into the nature area. The funicular takes over the weight of an entire fleet of buses and thereby contributes to the protection of the environment of this exceptional location. A premise for the entire Asian region, the fact that the funicular is fitted with the innovative DirectDrive makes it equally environmentally friendly and high-performance. The four wagons of the funicular stop at the foot of the 8-passenger gondola lift, which POMA built here in 2013 and recently renovated.

**BELGIUM – NAMUR  
RIVER CROSSING**

In 2017, the City of Namur awarded the contract for the construction of a gondola lift to the POMA, Frank and Labellemontagne consortium. POMA will also support Labellemontagne for operation and maintenance. This is a reversible gondola ropeway with two groups of three cabins, which each accommodate 8 passengers. This technology, in combination with compact stations, guarantees optimal acoustic comfort for users and local residents. The route crosses the Sambre and the Old Tower, right up to the Citadel, offering unique views of the historic center. The city center can be reached in just under three minutes. An environmentally friendly service that benefits all of the residents, including those people who live on the hill of the citadel. The Namur gondola lift is the first project by POMA in Belgium.



**FRANCE – LUZENAC  
BY AIR INSTEAD OF ROAD**  
Since 1975, Imerys, the global market leader for mineral-based specialist solutions, has been operating a material ropeway in the late quarry of Imouzès in southwestern France. In order to optimally fulfil the environmental requirements, POMA was commissioned with the refurbishment of the installation. The newly constructed ropeway transports material quantities on its five-kilometer-long aerial route that would otherwise

have required 20,000 HGV journeys over a distance of 17 km – a significant reduction in environmentally damaging emissions. As it is fitted with DirectDrive, a central monitoring system for automatic adaptation to the load quantities and special above-batteries, the maintenance intervals can be increased without sacrificing safety requirements. The construction took place during two winters, in order to avoid disrupting the quarry operations.



© Bruno Staudhof / POMA



# Outlook 2021

## FRANCE – LA FLAÏNE Glacier connection

SAP (La Plagne Development Company / Société d'Aménagement de la Flagne), a subsidiary of Compagnie Des Alpes (CDA), awarded POMA the contract for a particularly challenging project: the construction of four gondola lifts, that connect the Bellecôte via the Fische de Mio Plateau with the Chauape Glacier. Within three years a new connection is to be created for the La Flagne ski resort. These four new gondola lifts will replace the venerable 4 passenger gondola lifts that were also built by POMA in 1975 and 1978. As expected, the new installations will take a huge step forward in terms of performance,

speed and availability. The "Foxho de Mio" reaches a capacity of 3,600 p/h at a speed of 7 m/s. To improve the comfort on the route, EVO Xline cabins – including two customised V13 cabins – will be used. The environmental requirements include the protection of the Chauape Glacier and its ecosystem. The number of towers was reduced by 20 in comparison to the old installation – in spite of nearly three times the capacity. Eco-efficient equipment is also used, such as grease-free L17 20 towers batteries or the "T'Hoche de Mio" gondola lift, as well as four DirectDrive units.



## MONGOLIA – ULSAN-BATICH Urban priority

The population of the capital of Mongolia has more than tripled since 1990. At 1.5 million, it accounts for nearly half of the country's population today. Connecting the suburban settlements to the city center is one of the top priorities of Ulsan-Batich. The Taul Diver and the Transmongolian Railway are creating a major obstacle to this. Furthermore, the transport network is relatively underdeveloped. A state-of-the-art urban ropeway system turned out to be the most appropriate solution. In 2023, a 6-km-long gondola lift with 122 cabins will be operating between the northern districts of the city and the city center via three stations.



## FRANCE – GRENOBLE Mobility development

Grenoble, the "Capital City of the French Alps", is anticipating population growth of more than 6,000 inhabitants during the next ten years and growth of 5,000 jobs. The development of functional mobility for commuters is therefore of great importance for the city. On behalf of the Syndicat Mixte des Mobilités de l'Arve Grenoble (SMMAA), a 3.7 km-long gondola lift is to be built with six stations in between three tram stations by 2024. The new installation will link the four districts of Fontaine, Sassenage, Grenoble and Saint Martin in Viroux in northwest Grenoble to one another.



## DOMINICAN REPUBLIC – SANTO DOMINGO Network extension

The Dominican capital city counts on sustainable mobility. In 2018, a 6-km-long gondola lift was already commissioned here that links 23 districts. It has now been decided to build another 4.2 km long installation with four stations in the southwestern part of the city. 395,000 inhabitants live in the catchment area, who will reach the city center more quickly and comfortably with the new line, thanks to its high capacity of 4,500 passengers per hour. The opening is planned for 2022.

## RUSSIA / CHINA – HAILUO / SHICHENSK Beyond borders

A new chapter in Chinese-Russian relations: POMA is building a 973-meter-long cross-border gondola lift over the Amur River. The ropeway will connect Diagoroshchensk in the Amur administrative district in Russia with Hailuo in the Chinese Province of Heilongjiang. Customs and border controls can take place within the stations. The four cabins offer space for 60 passengers, which results in a capacity of 400 people per hour with a journey time of four minutes. For the year 2024, 1 million passengers are anticipated and a regional upturn for tourism and the economy. The completion is planned for the second half of 2022.

# Promoting top performance



2020 was a positive year for AGUDIO. In spite of the difficulties in connection with the COVID-19 pandemic, important ongoing projects have been completed.

For the construction of dams, AGUDIO cable cranes have proven to be the most cost-effective and efficient solutions for transporting construction equipment and concrete. AGUDIO cable cranes were successfully used for the construction of the Daxos and Alto Tamega dams in Portugal as well as Gibe III and Koysha in Ethiopia.

Also in 2020 AGUDIO invested in the development of the flyingbelt technology design, the first high-capacity flyingbelt able to move 37,000 t/h of material over a single span of 600 meters. The flyingbelt will be put into operation for the construction of the Bogur dam in Tajikistan.

AGUKO

PROJECTS 2020

## Benchmark for efficiency

### CABLE CRANE IN KOYSHA, ETHIOPIA UPGRADE AND RELOCATION

The Ethiopian government has processed an extensive development programme for electricity generation from sustainable sources. On the Omo River, around 400 km southwest of the capital city, Addis Ababa, the three dams Gilgel Obe I, Obe II and Obe III have already been realized. A fourth dam, called Koysha, is currently under construction. For the transport of material and construction equipment, a radial cable crane by AGUKO has been used. It was reconstructed, upgraded to 20 tons payload and relocated to the building site of the Koysha dam. A reservoir, with a capacity of nine billion m<sup>3</sup>, is currently under construction.

### CABLE CRANE DAUVOES, PORTUGAL RELIABILITY AND AVAILABILITY

In spring 2020, the Dauvoes dam in Portugal was completed. The 77 meter high and 264 meter long dam of the Iamega River hydropower complex is 75 km away from Porto. For the construction of the dam, two parallel AGUKO cable cranes (payload of 20 tons each) have transported 250,000 m<sup>3</sup> of concrete in the last two years. The tight schedule for the construction of the dam as well as the reliability and performance of the AGUKO cable cranes were decisive for the Ferrovial - MSF Barçajene consortium to award the contract.



### FLYINGBELT ROGUN, TAJIKISTAN NON-STOP INNOVATIONS

In 2020, AGUKO has invested further in the flyingbelt technology and the first high-capacity flyingbelt was designed and implemented with a conveying capacity of 3,000 t/h and a single span of 600 meters. This type of installation will be put into operation in Tajikistan during 2022, where the highest dam in the world (335 m)

will be built. The flyingbelt will be part of a reversible conveyor belts chain. The entire excavated material will be temporarily transported to a storage area. In a second phase, the direction of transportation will be reversed and the material will be reused for the construction of the dam.

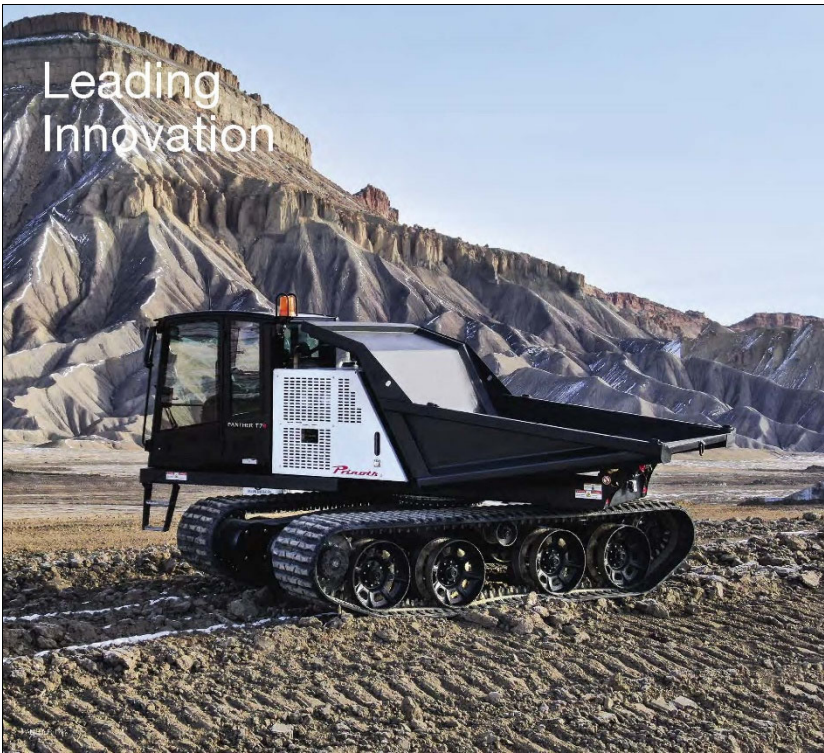


## Outlook 2021

The ongoing projects and numerous enquiries confirm the AGUKO brand as a reliable and high-performance partner for the design and construction of material transport systems. The development of the flyingbelt technology will also continue in 2021. Thanks to the newly developed hybrid

bolts, one single rubber belt can run partially in traditional steel structures on the ground as well as partially in a rope-suspended infrastructure. The kind of design allows an optimal investment and, at the same time, an optimal routing overcoming rivers and valleys.

## Leading Innovation



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After several record years in a row, the last financial year was a departure for PINOTTI, as the economic slump of 2020 did not pass by unnoticed here either. With its excellent reputation for quality and service, PINOTTI was nevertheless able to secure good orders. The snow grooming business once again proved that it is the partner of first choice for prestigious events in the international competition scene. Towards the end of the year, PINOTTI substantiated its position as a technology leader and set a milestone in the area of alternative drives with the introduction of two concept snow groomers.

After the initial reaction of the market to the corona virus, the vegetation management business rebounded quickly back to its customary strength. It posted strong results in the second half of the year, particularly with attachments. While the virus had a more notable impact in the Eastern European and South American markets, the business situation normalized very quickly in Europe and the USA and helped PINOTTI to achieve exceptionally positive results.

With a steady order book, 2020 offered solid demand for the PINOTTI tracked vehicles' PANTHER platform, especially in natural gas transmission and distribution. Additional key elements to the success of PINOTTI in 2020 were the diversification in markets like the UK and new applications for our vehicles. Examples of crucial collaboration are the development of the biggest and most efficient tracked concrete mixer with McNeilus and that of an off road lime spreader with Streumaster.

# Snow groomers

In addition to durable hardware, PRINOTH continues to focus on upgrading digital functions and services. The 2020 financial year was particularly subdued in the winter industry, because of the uncertain economic situation. Although there are still likely to be restrictions in the near future, the winter sports industry is ready to make a comeback and there are many opportunities already presenting themselves. At the end of 2020, PRINOTH paved the way forward for sustainable skiing. The two zero-emission concept vehicles that were extremely well received around the world are already in demand.

- PRINOTH Snow Groomers**
- Efficient, efficient, 20%
  - Outstanding customer service
  - Digital solutions for increased efficiency
  - CLEAN, SILENT (technology for sustainability)



LEITWOLF e-MOTION & HUSKY e-MOTION

## Concept future

In mid-December, PRINOTH presented two new concept vehicles to the world in the area of alternative drives: LEITWOLF e-MOTION and HUSKY e-MOTION. With the LEITWOLF e-MOTION, PRINOTH launched the world's first snow groomer with a hydrogen fuel cell and is thereby paving the future for sustainable slope management.

With the HUSKY e-MOTION, the latest and lightest fully electric vehicle model also went into its active testing phase. PRINOTH is thereby setting an imposing innovative signal in two of the most promising drive energy segments, which perfectly coordinate zero-emission technologies with the challenging operations on difficult terrain.



AFTER SALES

## 360-degree service

Comprehensive innovations were implemented in AFTER SALES during 2020. The PRINOTH Academy was completely redesigned and supplemented with an attractive e-learning platform. The advanced training program is the most comprehensive in the industry and includes courses for drivers and technicians in all PRINOTH divisions: Snow Groomers, Tracked Vehicles and Vegetation Management. Work took place at full speed on the spare parts shop, which is integrated into the existing system landscape and provides maximum

added value for customers. The digitization of the merchandise management system is also progressing at multiple locations. PRINOTH customers also benefit from the expanded license acquisition in 2020 for performing warranty work on MU and CAI motors. PRINOTH service technicians can now perform these activities. PRINOTH AFTER SALES can therefore offer customers a modern one-stop service: practice-oriented advanced training, competent maintenance and short paths.

SPORTS EVENTS

## Partner of choice

PRINOTH is and remains the partner of choice for major winter sports events. The year 2020 began with the Biathlon World Championships in Antholz. PRINOTH supplied two snow groomers that were wrapped in the event design. PRINOTH is highly regarded worldwide for first-class support of events. As the supplier to the Alpine Junior World Ski Championships, PRINOTH guaranteed flawless slope conditions in Narsk, Norway

in March 2020 and the partnership also forehadowed the World Ski Championships in 2021. PRINOTH already provided support with the organization of the Snowboard World Cup in December in Cortina. PRINOTH was also strongly represented at the races in Austria at the end of the year, not only for snow grooming, but also as part of the partnership with the PRINOTH-OSV Food Truck, which was already tried and tested in 2019.



# Tracked Vehicles

The year 2020 started with optimism running high for new pipeline projects and with PRINOTH's bold presence at CONEXPO, the biggest fair for the North American construction industry. However, crude pipeline demands for cranes, cutters quickly plummeted first due to oil price declines as well as to delays related to the uncertainty in the regulatory environment caused by challenges to the Nationwide Permit 12 for the Clear Water Act and, of course due to COVID-19 related delays. On the other hand, the rising appeal for new technologies, services and power capabilities confirmed the expectation for high demand of cranes, digger derricks and aerial platforms installed on PANTHER vehicles to support the modernization of the US power grid. Natural gas remains central to a lower-carbon future in this transition. PRINOTH crawler carriers are being used in

different applications to support projects aiming to put in place an extensive, resilient natural gas transmission and distribution network.

### PRINOTH Tracked Vehicles

- Continued demand for PANTHER platform applications
- Solid business outlook over the North American market
- Expansion of market share in Great Britain and Germany



### PRINOTH 18 DUMPKERS

## First units sold in the UK

In the Spring of 2020, PRINOTH started working with a new distribution partner in the United Kingdom, the Bradley Group, located in the Manchester-Wigan area. Through collaboration with Bradley's, PRINOTH was able to secure sales to National Tracked Dumper Hire Ltd, the largest rental house of crawler dumpers in the UK, and is quickly gaining traction. Other orders are confirmed and the Great Britain market promises to introduce new applications with the tracked dumpers in the near future.

### PRINOTH 8 STREUMWÄGER

## The PANTHER among the lime spreaders

Many new applications were developed during the year as it is at the core of the Tracked Vehicles business. PRINOTH announced last fall a joint project with German based company Streamaster, part of the Wengen Group, to create a lime-spreader on rubber tracks with the highest productivity and the best off-road performance. The two manufacturers collaborated to develop a 13' 603 sized lime spreader on rubber tracks with the PANTHER 112 chassis as a base, making it the largest on the market built on rubber tracks.

# Vegetation Management

In 2020 PRINOTH Vegetation Management had a robust order book. In the USA, the M450s 1900 continued to pick up: High demand and extremely positive feedback meant that the requests could hardly be fulfilled. The introduction of two additional working widths of 1900 and 2200 mm for the hydraulic mulcher came just at the right time. The introduction of new products strengthened PRINOTH's position as a top supplier for vegetation management solutions. The mulching product range was supplemented with the M450m lightweight brush mulcher for remote-controlled tracked nozzles, as well as a M450m version for small tractors and with the new 1800 rotator, an innovation has been introduced into the product range in the area of rotators. The RAPTOR 300r with the M700 mulching attachment has established itself as an industry favorite, due to its optimal power/

weight ratio, reliability and low fuel consumption. It is similar with the RAPTOR 500 and M650 attachment – a combination that is very popular worldwide.

### PRINOTH Vegetation Management

- High demand for all-in-one and positive feedback
- New product introductions
- Excellent results in forest application
- Also well positioned: the RAPTOR 500 is especially in a market in decline



M650m



RAPTOR 300r

## Safety advantage turbo coupling

For 30 years, PRINOTH has been working continuously on new versions of efficient mulchers. In the European environment, the M650m mulcher is a well known, established machine for medium-heavy forestry applications. Now the best-seller is available with turbo coupling for even more safety when working with tractors in the 200-400 hp category: The main advantage of the turbo coupling is the overload protection, which reduces the risk of damage to the tractor during mulching to a minimum. The turbo coupling compensates load peaks that occur under tough working conditions, thereby protecting the entire drive system and making it easier to operate.

## Clearing snow with grip

In spring 2020, the RAPTOR 300r self propelled mulching carrier opened up an application outside of the forest: The 275 hp RAPTOR 300r with a snow blower was used for the first time on the 48-km long alpine road. Where tractors with a snow blower reach their performance limits, the RAPTOR 300r with its rubber track and mounted cranks provides the necessary grip on the icy track and proves to be an exciting alternative for snow clearance. Another advantage in comparison to the tractor attachment – from the RAPTOR 300r cockpit you have a clear view of the snow blower and the path to be cleared. The PRINOTH SNOW FLOW software ensures targeted distribution of the snow masses, which prevents the destruction of path boundaries.



# The future of snow

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Also in 2020, the main focus for DEMAGLENKO was on the core business of technical snowmaking and in spite of the difficult market situation, several important prestige products were able to be implemented. Without a doubt, the highlight of the year was the market launch of the new Titan 4.0 fan gun, which immediately convinced customers worldwide. With the tried and tested EOS, which is particularly known for its unbeatable energy efficiency and is also available as a powerful double-head version, DEMAGLENKO has already stood out among the lance models for many years.

Digitization is advancing very quickly and thanks to the internally developed Snowvisual 4.0 visualization software, DEMAGLENKO is able to offer a fully-developed tool for smooth-running control and monitoring of the snowmaking system. The software enables fully automated and consequently, a very resource-conserving and sustainable operation.

2020 was also entirely marked by diversification for DEMAGLENKO. The company intently saw the challenges of the COVID-19 pandemic to sound out new business fields and applications for the products. Due to an efficient distribution system for gondola lifts and an outstanding turbine for fire-fighting, a foothold was gained in two new sectors at the same time.

EOS, 3-headers

Titan 4.0 lance / 4"



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## PROJECTS 2020

### Projects worldwide

#### IN DEMAND ON THE SLOPES

In spite of the uncertain economic situation, DEMAGLENKO was able to implement numerous international projects and therefore continues to stand its ground as one of the leading companies in the snowmaking sector. Particularly in Austria, many new installations were realized, such as in Mayrhofen, Gargellen, Silvretta Montafon, Hochalm and Kitzbühel. U-MACI ENKO, as the "Official Supplier of the Hahnenkamm Race", also supplied the latter with a Titan 4.0 in a special white-red design that was installed on

the finishing slope of the world-famous "Streif". Additional large-scale projects were realized in Germany on the Solberg, in Italy with Plose and Dantecroces, in France with La Colmanne and Gourette and in Switzerland with Saas Fee and St. Moritz. Our investments were also made outside of the core market in the Alps: for example, with projects in Voss and Gais in Norway, Powderhorn in the USA, Druwek in Georgia and Płaski Koleje 1 inowce in Poland. DEMAGLENKO is also continuing its success course on the international stage.

TITAN 4.0 & EOS DUO

### Innovation meets quality

When matured know-how meets hunger for progress and a pioneering spirit, maximum results are the logical outcome. With the Titan 4.0, launched in 2020, DEMAGLENKO combines user-friendliness with best-in-class performance and high-quality product design. The fan gun was immediately convincing and impressed customers internationally with the excellent snow quality, efficient energy consumption and record production output of 120 m<sup>3</sup>/h.

The EOS DUO, DEMAGLENKO's tried-and-tested lance model in an innovative double-head version, was also received very positively. With a spraying radius of 210°, the EOS DUO covers a large snowmaking area and is particularly suitable for targeted reinforcement of individual slope sections with appropriate wind conditions. It combines the unbeatable energy efficiency of the EOS basic model with a strong water flow of approximately 9 l/s, which significantly increases the snow production.



Pump station Dappler 741

DEMAGLENKO

**KNOW-HOW OPENS UP NEW MARKETS**

In 2020, a new foundation stone was laid. Together with WLP, DEMAGLENKO founded the new company WLP Systems, and thereby sealed off a new differentiation strategy. Specializing in water vapor technology for combating dust and odors, as well as disinfection and fire fighting, the wide range of innovative products and services was thereby expanded. Similarly to snow guns, the technology is based on water atomization know-how. The products are used, for

example, on building sites, in production halls, in tunnel construction or on landfill sites and guarantee more efficient work processes and the health of the employees. The forward-looking synergy already proved itself at the beginning of the pandemic crisis. In the shortest time, an efficient disinfection system was developed that ensures fully-automated and gap-free disinfection of ropeway cabins.



## Outlook 2021

The Covid 19 pandemic poses major challenges for the world, however, DEMAGLENKO looks to the future with optimism and confidence. A highlight of the year will be the Alpine World Ski Championships in Cortina d'Ampezzo, at which DEMAGLENKO, together with its sister companies, LEITNER and FRINGOITZ, will ensure optimal competitive conditions as the official technical supplier and thereby emphasize the competence and quality.

The main focus in 2021 is on innovation and digitalization, in order to continuously be able to offer the customers new solutions and technologies of the latest generation. Another focus is on the internal optimization of processes and the already successful path that has been taken in diversifying the product range.

# Full of future energy



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The wind sector, and hence also LEITWIND, did not remain unscathed by the global crisis in 2020. Once again, remaining optimistic, patient and focused held true and continues to hold true. The LEITWIND team is advancing current projects in the best possible manner to avoid or contain possible delays. The challenges in the various sectors (transport, logistics, assembly etc.) were great and there was a permanent need to keep up-to-date, particularly as the legal situation in the respective countries of customers, partners and suppliers was constantly changing. With exemplary consistency, LEITWIND's main aim in 2020 was to realize the project on the island of Guadeloupe and keep any delays within limits. Furthermore, LEITWIND succeeded in concluding new supply and service contracts. Five turbines were installed and commissioned in Greece, providing the area with clean, locally-sourced wind energy.

## Investments boosted

### FRANCE – GUADELOUPE

#### POMA LEITWIND IN THE CARIBBEAN

LEITWIND developed in 2019 a wind turbine with rotor blades able to withstand extreme wind forces of up to 250 km/h. The new LSS9-H "typhoon class" rotor blade ultimately celebrated its premiere on the French island of Guadeloupe. Warm and humid days, violent storms and a high salt content in the air characterize the near-shore location of the six turbines, enhancing dramatically the complexity of this unique project. Ultimately, thanks to the careful planning and high expertise especially for customized solutions, POMA LEITWIND was able to successfully commission the first six 1.1 MW 1.65 MW Class Typhoon LEITWIND plants.

### GREECE

#### EXPANSION OF LOCAL WIND ENERGY

Since the beginning of 2021, five new LEITWIND wind turbines have supplied the "Land of the Gods" with green, locally generated wind energy. Two new LTW10 wind turbines (each 1.2 MW | 111.00 m) from the Galakrotaki Wind Park, which is situated amidst an impressive landscape between the Corinthian Gulf and the Parnassus mountain chain. In addition, other three LTW60 1.5 MW (94.50 meters) were installed for the Ipsoma project.



### INNOVATION DRIVER LTW42

As usual, LEITWIND also invested in research and development projects. In contrast to the big wind turbine manufacturers, LEITWIND is increasingly concentrating on its own niche market: customized projects, repowering and own consumption. Thus, to become a leader in the decentralized, small-scale wind energy business, LEITWIND increased its investment in the LTW42. With a rated output range of 200 kW to 200 kW, the LTW42 is the smallest wind turbine model from the LEITWIND portfolio. This turbine type offers an optimal solution for decentralized electricity generation and can feed it into low voltage and medium voltage grids. In addition to the direct generation of electricity for own consumption.



### STRONG SERVICE BUSINESS

Service and maintenance, core competences of LEITWIND, drive a steady and constant growth for the company, being a reliable source of revenues. In 2020, a total of 163 wind turbines were included in LEITWIND O&M arrangement, for a total capacity of 215 MW. The customers are distributed across two different continents and a total of 12 nations, which LEITWIND manages flexibly thanks to its rare service centers across seven countries. The supervised wind parks are monitored 24/7 and the customer service is always available for ordinary and extraordinary maintenance operations. Indeed, the achieved technical availability (TA) of 98% for 2020, bear witness of the tremendous job LEITWIND's customer service is performing year over year.



## Outlook 2021

Especially for the Italian market, LEITWIND senses an upturn for 2021. Due to the FEH ministerial decree, after years of constitutional uncertainty, stability is returning and the investments in the renewable energy sector are growing. LEITWIND can naturally profit from this and take advantage of this upward trend for itself. The market-leading product from the LEITWIND portfolio is still the LTW60 wind turbine with a rated output of 1.6 MW. Due to the large rotor diameter, this wind turbine guarantees excellent electricity generation, even in areas with low to medium wind speeds.

The new orders confirmed so far include wind turbines in the regions of Puglia and Basilicata. LEITWIND is already very familiar with these regions: So far, just over 100 LEITWIND wind turbines have been commissioned in Southern Italy, totaling around 100 MW for the generation of clean energy. With the signing of another contract, LEITWIND will also celebrate its debut on the Italian island of Sardinia in 2021, with a single LTW77 (650 kW) installation.

## Digitally ahead



With the digital transformation, a new era of efficiency and sustainability is beginning for the operators of ski resorts.

The driving force of this development is the ITI Digital division with the Open Resort Management Platform Skadi that has been developed in-house. This combines the digital innovation of various areas of application and enables synergies in technology and development, which decisively advance the management of ski resorts.

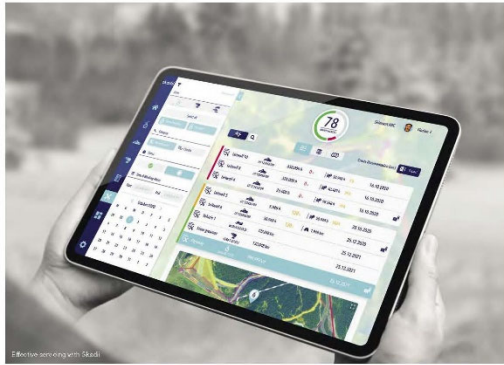
With a single login, Skadi provides access to all operationally relevant information in real time.

The Open Resort Management Platform Skadi

SKADI

**SKADI TAKING THE WORLD BY STORM**

Whoever wants to keep pace with the leaders needs excellent ski resort management. The patented Open Resort Management Platform Skadi by HTI Digital is a model for innovation and increasing efficiency. The platform was already able to convince the customers immediately when it was presented at the Interplan trade fair in 2019. Its simple access, many functions and options, as well as the clearly laid out information management are advantages that hardly anyone will want to miss. Skadi is already in use in more than 200 ski resorts worldwide.



Effective working with Skadi

**DIGITAL ALL-ROUNDER**

Skadi provides the ski resort operators with all of the operational live data for the ski resort at a glance – at any time, on the computer or mobile device. This means that day-to-day work is simplified significantly. In addition to the ongoing product improvement, many new applications were developed and successfully launched in 2020. The digital Task Manager offers a practical digital solution for the creation, distribution, and tracking of various tasks in the ski resort. When it is supplemented with time recording, simple and efficient task management can be achieved in the entire ski resort. A new, digital maintenance tool for the entire ski resort is the

Maintenance Overview application. Maintenance schedules of various manufacturers are automatically loaded and activities can be carried out in a clearly laid out and convenient manner. The map of the new Global Map function shows an overview of all systems, machines and technical installations. The Meteor API enables accurate weather forecasts as an important decision-making basis for ski resort management. Innovative product solutions will also advance ski resort operators further with digitalisation in 2021. More efficient, effective and sustainable management of ski resorts is a task that the Group of companies is very committed to.

# Principle of responsibility



62 – 61

The Group of companies has also continued to remain faithful to its principles in 2020 and is still trying to maintain a healthy balance between ecological, economic and social aspects. Acting with foresight means acting responsibly. That is why the entire Group of companies is particularly dedicated to its employees, their health and always up-to-date training and advanced training.

A special commitment is also devoted to better inclusion, integration and participation of disadvantaged groups. The people are the sturdy foundation on which forward-looking products are developed and can be produced. The Group of companies also fulfills societal expectations with production technology, monitoring the supply chains and dealing with suppliers and clients.



# Usefully committed

### ENVIRONMENTAL PROTECTION PUT INTO PRACTICE

The positive impact of self-initiated environmental protection is shown at the Vöesteo headquarters in South Tyrol and at the location in Telfs, Austria. Since the introduction of personal glass bottles in 2019, 60,000 plastic bottles are saved there every year. Meanwhile, PFINOIT in Canada specifically collects wooden pallets and packaging boxes to convert them into biomass in local facilities. It is also ensured that the remaining packaging material is recyclable. Another example of how the environment is taken into consideration is the internal company magazine,

Together Global, which is printed on FSC-certified paper. Shipping takes place in biodegradable films. The PFINOIT spare parts warehouse at the Telfs location in Austria shows how it can also be done completely without paper. A state-of-the-art scanner and barcode technology has been introduced here. The wellbeing of the environment also counts for POMA in France. The company awarded and certified for its sustainable management of the company's outdoor spaces. With prudent water management and the protection of biodiversity, POMA makes an important contribution to a stable ecosystem.



Paperless spare parts warehouse in Telfs, Austria

**SHINING EXAMPLE**  
Climate protection is at the forefront of people's awareness – and naturally also on the agenda of the Group of companies. That is why every opportunity is used to reduce environmentally harmful emissions. The savings potential is enormous with the lighting. Since the changeover to LED lighting during the course of 2016, the energy consumption has been reduced by 654,000 kWh. In addition to high energy efficiency and durability, LED lights offer another advantage: even, glare-free and flicker-free light with an optimal color temperature.

**654.000 kWh**  
energy saving



LEWIS 1.0 MW

### GREEN FUTURE

The avoidance of emissions is the most effective method of environmental protection. An enormous contribution is made to this with the urban projects all over the world. The realized installations for passenger transport meet the highest requirements when it comes to sustainability and provide considerable relief for city traffic. In addition to the reduction of climate-damaging CO2 emissions in the production facilities, the optimization of energy generation itself is a future topic that concerns the Group of companies. Moved by the wind, the installed wind turbines supplied 798,000,000 kWh of green generated energy in 2020.

**798.000.000 kWh**  
green energy

# New perspectives

**UNLOCKING AND PROMOTING POTENTIAL**  
Particularly in times of uncertainty it is important to have a way forward in mind. Particularly young people, who are now starting their vocational training under difficult conditions or are still in the orientation phase, need motivation and support from the businesses. While vocational training positions were cancelled in many cases, the Group of companies was able to prove its endurance. Interns received insights into a state-of-the-art working environment and vocational trainees continue to complete sound theoretical and practical training over several years.

**48**  
Vocational trainees



HIGH TECHNOLOGY INDUSTRIES

#### DONATION TRADITION

The Group of companies has traditionally had an open ear for societal concerns. Particularly in the catchment area of the various locations, through donations and sponsoring, the realization of projects is facilitated in diverse areas – social, cultural and sports.

The Group of companies is also committed to social concerns internationally. Through the Gruppo Mis-

ionem in Merano (IT), it has joined a donation initiative to promote the training of skilled workers in Africa. Students are being supported in Northern Benin and supported financially during their vocational training years. For example, the young people are trained as skilled workers for solar plants.

€ 912,580  
were donated in 2020



Group people in the diverse area of meetings



Foundation d'entreprise

#### PROOF OF SOLIDARITY

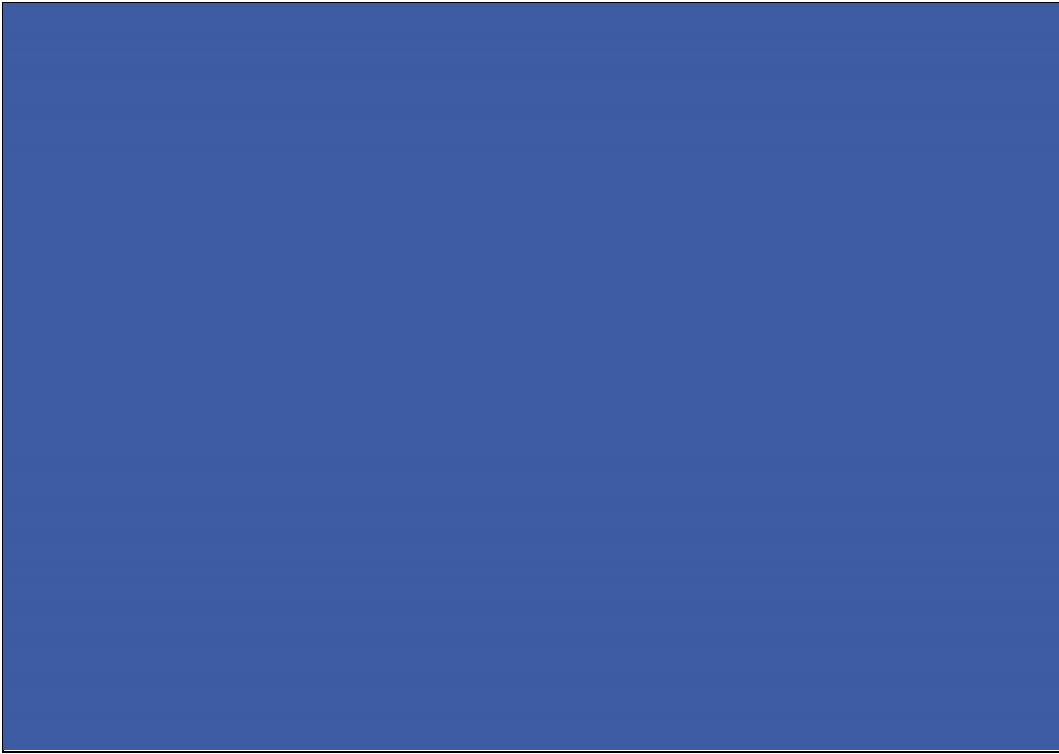
The year 2020 was shaped by concern about health. An extreme amount of resources were bound by the pandemic and many branches of industry were restricted significantly due to numerous safety measures. So it is all the more gratifying that POMAG was able to start its first activities within the scope of the foundation that it founded in 2019. The "Fondation d'Entreprise" of POMAG, with 381 employees, supported the French Para Ski World Championships for fellow human beings with physical/mental disability. Furthermore, three employees helped children in the Institute for Paediatric Haematology and Oncology in Lyon to brighten up their daily lives. With the aid of templates, the little ones were able

to decorate their own crosses with alpine hats, charlits, skiers and mountain animals. Afterwards, they decorated their hospital rooms with the finished pictures and little plush goats.

Another activity of the foundation was dedicated to people in precarious conditions, in cooperation with the "Ma Chance Moi Aussi" (Give Me A Chance) Toy association. Within the scope of an educational project on the subject of mobility and travelling, children from socially weak families were given the opportunity to visit the ropeway in Grenoble.

## Worldwide production and administration locations







HTI URBAN AERIAL ROPEWAYS

Type	Project	Country	Year	Capacity	Length [m]	Length [ft]	WofStations	PPP
GD10	Wilaya/Sidi Belouaz - Tizi Ouzou	ALGERIA	2025	2000	1945	6381	2	
GD12	Metrocable Grenoble	FRANCE	2024	3500	3518	11542	6	
GD10	Urban Bazaar	MONGOLIA	2023	3000	2728	8950	3	
GD20	Meicabla 2 - Línea verde	MEXICO	2022					
TD30	35 Zhuhai	CHINA	2022	5775	4334	14239	4	
GD10	Megacable Pereira	COLOMBIA	2021	2400	3383	11099	4	
GD10	See Clotilde - La Réunion	FRANCE	2021	2000	2680	8793	5	
GD10	Cablebus línea 1	MEXICO	2021	3000	5390	17684	4	
GD10	Cablebus línea 2	MEXICO	2021	2000	4970	16306	4	
GD12	Metrocable P-Lima Medellín	COLOMBIA	2021	4000	2653	8704	4	
GFR2-3-6	Namur	BELGIUM	2021	400	652	2139	2	PPP (active)
TD30	Toulouse	FRANCE	2021	2000	2700	8858	3	
GD10	Aerovia Guayaquil I	ECUADOR	2020	2800	4063	13330	5	PPP (active)
GD10	Aerovia Guayaquil II	ECUADOR	2020					PPP (active)
GD10	Kaf Hasel/Wilaya - Tizi Ouzou	ALGERIA	2020	2000	2424	7953	4	
GD10	Metrocable M-Line Medellín	COLOMBIA	2019	2500	1060	3478	4	
GD10	Meqoo	SOUTH KOREA	2019	1300	3341	10961	3	
AT23	Salafrause Park	USA	2018	375	610	1981	2	
BD10	Saehaen	SOUTH KOREA	2018	1300	2422	7946	3	
GD10	Teleferico Línea 1 Tramo I - Santo Domingo	DOMINICAN REP.	2018	3000	4931	16178	4	
GD10	Teleferico Línea 1 Tramo II - Santo Domingo	DOMINICAN REP.	2018					
GD10	Awana Skyway	MALAYSIA	2018	3600	2642	8668	6	
GD10	Trebatic Sarajevo	BOSNIA	2018	1200	2358	7080	2	
GD10	Tlamecen	ALGERIA	2018	1500	1698	5571	3	
GD10	Bat El Oued	ALGERIA	2018	3000	2023	6631	3	
GD8	ALANNA	TURKEY	2017	1156	947	2779	2	
GD10	Saibahn Garten der Welt - Berlin	GERMANY	2017	3000	1573	5161	3	PPP (active)
GD8	Cristo de las Noas - Tormsen	MEXICO	2017	750	1467	4819	2	
GD10	Metrocable H-Lima Medellín	COLOMBIA	2016	3600	1409	4623	4	
GD10	Meicabla 1 I - Ecoparc - Línea roja	MEXICO	2016	3000	2901	9518	4	
GD10	Meicabla 1 II - Ecoparc - Línea roja	MEXICO	2016	3000	1737	5683	4	
GD10	Meicabla Cili	COLOMBIA	2015	3000	2037	6683	3	
GD10	Yenimahalle III - Ankara	TURKEY	2014	2400	1983	6312	2	
GD10	Yenimahalle III - Ankara	TURKEY	2014	2400	1430	4692	3	
GFR2-2-8	Singap - Ankara	TURKEY	2014	400	417	1368	2	
GD15	Quet kicripte	ALGERIA	2014	2000	2382	7845	3	
GD8	Do huk	IRAQ	2013	1003	1189	3835	2	
GD10	Manizales línea 2	COLOMBIA	2013	2100	705	2313	2	
GD10	Nesoz	SOUTH KOREA	2013	2000	1409	4626	2	
GFR2-3-6	Orizaba	MEXICO	2013	229	984	3163	2	
GD8	Narikata, Tallai	GEORGIA	2012	600	508	1667	2	
AT10	Rosonelet Island	USA	2011	1400	943	3094	2	
GD8	Oriz - Escampe	TURKEY	2011	900	2307	7569	2	
GD8	Gaziantep	TURKEY	2011	1000	904	2966	2	
GD8	Nahny Nogradp	RUSSIA	2011	3000	3663	12011	2	
GD10	Metrocable L-Lima Medellín	COLOMBIA	2010	2200	4619	15154	2	
GD8	Bergama	TURKEY	2010	1150	694	2277	2	
TD35	Bolzano	ITALY	2009	726	4544	14908	2	PPP (active)
GD10	Manizales línea 1	COLOMBIA	2009	2100	1380	4168	3	
GD10	Metrocable L-Lima Medellín	COLOMBIA	2008	3000	2785	9160	4	
GD8	ZARAGOZA Expo 2008	SPAIN	2008	2600	1191	3907	2	
GD15	Sukida (IN REVAMP)	ALGERIA	2008	2000	1930	6260	3	
GD10	Gandarinne (IN REVAMP)	ALGERIA	2007	2400	1690	5546	3	
GD8	Montjuic - Barcelona	SPAIN	2007	2990	753	2470	3	
BD17	Ngang Ping - Hong Kong	CHINA	2006	3500	5328	19121	2	
GFR 2-2	EVU - PVERLOTI	TURKEY	2005	350	382	1253	2	
GD8	Trapani - Erice	ITALY	2005	3000	3016	9895	2	
GD10	Metrocable L-Lima Medellín	COLOMBIA	2004	2820	2061	6762	4	
GD8	Hannover Expo 1H1 2000	GERMANY	2000	3000	2614	8576	3	
CA6	Trajan Expo 1993	SOUTH KOREA	1992	2571	608	1996	2	
CA8	Expo Sevilla 1992	SPAIN	1990	3000	1938	6360	2	
AT35	POC	ALGERIA	1987	1155	404	1325	2	
AT35	Memorial	ALGERIA	1987	1050	380	1245	2	
CA6	Ainaba	ALGERIA	1986	907	4011	13225	2	
CA6	Biida TR 1 + TR 2	ALGERIA	1984	900	7070	23196	3	
AT35	NDA (IN REVAMP)	ALGERIA	2022	1050	288	879	2	
GD8	Oran (IN REVAMP)	ALGERIA	2022	2050				
AT35	Madania	ALGERIA	1956	900	215			

HTI MINIMETRES + FUNICULARS + INCLINED ELEVATORS

IE30	Turku	FINLAND	2019	480	130	427	2	
IF25	San Pellegrino Terme	ITALY	2019	360	710	2329	2	
APM	PISA	ITALY	2017	2132	1760	5774	3	PPP (active)
IE25	Piazzetta Stefano Verona	ITALY	2016	300	160	525	2	
APM	ETRAM MIAMI INTERNATIONAL AIRPORT	USA	2016	5600	375	1230	2	
IF30	FTG-Bivola	FRANCE	2016	360	71	231	2	
APM	CARDU AIRPORT	EGYPT	2012	2000	187	6093	4	
APM	SQUARE METRO FRANKFURT	GERMANY	2011	3400	300	964	2	
IF30	Hungersburgbahn (Inndruck)	AUSTRIA	2009	1200	1838	6030	2	PPP (active)
APM	PERUGIA	ITALY	2007	3000	3027	9931	5	
IE	Thermal Bath SPA Francorshamps	BELGIUM	2003	250	185	607	2	
APM	Cascina Gobba - San Raffaele (Milan)	ITALY	1999	1100	682	2238	2	

HTI PPPs w/o being urban transportation

BD	Funifilina	FRANCE	2025			0	3	PPP (active)
GD10	Col Orcicci (Cortina)	ITALY	2019	2000	2368	7713	3	PPP (sold)
GD10	Roccaraso Piazetta - Gmware	ITALY	2017	2800	1547	5075	2	PPP (sold)
GD10	Roccaraso Gmware - Toppe del teatro	ITALY	2017	2800	1567	5141	2	PPP (sold)
GD8	Telecabina Kuelap	PERU	2016	2800	4900	16764	2	PPP (active)
GD8	Pinasco - Campiglia Euprasi	ITALY	2012	3800	3500	11516	3	PPP (active)

**COMMENT #:** 13305  
**DATE:** 9/3/21 5:04 PM  
**SOURCE:** Email  
**NAME:** Allen Sanderson

**COMMENT:**

DEIS Comments

**Little Cottonwood Canyon Draft Environmental Impact Statement Comments**

Purpose and Need. The Purpose and Need is too narrow in scope and is contradictory, thus prevents a reasonable range of alternatives to be fully analyzed.

The purpose states "*UDOT intends to improve the transportation-related commuter, recreation, and tourism experiences for all users of S.R. 210 through transportation improvements that improve roadway safety, reliability, and mobility on S.R. 210.*"

32.1.2B

The need states: "*The transportation needs in the study area are related primarily to traffic during peak periods, avalanche risk and avalanche mitigation in Little Cottonwood Canyon ...*"

The purpose is to improve mobility for all users but the need focuses on one specific user group. These statements are contradictory. And as such, the need unnecessarily limits the scope of alternatives by focusing on peak periods.

32.1.2H

Further the need focuses on congestion due to one specific user group, which occurs approximately 50 days a year during peak periods at the expense of other user groups who access the canyon 365 days of the year.

32.1.2C

Because of the narrow scope of the need the DEIS proposes two narrowly focused alternatives rather than a full range of alternatives, including less impactful alternatives.

32.1.2H

The purpose and need is too narrow in scope in that the transportation needs extend beyond Wasatch Blvd and S.R. 210. S.R. 190 (Big Cottonwood Canyon) faces similar transportation needs, especially during peak periods. Further, the traffic on S.R. 190 and S.R. 210 are intricately tied together, especially during times of inclement weather. It is often the case that one canyon may be restricted while another is not. As such, purpose and need is too narrow in scope in solely considering S.R. 210.

32.1.1C

The peak period transportation needs are overestimated. The peak period transportation needs use generic forecasted conditions for 2050 based on overall traffic growth rather than specific winter time peak period growth which is directly tied to the carrying capacity at the ski resorts. Current conditions, parking capacity and skier capacity are anecdotally being over and near capacity respectively. As such, if properly analyzed peak period forecasted conditions for 2050 are likely to be more similar to 2020 conditions especially as parking is at capacity. As such, transportation needs for the future peak periods are overestimated. The DEIS makes no attempt to conduct the needed analysis and arbitrarily and capriciously abdicates the carrying capacity analysis to the Forest Service while incorrectly using overall traffic growth projections.

32.1.4L

32.20C

32.20B

The DEIS rejects less impactful alternatives for arbitrary and capricious reasons. For the proposed preferred alternatives DEIS states there is a need is to move ~3300 people per hour in 2050. Based on a peak period of 2300 people per hour with 1.2% growth over 30 years, equates to ~3300 people per hour in 2050. As noted in the preceding paragraph this number is an overestimate. However, DEIS rejects the Enhanced Bus Only Peak Period (no road widening) alternative because they state 75 buses per hour would be required which would not meet the acceptable 5-minute headway (Table 2.2-4). However, 75 busses accounts for approximately 3000 people per hour (75 x 40 person buses) and is 90% of the need. Such a requirement is nonsensical.

32.1.4L

32.2.2B

In the purpose and need UDOT states: *The ability of vehicles to move freely is typically compromised when traffic exceeds about 900 to 1,000 vehicles per hour, depending on road conditions. Little Cottonwood Canyon experiences over 30 days per year during which traffic volumes exceed roadway capacity (all during the typical 90-to-100-day peak winter season).*

32.1.4D

If current conditions are analyzed using ~1150 private vehicles per hour as shown in Figure 1.4-8 which is consider to be representative of the current peak hour traffic flow and ~950 private vehicles per hour being acceptable, a reduction of ~200 private vehicles per hour is required. Removing 200 private vehicles per hour with two people per vehicle requires ten - 40 person buses per hour which would equate to a six-minute headway at a single station. UDOT deems a five-minute headway being acceptable (Table 2.2-4).

32.1.4M

If as proposed in the preferred alternative to 24 buses per hour (12 buses at two stations thus five-minute head way) a reduction of 480 private vehicles per hour would be realized. Putting the peak at 670 private vehicles per hour. Well below the need of ~950 private vehicles per hour without any road widening. Further even using the over stated growth of 1.2% and projecting the peak out to 2050 would be ~960 private vehicles per hour. Again within UDOT's standards without road widening.

24 - 40 person buses, along with 960 private 2 person vehicles per hour would result in ~2900 persons per hour in 2050 above the current ~2300 persons per hour in 2020 or an annual growth rate of ~0.75% which given the current limits on parking and skier capacity is not unreasonable.

32.1.4L

The above analysis demonstrates that less impactful alternatives need to be fully considered using realizable carrying capacity data that is specifically extrapolated to peak period vehicle traffic.

32.2.9A

The DEIS fails to fully analyze how high occupancy vehicle lanes and tolls would affect the current and future needs. For instance, the impact of Wasatch Drive being expanded to four lanes with a lane in each direction being an HOV lane coupled with timed merging so manage traffic.

32.2.2Y and  
32.2.6.2.2A

The DEIS fails to fully consider the cumulative impacts. The transportation needs extend beyond Wasatch Blvd and S.R. 210. S.R. 190 (Big Cottonwood Canyon) faces similar transportation needs, especially during peak periods. Further, the traffic on S.R. 190 and S.R. 210 are intricately tied together, especially during times of inclement weather. It is often the case that one canyon may be restricted while another is not. As such, the alternatives considered must include the cumulative impacts to S.R. 190.

32.1.1A  
32.20D

**Enhanced Bus Peak Period Shoulder Lane (PPSL) Alternative**

The DEIS analysis of this alternative fails to consider the cumulative impacts of the road widening. The road widening will remove roadside parking throughout the canyon while reducing parking at establish parking areas such as the newly opened Grit Mill and the privately-owned Gate Buttress parking lot. Other road side parking used to access south side areas of the canyon (Great White Icicle and Bridge Trailhead) will be eliminated with no alternative

32.4N  
32.4P  
32.4A

parking except at the base of the canyon and higher up in the canyon. These cumulative impacts will impact and displace users and has not been analyzed.

The road widening will substantially change the recreational experience in the lower portion of the canyon with the removal recreational climbing (bouldering) opportunities and via further encroachment of the roadway. These cumulative impacts will impact and displace users and has not been analyzed.

**Gondola Alternative**

This alternative does not meet the purpose and fails to consider the cumulative impacts of all recreational users. The purpose is *to improve the transportation-related commuter, recreation, and tourism experiences for all users of S.R. 210 through transportation improvements that improve roadway safety, reliability, and mobility on S.R. 210.*

The gondola by its very nature serves one select user group, resort visitors at the expense of all other users. It does not meet any current or forecasted needs along the full extent of S.R. 210, only at the terminus for approximately 50 winter days a year during the winter season. There are current and future needs outside of these 50 winter days that must be addressed, for example parking at White Pine trailhead which is used year-round.

The DEIS fails to analyze the cumulative impacts of the gondola to the recreation experience of users in the lower portion of the canyon. The addition of access roads, supporting structures, and continuous noise from the gondola cars and cables traversing towers will impact the experience of users. As proposed, supporting structures will be directly in front of and above prominent climbing areas creating both a visual and noise impact where none currently exists. These cumulative impacts will impact and displace users and has not been analyzed.

Overall the DEIS is too limited in scope and fails to adequately analyze a full range of alternatives, including less impactful alternatives that can be incrementally implemented. The two preferred alternatives place a priority of one user group over all others while failing to consider the cumulative impacts.

At a minimum, the DEIS must include a less impactful alternative that fully analyzes a bus only alternative with no road widening along S.R. 210. For instance, Wasatch Blvd could be expanded to four lanes where on the weekends a lane in each direction is a high occupancy vehicles lane (four persons per vehicle) so to allow buses and other high occupancy vehicles to move rapidly from/to a freeway / transit hub. The other lane could be a timed entrance on to S.R. 210, not unlike a peak period interstate on ramp. That, coupled with tolls could be enough to reduce peak hour congestion while allowing for year-round expanded needs, such as snow sheds, improved shoulders, parking that benefit all users. Such an alternative could be incrementally implemented while being combined with similar needs for S.R. 190 which is intricately tied together with S.R. 210.

Allen Sanderson

[Redacted signature]

32.4A

32.1.2B, 32.1.2D,  
32.2.7A, 32.7B, and  
32.7C

32.1.2C

32.4B

32.1.1C, 32.2.2PP,  
and 32.2.9A

32.2.2B  
32.2.6.2.2A

32.2.4A

32.2.9A

32.1.2C



**COMMENT #:** 13306  
**DATE:** 9/3/21 6:34 PM  
**SOURCE:** Email  
**NAME:** Lisa Sun

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**COMMENT:**

Attached please find my family's comments on the EIS.

Best,

Lisa Grow Sun

**COMMENTS OF KARL, LISA, ALEX, EMMA & SIERRA SUN ON THE UDOT  
LITTLE COTTONWOOD CANYON EIS**

Little Cottonwood Canyon does not exist to make money for ski resorts or so that the most affluent recreators (accessing ski resorts) can have unfettered access to it during a handful of fresh powder days. It is a precious natural environment that should be safeguarded and preserved for its own sake and for the benefit of all, including future generations. Accordingly, no transportation hub should be created or maintained at the inverted V intersection at the mouth of Little Cottonwood Canyon.

**We need flexible, “no regrets” strategies for managing canyon traffic.**

The significant traffic problems at the mouth of Little Cottonwood canyon need to be addressed, but we should do so in a scalable, flexible, and reversible way that does the least harm to the sensitive canyon environment. While the traffic problems are significant, they occur on only a few days a year, so we shouldn't adopt a solution that is permanent and year-round, especially when the benefits are really only felt on a handful of days and primarily by skiers and the ski resorts. A gondola that serves the two ski resorts will do little, if anything, for summer recreation or for any kind of winter recreation that occurs outside resort limits. An additional lane is really only useful on those few very busy ski days. Additionally, road widening will cause significant environmental damage in the canyon and to the watershed. It will also hurt access to smaller trailheads and climbing spots and will funnel people into larger parking lots by the most popular trailheads. Those trailheads will suffer from that overuse.

We should focus on enhanced bus service combined with significant tolls for private cars (without multiple passengers). This solution will allow us to manage the traffic problem without doing additional damage to the canyon. There is no reason to jump to a destructive, infrastructure-heavy solution without trying solutions that don't require significant building in the canyon, with the monetary and environmental costs that building would necessarily entail. We should adopt a “no regrets” strategy where we test different patterns of bus service and tolls for private vehicles before moving to any solution that requires additional built infrastructure.

Adopting a “no regrets,” first-do-no-harm solution is particularly important given that climate change may make ski resorts and skiing less and less viable over time. While we certainly hope that climate change doesn't have a significant effect on snowfall in Utah, there is good reason to think that it will. Building permanent infrastructure that damages the canyon and that is primarily designed to manage ski resort traffic is short-sighted given the risks that climate change poses to the viability of the ski industry over the next several decades and beyond. Losing the greatest snow on earth would be a terrible tragedy—and one that we shouldn't compound by additional damage to our canyons through unnecessary built infrastructure. We should choose a solution that helps solve our current problems without committing us to damaging infrastructure that may not be necessary in the future.

32.1.2B, 32.1.2D,  
32.2.7A, 32.7B, and  
32.7C

32.1.4D  
32.1.2C  
32.2.9E  
32.1.2D  
32.2.9C, 32.12A,  
32.4P, 32.4A, and  
32.2.6.3C  
32.2.9A and 32.2.4A  
32.2.9R

32.2.2E

Additionally, the point of this process is not to allow the ski resorts to get as many people into the canyon every day as they deem possible and preferable. Ski resort capacity is necessarily constrained, not just by space on the hills at the resort itself, but also by how many people can reasonably be moved up a narrow canyon on any given day. We shouldn't allow the resorts to insist that they be able to maximize the number of people on their hills when that will entail significant environmental damage. Moreover, whatever solution is chosen, should be funded--at least in large part--by the ski resorts that will benefit the most from increased capacity to move skiers up the canyon.

32.1.2B

Detailed studies about the carrying capacity of the canyon--both for winter and summer recreation--should be conducted before we adopt solutions that increase the number of people who can be transported through the canyon. We shouldn't increase transportation capacity without considering how much use the canyon can sustainably support.

32.1.2D, 32.7B, and  
32.7C

A "no regrets" approach is particularly appropriate because there is little evidence that the gondola will actually solve the current problems. No systems analysis has been connected to demonstrate that the gondola will actually significantly reduce canyon traffic. There are important bottlenecks in the system that haven't been addressed. Transit time (parking off-site, taking the bus to the gondola, accessing the gondola) is going to be long, even without these bottlenecks, so many people may continue to drive. If bottlenecks increase this transit time, people will be even less likely to use the gondola.

32.20A, 32.20B, and  
32.20C

32.7B, 32.7D,  
32.2.6.5C, and  
32.2.6H

Moreover, if a gondola is built, the base station should not be right at the entrance to the canyon. Over time, there will be significant pressure to build large parking lots at that base station, even if the current plan is to funnel people through mobility hubs off-site. The current gondola proposal will already introduce significant visual and other blight at the mouth of the canyon and will inevitably create massive pressure to build more infrastructure there and to further damage the beauty and ecosystem of the canyon.

32.2.6.5J and  
32.17A

Additionally, any solution that focuses traffic to the mouth of Little Cottonwood Canyon will continue to significantly degrade air quality for residents in the Triangle and other nearby neighborhoods. When traffic is held up at various locations at or near the mouth of the Canyon, thousands of cars and buses idle on all three sides of the Triangle. This produces a cloud of exhaust containing CO, NOX, SOX, and PM 2.5. This noxious cloud is very potent and can be smelled by all nearby residents. There is little question that the air being breathed on these mornings is very unhealthy for the residents, the skiers, and the first responders and exceeds federal clean air standards. An analysis of the proposed alternatives must consider the impact on local air quality. Bad local air quality (pockets of unhealthy air near plants, refineries, rail yards, freeways, congested urban centers, etc.) is the next frontier for air quality science and regulation to protect public health and needs to be modeled and fully taken into account in evaluating the proposed alternatives.

32.2.6.5E and  
32.10A

**The gondola alternative creates significant equity and environmental justice issues.**

The gondola is designed to do nothing other than move people to the ski resorts, resorts that are too expensive for many Utahns to use and access. Building the gondola, particularly with taxpayer dollars, creates significant equity issues and issues of environmental justice/access. We should focus canyon transportation on alternatives, like busing, that allow people to access all kinds of recreational opportunities at many different points in the Canyon.

32.1.2D  
32.2.4A  
32.5A

The mouth of the Little Cottonwood Canyon is one of the most visited recreational and historic sites in all of Utah and is used every day by large numbers of hikers, mountain bikers, and other recreation enthusiasts. These uses would be negatively impacted by gondola towers and parking. Building the gondola would thus privilege the interests of wealthier skiers (and resort owners) over residents who engage in lower-cost, less-intensive (less environmentally-damaging) recreational opportunities like hiking and bouldering that are open to all. Additionally, this land has historic significance and land donors donated this land to the with the belief it would not be tampered with or destroyed.

32.4I  
32.4B  
32.4G

Building infrastructure like a gondola or additional lane that damages the canyon today also creates significant issues of intergenerational equity. We need to preserve the canyon for future generations, rather than maximizing ski resort profits today.

32.29G

In sum, all of the UDOT alternatives and their variations would just pack more people up the Canyons to benefit the ski resorts. Where is the NO-BUILD ALTERNATIVE that keeps Canyon visitation at the current level by charging a significant variable toll at the mouths of the Canyons and ramps up bus service as personal car use declines? The ski resorts could subsidize the bus transit alternative for their customers.

32.1.2D, 32.20A,  
and 32.20C  
32.2.9G  
32.2.9A

Any infrastructure-heavy solution like the gondola will cost billions in construction, maintenance, and operation—indeed, it is likely to cost as much as UTA’s entire system of commuter rail, light rail, streetcar, and bus rapid transit. Spending billions on a gondola (or other Canyon transit alternatives like a train) must be balanced against using this money to expand and upgrade UTA’s current transit system. Improving the current system would benefit the two million Wasatch Front residents who live in the valleys and not primarily the ski resorts and their customers.

32.2.7C  
32.1.2B  
32.2.9A

**COMMENT #:** 13307  
**DATE:** 9/3/21 10:30 PM  
**SOURCE:** Email  
**NAME:** Douglas Vogeler

**COMMENT:**

This scaled representation of the proposed towers for the gondola need to be made available for public comment. These are downplayed in the slick Gondola presentations dominating the press. These towers which are over 200 ft tall will also require red blinking beacons on top and will make our pristine canyon look like a permanent airport landing strip at the least! This in no way protects this delicate resource and doesn't significantly solve traffic problems anyway. I do support the other option of expanded bus service with road expansion as needed. Douglas Vogeler [REDACTED], Sandy [REDACTED] (32.2.9E, 32.2.9B, and 32.17A)

