Little Cottonwood Canyon ENVIRONMENTAL IMPACT STATEMENT
Fort Union Boulevard to Alta

Scoping Summary Report

Little Cottonwood Canyon Environmental Impact Statement Fort Union Boulevard to Alta

Lead agency:
Utah Department of Transportation

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1.0 Introduction

The Utah Department of Transportation (UDOT) is preparing an Environmental Impact Statement (EIS) to study proposed improvements to State Route (S.R.) 210 from Fort Union Boulevard to the town of Alta in Little Cottonwood Canyon in Salt Lake County, Utah. Transportation improvements are needed to improve reliability, mobility, and safety for residents, visitors, and commuters who use S.R. 210. To address these needs, UDOT is proposing to make operational improvements, introduce demand-management measures, and support increased transit service in the project area. The proposed project area extends along the S.R. 210 corridor from its intersection with S.R. 190/Fort Union Boulevard in Cottonwood Heights to its terminus in the town of Alta.

The intent of the EIS is to develop and evaluate alternative solutions that would address the need for the transportation improvements on S.R. 210. Through transportation improvements, the project would strive to mitigate congestion on S.R. 210 and improve recreation and tourism experiences for all users of the canyon. The transportation improvements will consider the character, natural resources, watershed, diverse uses, and scale of Little Cottonwood Canyon.

Because UDOT has received National Environmental Policy Act (NEPA) Assignment from the Federal Highway Administration (FHWA), the environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being or have been carried out by UDOT pursuant to 23 United States Code 327 and a Memorandum of Understanding dated January 17, 2017, and executed by FHWA and UDOT.

1.1 Purpose of This Scoping Summary Report

This Scoping Summary Report summarizes public and agency input gathered during the scoping period, which lasted from March 9 to May 4, 2018. Scoping is the first step in the NEPA process. It involves using public and agency participation to develop possible solutions and identify issues regarding a proposed project. Scoping also helps determine needs, objectives, resources and constraints, potential alternatives, and any additional requirements for alternatives-screening criteria. This Scoping Summary Report is a tool to focus the efforts of the EIS on the appropriate issues.

1.2 Summary of Scoping Activities

Public and agency input plays an important role in identifying issues and ideas regarding future improvements to S.R. 210. Throughout the environmental review process, UDOT will facilitate and encourage involvement from the residents, visitors, businesses, and agencies that have an interest in transportation in the corridor to help identify issues and develop solutions. The project team will continue to work with the public to provide information regarding the alternatives that will be evaluated in detail and why other proposed solutions are eliminated. All public and agency comments received during the scoping period for this project are included in this report and will be considered during the development and evaluation of alternatives.

Comments received after the scoping period and before the development of the Draft EIS will be reviewed by UDOT and considered during the development of the Draft EIS.

1.3 Notice of Intent

The Little Cottonwood Canyon EIS scoping period began on March 9, 2018, with a Notice of Intent to prepare an EIS advertised in the U.S. Federal Register. This notice, which is a requirement of NEPA, alerted federal agencies of UDOT's intent to study S.R. 210. A copy of the Federal Register Notice of Intent is included in Appendix A, Notice of Intent.

1.4 SAFETEA-LU Process and Agency Scoping

In accordance with Section 6002 of the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), UDOT is coordinating with local, state, and federal agencies that oversee the management of natural resources in the Little Cottonwood Canyon EIS project area. It's important to include these agencies during the initial scoping activities of the EIS to identify issues early so that they can be properly considered and, if necessary, avoided, minimized, or mitigated as the project progresses. More discussion regarding the agencies that have been consulted is included in Section 1.4.3, Agencies Consulted.

What is SAFETEA-LU?

SAFETEA-LU—the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users—is a 2005 federal law that established new provisions and requirements for transportation projects, including the environmental review process. Under SAFETEA-LU, state, local, and tribal agencies with jurisdiction or interest in a project have an opportunity to formally participate in the environmental review of that project.

1.4.1 Cooperating Agencies

The regulations that implement NEPA define a *cooperating agency* as "any federal agency other than a lead agency which has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposal (or a reasonable alternative) for legislation or other major federal action significantly affecting the quality of the human environment" (Code of Federal Regulations Title 40, Section 1508.5). A state or local agency of similar qualifications—or, when the effects of the project would occur on a reservation, an Indian tribe—may by agreement with the lead agency become a cooperating agency. Typically, federal agencies with resources in an area that could be affected by a proposed federal action or project are contacted early in the scoping process and asked to participate as cooperating agencies in the environmental review process for the project.

A cooperating agency has a high level of involvement and responsibility for the project and works with the project team to develop solutions. Being involved as a cooperating agency allows a resource agency to better protect its resource areas but requires a commitment to remain involved and accept some responsibility for activities during the environmental review process.

1.4.2 Participating Agencies

SAFETEA-LU introduced a level of agency involvement known as participating agency. Participating agencies don't have the same level of responsibility for the project as a cooperating agency but are expected to perform the following activities in coordination with the project team:

- Attending agency coordination meetings
- Developing an agency coordination plan
- Commenting as early as practicable on the project's purpose and need and the range of alternatives
- Evaluating the environmental and socioeconomic resources in the project area and the general locations of alternatives
- Identifying as early as practicable any issues regarding the project's environmental and socioeconomic impacts that could substantially delay or prevent the granting of a permit or other approval

1.4.3 Agencies Consulted

The following agencies and federally recognized tribes were sent letters on March 7, 2018, requesting their involvement as a cooperating and/or participating agency:

- Advisory Council on Historic Preservation
- Bureau of Indian Affairs
- Cedar Band of the Paiute Indians
- Central Wasatch Commission
- Confederated Tribes of the Goshute Reservation
- Cottonwood Heights City
- Eastern Shoshone Tribe of the Wind River Reservation
- Metropolitan Water District of Salt Lake and Sandy
- Murray City
- Northwestern Band of Shoshone Nation
- Governor's Office, Public Lands Policy Coordinating Office, Resource Development Coordinating Committee
- Salt Lake City Department of Public Utilities
- Salt Lake County, Planning and Development
- Skull Valley Band of Goshute Indians
- Town of Alta
- U.S. Army Corps of Engineers
- U.S. Environmental Protection Agency
- U.S. Fish and Wildlife Service
- U.S. Department of Agriculture, Forest Service
- Utah Division of Air Quality
- Utah Division of Drinking Water
- Utah Division of Forestry, Fire and State Lands
- Utah Division of Indian Affairs
- Utah Division of Water Quality
- Utah Division of Water Resources
- Utah Division of Water Rights
- Utah Division of Wildlife Resources
- Utah Office of Tourism

- Salt Lake County, Transportation Engineering
- Salt Lake County, Regional Transportation, Housing and Economic Development
- Sandy City
- Shivwits Band of the Paiute Indian Tribe of Utah
- Shoshone–Bannock Tribes of the Fort Hall Reservation
- Utah State Historic Preservation Office
- Utah Transit Authority
- Ute Indian Tribe of Uintah and Ouray Reservation
- Wasatch Front Regional Council

Of the agencies and federally recognized tribes that were contacted, five agreed to be cooperating agencies and 18 agreed or were assumed to be participating agencies (Table 1).

Table 1. Little Cottonwood Canyon EIS Cooperating and Participating Agencies

Cooperating Agencies	Participating Agencies
Salt Lake City Department of Public Utilities	Central Wasatch Commission
U.S. Army Corps of Engineers	Cottonwood Heights City
U.S. Department of Agriculture, Forest Service	Governor's Office, Public Lands Policy Coordinating Office, Resource Development Coordinating Committee
U.S. Environmental Protection Agency	Metropolitan Water District of Salt Lake and Sandy
Utah Transit Authority	Murray City
	Salt Lake County Public Works and Municipal Services Department, Planning and Development Services Division
	Salt Lake County, Regional Transportation, Housing and Economic Development
	Sandy City
	U.S. Fish and Wildlife Service
	Utah Division of Air Quality
	Utah Division of Forestry, Fire and State Lands
	Utah Division of Indian Affairs
	Utah Division of Water Quality
	Utah Office of Tourism
	Wasatch Front Regional Council

1.4.4 Agency Scoping Meeting

SAFETEA-LU requires that the project team hold an agency scoping meeting. An agency scoping meeting was held on April 9, 2018, at 1:00 PM.

A brief presentation was given that included a project overview as well as the requirements of being a cooperating and participating agency. The materials that were discussed at the meeting included the purpose of and need for the project, potential alternatives, alternatives screening, indirect impacts, and other corridor issues. In addition, to help identify potential issues, the project team completed an environmental checklist with input from the agencies (see Appendix B, Agency Scoping Meeting).

Table 2. Attendees of Agency Scoping Meeting

Attendees	
U.S. Army Corps of Engineers	Utah Transit Authority
U.S. Department of Agriculture, Forest Service	Central Wasatch Commission
U.S. Environmental Protection Agency	Wasatch Front Regional Council
Governor's Office, Public Lands Policy Coordinating Office (PLPCO), Resource Development Coordinating Committee (RDCC)	Salt Lake County
Utah Division of Air Quality	Cottonwood Heights City
Utah Division of Forestry, Fire and State Lands	Salt Lake City Department of Public Utilities
Utah Division of Indian Affairs	Sandy City
Utah Division of Water Quality	Town of Alta
Utah Office of Tourism	Metropolitan Water District of Salt Lake and Sandy

1.5 Public Scoping

Public scoping is a key component of the environmental review process. Scoping helps UDOT prepare a comprehensive and focused EIS that will help inform the decision-making and permitting processes. UDOT relies on public comments to help identify issues, gather input on a reasonable range of alternatives, and gauge public sentiment about the proposed improvements. A combination of measures was taken to ensure that the public was notified about the project and invited to participate in the process.

1.5.1 Notification

The scoping period was initiated with the Federal Register notice on March 9, 2018, and ended on May 4, 2018. The following methods were used to notify the general public of the public scoping meeting and activities:

- Advertisements were placed in the following publications:
  - *Deseret News*, March 27 and April 3, 2018
  - *The Salt Lake Tribune*, March 27 and April 3, 2018
- Information regarding the public meeting and the scoping period was posted on the Little Cottonwood EIS Project website and UDOT social media sites (Facebook, Instagram, and Twitter) on March 27; April 3, 6, 9, 10, 13, 17, 19, 24, 26, and 27; and May 2 and 4, 2018.
- An email notice was sent to the UDOT mailing list on March 27 and on April 6.
- A UDOT press release was sent to local media outlets on April 9, 2018, as a reminder of the public meeting on April 10, 2018.

Copies of the notification materials listed above are included in Appendix C, Notifications of Scoping.

1.5.2 Public Scoping Meeting

UDOT held a public scoping meeting on April 10, 2018, at the Cottonwood Heights City offices in Cottonwood Heights, Utah. The meeting was held in an open-house format with an interactive workshop from 4:00 PM to 8:00 PM.

The public scoping meeting included the following elements:

- The public was encouraged but not required to sign in at the registration desk.
- On entering the meeting room, each participant was given a brief explanation of the meeting format, information about how to submit comments, and details about where to find additional information about the project.
- Comment sheets were made available to each participant.
- Participants were encouraged to leave their comments.
- A project video summarizing the project was running continuously.
- Project staff members were available to answer questions and provide information.
- Four stations were set up with scroll maps of the project area, which included artist's renditions of potential improvements that could be considered. Meeting participants were encouraged to draw their ideas on the map and make notes of issues and concerns.
- Two computer stations were available for commenters to identify specific areas on a map and record their comment.
- Commenters could give comments via a video interview.

About 158 people attended the public scoping meeting. Copies of the material presented at the meeting are included in Appendix D, Public Open House Meeting Materials.

1.5.3 Scoping City and County Council Presentations

During the scoping process, the project team presented at two city council meetings and one county council meeting. UDOT presented to the Town of Alta Council on April 12, 2018; the Sandy City Council on April 17, 2018; and the Salt Lake County Council on April 24, 2018. The presentation included information regarding the project's purpose and need, alternatives, the environmental review process, and schedule. UDOT encouraged councils to submit scoping comments.

2.0 Guide to Comments

The public will continue to have opportunities to provide input throughout the Little Cottonwood Canyon EIS review process, and public comments will continue to be solicited throughout the project. The scoping period for the Little Cottonwood Canyon EIS concluded on May 4, 2018. All comments received by May 4, 2018, are included in this Scoping Summary Report in Appendix E, Scoping Comments.

Each comment was reviewed by the project team as it was received and assigned a number. Appendix E includes a list of commenters presented alphabetically and the corresponding comment number. A single comment might have contained several issues. A summary of the issues raised in the scoping comments is included in Section 3.0, Little Cottonwood Canyon EIS Scoping Comments. Comments received after the scoping period and before the development of the Draft EIS will be reviewed by UDOT and considered during the development of the Draft EIS. All issues raised will be considered in the EIS.

3.0 Little Cottonwood Canyon EIS Scoping Comments

During the scoping process, UDOT received more than 400 individual comment submissions from the public and agencies. The majority of the comments were related to alternatives for reducing congestion, improving the transit system, providing parking, and increasing safety for motorists and cyclists. Several comments expressed concern for natural resources and water quality in Little Cottonwood Canyon. Many commenters were concerned about impacts to neighborhoods along Wasatch Boulevard.

The following sections summarize the comments that were received.

Purpose and Need

- Ski resorts should pay most of the cost as they are the beneficiaries.
- The reduction in single-occupant vehicles shouldn't apply to employees and service vehicles.
- Improve efficiency.
- Minimize environmental impact; protect natural areas and scenic areas.
- Watershed and water resource protection should be explicitly included in the purpose and need.
- The purpose and need should state that transportation improvements may include transit improvements.
- The purpose and need should state that the transportation improvements will:
    - Maintain or improve the watershed health, water supply, water quality, and other natural resources; and
    - Consider the character, diverse uses of the canyon's natural resources, and importance of the existing contiguous natural landscape of the canyon and adjacent canyon ecosystems upon which many Salt Lake Valley residents' livelihood depends.
- Improvements should maintain or improve the integrity of the current viewshed, airshed, watershed, and ecosystem functions.
- Include the Mountain Accord purpose; include relationship of this project to other canyons in the Wasatch Front.
- The purpose is to mitigate congestion, not get more people up the canyon.
- The purpose should include reducing avalanche-related risk and delay in Little Cottonwood Canyon.
- Address congestion on S.R. 209.
- Mention the quality of the experience in the canyon and the natural environment.
- Need to integrate transit, cycling, and hiking.
- Reduce auto use in Little Cottonwood Canyon.

- Equal emphases and interest should be placed on resolving environmental, transportation, recreation, and economic issues, and on creating opportunities for these interests.
- The EIS needs to evaluate the impacts of managing the demand for recreation, use, and economic development in the study area and the impacts of inducing demand.
- The purpose should include reference to having no negative effects on communities along Wasatch Boulevard.
- Prioritize purposes and needs in light of limited budget; allows for a phased approach.
- Any improvements should be tied into a larger transportation system that serves and benefits the entire Central Wasatch.
- The transportation system should use the best currently available technology to serve all user groups on a year-round basis.

Alternatives – Avalanche

- In addition to avalanche sheds, Gazex mitigation systems should be considered. They have little visual resource impacts when compared to avalanche sheds.
- Provide snow sheds or bridge at avalanche areas. Snow sheds should also provide wildlife overpass.
- Avalanche control should happen earlier (5 AM to 7 AM).
- Avalanche sheds need to be able to accommodate large construction vehicles.

Alternatives – Parking

- Multi-level parking at base of Little Cottonwood Canyon is a great idea.
- Multi-level parking structure at base of Little Cottonwood Canyon must avoid impacts to Little Cottonwood Creek.
- Add parking at Grit Mill.
- Acquire land and add parking up to and beyond paved Temple Quarry Trail area, also near S.R. 210/Wasatch Boulevard intersection.
- Potential parking at Mill Corporate Center.
- Church parking lots could be used for park-and-ride when not in use by church.
- No parking garages from Fort Union Boulevard south, as it increases congestion.
- Consider skiers with ski equipment: no long walks to bus stops.
- The swamp lot shouldn’t be used just for ski resort employees.
- Use swamp lot for buses only.
- Use empty business parking areas on weekends.

- No parking garages on Wasatch Boulevard.
- Reduce cars on Wasatch Boulevard by placing park-and-ride lots north, south, and west of Wasatch Boulevard.
- Don't turn Wasatch Boulevard into a bunch of park-and-ride lots.
- Add parking at the gravel pit with restaurants and hotels; use it as a major transit center.
- The gravel pit should be turned into a community garden or park, not paved.
- No park-and-ride lots near Bengal Boulevard, as it impacts residents.
- Provide underground parking at existing park-and-ride lots.
- If parking lots are expanded, then parking should be restricted on the roads.
- Consider Sandy City Master Plan—10 acres along 9400 South as potential parking.
- A parking structure could be added at 6200 South.
- No parking in bike lanes.
- Bell Canyon trailhead needs parking.
- Expand White Pine lot.
- Use Gad Valley parking area for White Pine trailhead.
- Make White Pine trailhead accessible by transit only (no parking).
- Create a mechanism for reserving parking spaces.
- Any parking solutions should be underground.
- Update to the Big Cottonwood Canyon park-and-ride lot could support Little Cottonwood Canyon parking.
- Consistent with the *Wasatch-Cache Revised Forest Plan*, the number of parking spaces in the canyon cannot exceed the number in 2000.
- Additional parking to aid transit use should be located miles away from the mouth of the canyon.

Alternatives – Roadway

- Increase roadway capacity and improve access.
- Provide three lanes for the full length of the road.
- Concerns with safety, neighborhood access to the east of Wasatch Boulevard.
- Decrease speed, consider reducing the number of lanes on Wasatch Boulevard: one lane in each direction and 40 mph would ideal.
- Add bike lanes.
- Limit the number of vehicles that can go up the canyon.

- In the canyon, the uphill bike lane could be used for formal hitchhiking pullout, equipment storage, temporary snow storage, and emergency access in winter.
- Providing a separate bike path by paving the Temple Quarry Trail/Little Cottonwood Creek Trail, rather than a bike lane, would be costly, and maintenance would be difficult.
- Add traffic-calming measures for bicycle safety.
- Add separate bike and pedestrian lanes on Wasatch Boulevard.
- Provide peak traffic lanes.
- Provide passing lanes in the uphill direction.
- Preregister vehicles with stickers to show they meet tire and 4×4 requirements.
- Provide a fast pass to vehicles that meet winter driving requirements (4×4, snow tires).
- Separate vehicle enforcement locations between North Little Cottonwood Road and Little Cottonwood Road.
- Improve enforcement of winter driving requirements; cars with proper equipment could get a seasonal sticker.
- Split traffic around the parking lot at the base of Little Cottonwood Canyon.
- Provide transit only, van pool, high-occupancy vehicle (HOV) lane in uphill direction in the morning and downhill in the evening. Extra lane could be used as bike lane in summer.
- Uphill and downhill shoulders for bike lanes/pedestrians: uphill lanes should be wider than downhill lanes.
- Vehicles shouldn't be allowed to queue up at the base of the canyon.
- Provide tunnels at strategic locations to ease traffic flow, especially at ski resort entrances.
- Downhill bike lane isn't needed.
- Widening up the canyon isn't necessary if intersection choke points are resolved.
- Improve access to Golden Hills Drive.
- Safety issue at intersection of North Little Cottonwood Road and Wasatch Boulevard. Difficult to see barrier in snow, and merge before Golden Hills is difficult. Need downhill traffic light. With no left turn for traffic coming from the canyon, cars make a U-turn on Wasatch Boulevard after the intersection. Re-evaluate the "no right turn on red" from southbound Wasatch Boulevard.
- Eliminate right turn for northbound traffic on Wasatch Boulevard turning onto S.R. 209.
- Extend Highland Drive from 9800 South to 12300 South (complete the bridge idea) to offload traffic at the south end of Wasatch Boulevard.
- Complete 20th East across Dimple Dell Park to take traffic off Wasatch Boulevard.
- Widen Wasatch Boulevard from 7800 South to La Caille to four lanes.

- Don't widen Wasatch Boulevard south of Bengal Boulevard.
- Provide a roundabout or signal at Kings Hill.
- Add traffic signals or on-ramp meters at resorts.
- Put the bicycle lane above the road on the uphill side.
- On road closure mornings, buses and employee shuttles should have priority over personal vehicles.

Alternatives – Tolling

- Don't toll Little Cottonwood Canyon.
- Toll is needed to discourage cars with only 1–2 people, encourage use of public transportation, and reduce vehicle volume.
- Dynamic pricing based on day, time, type of vehicle (that is, related to fuel efficiency), and number of people in the car.
- Consider summer toll only. No winter toll.
- Yearly passes should be available.
- No toll for residents and resort employees.
- Charge access fees for trailheads.
- Provide employee buses with limited stops to improve transit time.

Alternatives – Transit

- Provide bus connections with TRAX that reduce travel times.
- Create a multipurpose transit hub accommodating public buses, resort shuttles, car-share, and carpool users.
- Transit should be available for all, including low-income and minority populations.
- Make the road bus-only from 8 AM to 10 AM.
- Provide bus priority at signals and dedicated bus lanes.
- Add a bus-only reversible lane in the canyon.
- Increase transit service and include summer transit service.
- Bus service should be flexible to address high-volume days vs. low-volume days.
- Provide an express bus from 9400 South directly to Alta.
- Provide bus stops at trailhead locations, such as Lisa Falls and White Pine Canyon, and improve pedestrian safety access.
- Need a better app for transit service and people at park-and-ride lots to assist with bus loading.

- Make the road accessible by transit only, like at Zion National Park.
- Buses should accommodate bikes.
- Buses pulling into and out of ski areas takes time: reduce number of stops.
- Improve transit service from other locations to the mouth of the canyon so there aren't thousands of cars trying to park there.
- Buses should be environmentally friendly/electric.
- Smart buses would be safer and more rapid.
- Consider where the transit center at Alta would be located and how it would best serve winter and summer visitors.
- Access-control measures should be temporary, initially, so unintended consequences can be reversed.
- Add bus service to the 39S park-and-ride lot.
- If ski areas offered free ski storage, more people would take transit.
- Transit hubs need to be located in logical locations near the canyon and near the population centers from which the riders will be coming.

Alternatives – Other

- Like the idea of aerial tram at park-and-ride lot near Fort Union Boulevard.
- Provide a train up Little Cottonwood Canyon.
- Provide a gondola from base of canyon to Alta.
- Aerial people-mover is too expensive and not needed. Provide tunnels or overpasses instead.
- Provide electric charging stations at park-and-ride lots.
- Provide four-wheel–drive, 15-passenger vans at park-and-ride lots for rideshare.
- Provide access to trip planner, ride share, carpool; consider autonomous vehicles.
- Add electronic signs at ski areas showing real-time traffic information and travel time out of canyons.
- Consider short-term and long-term solutions.
- Require people to carpool.
- Establish a legitimate hitchhiking shelter at the base of the canyon which would encourage hitchhiking.
- Provide water and restrooms at bottom and top of Little Cottonwood Canyon; restroom design must comply with Salt Lake County Health Department ordinance.
- Add more snow plows; improve response time for road maintenance during winter storms.

- Ski areas should offer discounts for HOV and transit users.
- Open Emma Mine Tunnel between Little Cottonwood Canyon and Big Cottonwood Canyon to disperse traffic.
- Include proactive messaging and communication tools.
- Don't change anything.

Air Quality

- Improve air quality.
- Air pollution from cars contributes to climate change.
- Idling cars create an air quality problem.
- The air quality analysis should describe relevant National Ambient Air Quality Standards and current designations.
- Describe baseline air quality conditions; include a summary of available local and regional air monitoring data.
- Discuss construction and post-construction conditions of air quality.
- Consider an evaluation of criteria pollutants for each alternative.
- Include an evaluation of mobile-source emissions in the project area for criteria pollutants and their precursor emissions; consider cumulative effects.
- If the project will significantly increase the average annual daily traffic in the project area, consider conducting an emissions inventory for criteria pollutants using the U.S. Environmental Protection Agency's Motor Vehicle Emissions Simulator (MOVES) model.

Community Impacts

- Concerns with enforcement and safety/crime in the garages.
- Lower speed limits to improve community safety on Wasatch Boulevard.
- Maintain neighborhood feel of Wasatch Boulevard.

Cultural Resources

No comments were received regarding cultural resources.

Cumulative Impacts

- Conduct a cumulative impact analysis that includes disclosure of potentially adverse impacts to aquatic resources from reasonably foreseeable future development associated with the roadway improvements.

Economics

- In addition to the commercial ski industry, the EIS should consider the economic contributions, opportunities, and impacts to dispersed recreation and summer recreation.
- Include an assessment of the economic value of the natural systems in the study area.
- Road widening in the canyon would be too expensive.

Ecosystems

- Need wildlife crossings.
- Consider forest health management.
- Minimize potential for introducing invasive species.
- There is a carrying capacity of the ecosystem: at a certain point it will collapse and permanently damage the watershed. Moving more people into the canyon isn't a viable preservation option.
- Increased infrastructure could harm watershed function and ecology.
- Impact of users on golden eagles and coyotes in canyon.
- White Pine could be a wildlife corridor.
- Consider human safety and healthy wildlife.

Indirect Impacts

- Changes in transportation in Little Cottonwood Canyon could lead to increased traffic and related issues of increased visitation in Big Cottonwood Canyon.
- Transportation improvements could bring more people in the canyon, which could affect the character and natural environment; increased use on recreation facilities will affect their condition.
- Transportation improvements would lead to increased visitation, which could result in increased development in the canyon, particularly at ski resorts.

Land Use

- Please address how the Little Cottonwood Canyon EIS is compatible with the current proposal for the Central Wasatch National Conservation and Recreation Area.
- Increased parking will be in conflict with the Wasatch-Cache Revised Forest Plan's limitation on parking capacity.
- The Little Cottonwood Canyon project team should work in partnership with Cottonwood Heights as they complete/adopt the Wasatch Boulevard Master Plan.
- Consider how land exchanges would be addressed.

Noise

- Provide sound walls on Wasatch Boulevard.
- Increased traffic increases noise.

Public Involvement

- Provide ample opportunities for public participation.

Recreation

- Increased ridership of transit will increase the number of skiers at resorts and change the experience for skiers on the mountain.
- At the present time, parking limits the number of backcountry skiers accessing the backcountry. With increased transit or increased parking, that will increase the number of skiers and lessen the quality of the experience.
- Provide flush toilets at trailheads.
- Avoid impacts at Temple Quarry Trail.
- Provide a connection to the Bonneville Shoreline Trail at the base of Little Cottonwood Canyon.
- Preferred alternative should make cycling in the canyon more attractive.
- The analysis should describe how each alternative will impact visitation and recreation demand; include how the additional use of recreation facilities will be managed and what funding will be needed for additional maintenance and management.
- The Little Cottonwood trail should remain natural surface with mountain bikes going uphill only. A separate downhill, bikes-only trail should be constructed from the White Pine trailhead down to the canyon bottom. A nice two-way mountain bike-able trail should be constructed all the way up through Snowbird, Alta, and up over Twin Lakes Pass.
- More trails connecting Big and Little Cottonwood Canyons would be great, particularly ones that would be multi-use for hikers and mountain bikers.

Safety

- Safe ingress/egress to neighborhoods along Wasatch Boulevard is a concern.
- The curve above Tanner Flats is a concern.
- Runners force cyclists into travel lanes.
- Cyclists need more room to ride safely.
- Debris and rockfall removal on shoulders/bike lanes would improve safety for cyclists.
- Trailhead security is an issue.

- The intersection of North Little Cottonwood Road and Wasatch Boulevard is dangerous, particularly for northbound vehicles turning left onto Wasatch Boulevard.
- Emergency response is affected by traffic on Wasatch Boulevard.
- Vandalism in the form of graffiti is a concern.
- Road improvements could induce faster travel speeds; consider traffic-calming measures.
- Adding a flex lane poses a safety concern: how will it be managed? That is, up-canyon in the morning versus down-canyon in the evening? There might be head-on collisions.
- Minimize risk to pedestrians at recreation nodes.

Sections 4(f) and 6(f)

No comments were received regarding Section 4(f) or 6(f) resources. See the recreation section above for comments related to possible Section 4(f) and 6(f) resources.

Study Area

- The study area is inadequate to address the effects of the proposed changes in access to Little Cottonwood Canyon on surrounding areas.
- Expand the study area to include S.R. 209 because it experiences severe traffic congestion similar to S.R. 210.

Tolling

- Tolling will decrease the property value of those who live in and around the canyon.
- Tolling can have environmental justice impacts.
- Tolling will also increase the capacity of vehicles and in return increase the number of skiers at resorts and could lessen the quality of the experience on the mountain.
- If Little Cottonwood Canyon is tolled, then Big Cottonwood Canyon must be tolled.
- Tolling hurts working families. The canyons should be free for everyone.
- A toll could raise money for needed improvements, like Millcreek Canyon.
- Tolling revenue should be applied to the canyon for projects directly benefitting transportation and recreation in the canyon.

Traffic

- The analysis should quantify traffic flow.
- Increased capacity will increase travel demand.

Transit

- Buses are overcrowded or nearly empty; it's hard operate them efficiently.
- Buses go only as fast as the other cars on the road, reducing incentive to ride.
- The buses can't turn around or stop for bathroom breaks if traffic is bad.
- The ski racks on the buses are difficult to use, which slows the loading process.
- When buses are crowded, passengers might need to stand inside the bus, which is uncomfortable.
- The system for paying bus fare slows the loading process.

Utilities

- Vault toilets would need an exemption from sewer connection from the Salt Lake City Health Department.
- Consider infrastructure improvements such as water, sewer, power, natural gas, and communication.

Visual

- There should be no above-ground parking garages as they cause visual impacts.
- No flashing roadway signs.
- Signage should be improved using a theme that represents the environmental uniqueness of the canyon.
- Consider preserving views; avoid right-of-way changes that would affect scenic values.
- Visual impacts of avalanche sheds would need to be mitigated.
- Aesthetics is important; include visual quality

Water Quality, Resources, and Floodplains

- Consider the effects of increased parking in the canyon on water quality.
- What are the water rights for toilets at trailheads?
- Be aware of permit requirements for construction in floodplains.
- The highest priority should be maintaining the water flow and water quality, and having no negative impact on water supply in the canyon.
- Alternatives should be evaluated in relation to Salt Lake City's watershed ordinances, whether they introduce risk to Salt Lake City's ability to comply with federal and state Safe Drinking Water Act requirements, and Salt Lake City's ability to put its water rights to beneficial use.
- Discuss the abundance, distribution, function, and condition of aquatic resources and wetlands in the project area.

- Conduct a detailed analysis of direct, indirect, and cumulative impacts to all waters in the project area.
- The Draft EIS should include best management practices for water quality protection and aquatic resources impact mitigation.
- Any actions associated with the project that could affect the impairment status or total maximum daily load should be assessed and discussed in the Draft EIS.
- Alternatives should include plans for mitigation, monitoring, assessment, and reporting water resources impacts.

Wetlands

- There might be wetlands at the swamp lot.
- Include a wetland delineation and functional analysis in the Draft EIS.

Other

- The solution should be sustainable—we don't want to build more parking and road infrastructure and be in this same position 20 years from now.
- UDOT should plan their construction projects better, and keep alternative routes open while constructing at one location.
- Use information and goals from the Mountain Accord process.
- UDOT should clarify the level of analysis intended for the EIS and the planning horizon.
- Cell towers create an electromagnetic radiation (EMR) issue and should be kept out of the canyon.
- The effects of increased vehicular occupancy or increased visitation through the use of transit should be evaluated for impacts to the natural environment and experience.
- The analysis should explain:
    - How the decision on the alternative will affect the situation 20 years in the future
    - What future decisions could be excluded or precluded by the decision on this project
    - What future options would be foreclosed
    - How the project fits into future transportation planning in the immediate area as well as in the region
- All appropriate permits, licenses, and approval must be identified and obtained if an action alternative is selected.

4.0 Next Steps: Screening Analysis and Environmental Analysis

All of the alternatives that were proposed during the scoping process will be included in the alternatives-development and screening analysis to determine which alternatives will be carried forward for further review in the EIS and which will be eliminated from further consideration. Once alternatives are selected for further review, the project team will invite the public to review the remaining alternatives and provide comments and suggestions before the environmental review process moves forward. Additional public involvement opportunities will be available throughout the environmental review process, including additional open houses, community working groups, and community outreach opportunities. Public comments will continue to be accepted on the project website (www.udot.utah.gov/littlecottonwoodeis), by email (littlecottonwoodeis@utah.gov), and on social media.

APPENDIX A

Notice of Intent

which the Chief of Mission uses to evaluate eligibility of SIV applicants. The DS–157 is only being used by Afghan SIV applicants for Chief of Mission approval.

Methodology

Applicants are required to complete the DS–157, along with other required documentation, and to submit their package to the appropriate SIV email address.

Edward Ramotowski,

Deputy Assistant Secretary, Bureau of Consular Affairs, Department of State.

[FR Doc. 2018–03496 Filed 3–8–18; 8:45 am]

BILLING CODE 4710–06–P

DEPARTMENT OF STATE

[Public Notice 10350]

Secretary of State's Determination Under the Frank R. Wolf International Religious Freedom Act of 2016

The Secretary of State's designation of ''entities of particular concern'' for religious freedom violations. Pursuant to Section 408(a) of the International Religious Freedom Act of 1998 (Pub. L. 105–292), notice is hereby given that, on March 5, 2018, the Secretary of State, under authority delegated by the President, has designated each of the following as an ''entity of particular concern'' under section 301 of the Frank R. Wolf International Religious Freedom Act of 2016 (Pub. L. 114–281), for having engaged in particularly severe violations of religious freedom: al-Nusra Front, al-Qa'ida in the Arabian Peninsula, al-Qa'ida, al-Shabab, Boko Haram, ISIS, ISIS-Khorasan, and the Taliban.

Daniel L. Nadel,

Director, Office of International Religious Freedom, Department of State.

[FR Doc. 2018–04718 Filed 3–8–18; 8:45 am]

BILLING CODE 4710–18–P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Little Cottonwood Canyon, Salt Lake County, Utah

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent to prepare an Environmental Impact Statement.

SUMMARY: FHWA, on behalf of the Utah Department of Transportation (UDOT), is issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for proposed transportation improvements in and near Little Cottonwood Canyon in Salt Lake County, Utah.

FOR FURTHER INFORMATION CONTACT: Brandon Weston, Environmental Services Director, Environmental Services Division, UDOT 4501 South 2700 West, P.O. Box 141265, Salt Lake City, Utah 84114–1265; Telephone: (801) 965–4603, email: *brandonweston@utah.gov.* John Thomas, PE, Little Cottonwood Canyon Project Manager, UDOT Region 2, 2010 South 2760 West, Salt Lake City, UT 84104–4592; Telephone: (801) 550–2248, Email: *johnthomas@utah.gov.*

SUPPLEMENTARY INFORMATION: The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being or have been carried out by UDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated January 17, 2017, and executed by FHWA and UDOT. UDOT, as the assigned National Environmental Policy Act (NEPA) agency, will prepare an EIS for proposed improvements to SR–210, a two-lane roadway, in Little Cottonwood Canyon in Salt Lake County, Utah. The proposed project study area extends from the intersection of SR–210 and SR–190/Fort Union Boulevard in Cottonwood Heights, Utah to the terminus of SR–210 in the town of Alta, Utah. Transportation improvements are needed to address congestion, improve safety for all users, and enhance the availability of public transportation options in the canyon. To address these needs, UDOT is proposing to make operational improvements, introduce demand-management measures, and support efforts by transit providers to implement increased transit service in the project study area. UDOT has developed this proposal based on numerous previous studies and public involvement efforts carried out by a range of agencies and stakeholders regarding the need for potential transportation improvements in the project study area. The project may require FHWA to appropriate National Forest System lands and transfer such lands to UDOT for highway use, pursuant to authority under 23 U.S.C. 317. The project may also require approvals by the USDA Forest Service, the U.S. Army Corps of Engineers, and/or other agencies.

UDOT will consider a range of alternatives based on the purpose of and need for the project and taking into account agency and public input. The currently contemplated alternatives include: (1) Taking no action; (2) multiple, combined actions, including:

- Transportation System Management (TSM);
- Making operational improvements;
- Introducing demand-management measures;
- Tolling and/or high-occupancy vehicle (HOV) programs;
- Facilitating implementation of improved public transit service;
- Enhancing safety, access, and mobility in the area through improved information sharing and adding designated parking areas; and
- Roadway improvements;

(3) different combinations of any of the above; and (4) other alternatives if identified during the scoping process. Alternatives that do not meet the project purpose and need or that are otherwise not reasonable will not be carried forward for detailed consideration.

A Coordination Plan is being prepared to define the agency and public participation procedure for the environmental review process. The plan will outline (1) how agencies and the public will provide input during the scoping process; (2) the development of the purpose and need; and (3) alternatives development. UDOT anticipates that the USDA Forest Service will be invited to serve as a cooperating agency in the NEPA process.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, state, and local agencies as well as to Native American tribes and to private organizations and citizens who have previously expressed, or who are known to have, an interest in this proposal. A public scoping meeting will be held on April 10, 2018 from 4:00 p.m. to 8:00 p.m. at Cottonwood Heights City Hall, 2277 East Bengal Boulevard, Cottonwood Heights, Utah 84121. Public notices announcing the meeting will be published in the region. Information regarding this meeting and the project may also be obtained through a public website maintained by UDOT at *www.udot.utah.gov/littlecottonwoodeis.*

During the NEPA process, other public meetings will be held as appropriate to allow the public, as well as Federal, state, and local agencies, and tribes, to provide comments on the purpose of and need for the project, potential alternatives, and social, economic, and environmental issues of concern.

In addition, a public hearing will be held following the release of the Draft EIS. Public notice advertisements and direct mailings will notify interested

parties of the time and place of the public meetings and the public hearing. The Draft EIS will be available for public and agency review and comment prior to the public hearing.

To ensure that the full range of issues related to this proposed action is addressed and all significant issues are identified, comments and suggestions are invited from all interested parties. Written comments or questions concerning this proposed action and the EIS should be directed to UDOT representatives at the mail or email addresses provided above by May 4, 2018. For additional information please visit the project website at *www.udot.utah.gov/littlecottonwoodeis.* Information requests or comments can also be provided by email to *littlecottonwoodeis@utah.gov.*

(Catalog of Federal and Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Dated: March 5, 2018.

Ivan Marrero,

Division Administrator, Federal Highway Administration, Salt Lake City, Utah.

[FR Doc. 2018–04808 Filed 3–8–18; 8:45 am]

BILLING CODE 4910–22–P

DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket No. MARAD–2018–0027]

Requested Administrative Waiver of the Coastwise Trade Laws: Vessel PRIMA STELLA; Invitation for Public Comments

AGENCY: Maritime Administration, DOT.

ACTION: Notice.

SUMMARY: The Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to grant waivers of the U.S.-build requirement of the coastwise laws under certain circumstances. A request for such a waiver has been received by MARAD. The vessel, and a brief description of the proposed service, is listed below.

DATES: Submit comments on or before April 9, 2018.

ADDRESSES: Comments should refer to docket number MARAD–2018–0027. Written comments may be submitted by hand or by mail to the Docket Clerk, U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590. You may also send comments electronically via the internet at *http://www.regulations.gov.* All comments will become part of this docket and will be available for inspection and copying at the above address between 10:00 a.m. and 5:00 p.m., Monday through Friday, except Federal holidays. An electronic version of this document and all documents entered into this docket is available at *http://www.regulations.gov.*

FOR FURTHER INFORMATION CONTACT: Bianca Carr, U.S. Department of Transportation, Maritime Administration, 1200 New Jersey Avenue SE, Room W23–453, Washington, DC 20590. Telephone 202–366–9309, Email *Bianca.carr@dot.gov.*

SUPPLEMENTARY INFORMATION: As described by the applicant the intended service of the vessel PRIMA STELLA is:

—*Intended Commercial Use of Vessel*: ''Passenger Charter''

—*Geographic Region*: ''California''

The complete application is given in DOT docket MARAD–2018–0027 at *http://www.regulations.gov.* Interested parties may comment on the effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. If MARAD determines, in accordance with 46 U.S.C. 12121 and MARAD's regulations at 46 CFR part 388, that the issuance of the waiver will have an unduly adverse effect on a U.S.-vessel builder or a business that uses U.S.-flag vessels in that business, a waiver will not be granted. Comments should refer to the docket number of this notice and the vessel name in order for MARAD to properly consider the comments. Comments should also state the commenter's interest in the waiver application, and address the waiver criteria given in section 388.4 of MARAD's regulations at 46 CFR part 388.

Privacy Act

In accordance with 5 U.S.C. 553(c), DOT/MARAD solicits comments from the public to better inform its rulemaking process. DOT/MARAD posts these comments, without edit, to *www.regulations.gov,* as described in the system of records notice, DOT/ALL–14 FDMS, accessible through *www.dot.gov/privacy.* In order to facilitate comment tracking and response, we encourage commenters to provide their name, or the name of their organization; however, submission of names is completely optional. Whether or not commenters identify themselves, all timely comments will be fully considered. If you wish to provide comments containing proprietary or confidential information, please contact the agency for alternate submission instructions.

(Authority: 49 CFR 1.93(a), 46 U.S.C. 55103, 46 U.S.C. 12121)

By Order of the Maritime Administrator.

Dated: March 6, 2018.

T. Mitchell Hudson, Jr.,

Secretary, Maritime Administration.

[FR Doc. 2018–04763 Filed 3–8–18; 8:45 am]

BILLING CODE 4910–81–P

DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket No. MARAD–2018–0031]

Request for Comments on the Renewal of a Previously Approved Information Collection: Procedures for Determining Vessel Services Categories for Purposes of the Cargo Preference Act

AGENCY: Maritime Administration, DOT.

ACTION: Notice and request for comments.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995, this notice announces that the Information Collection Request (ICR) abstracted below is being forwarded to the Office of Management and Budget (OMB) for review and comments. The Maritime Administration will use the data submitted by vessel operators to create a list of Vessel Self-Designations and determine whether the Agency agrees or disagrees with a vessel owner's designation of a vessel. A **Federal Register** Notice with a 60-day comment period soliciting comments on the following information collection was published on December 5, 2017.

DATES: Comments must be submitted on or before April 9, 2018.

ADDRESSES: Send comments regarding the burden estimate, including suggestions for reducing the burden, to the Office of Management and Budget, Attention: Desk Officer for the Office of the Secretary of Transportation, 725 17th Street NW, Washington, DC 20503. Comments are invited on: (a) Whether the proposed collection of information is necessary for the Department's performance; (b) the accuracy of the estimated burden; (c) ways for the Department to enhance the quality, utility and clarity of the information collection; and (d) ways that the burden could be minimized without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request

APPENDIX B

Agency Scoping Meeting

APPENDIX B-1

Meeting Notes

Meeting Notes

Little Cottonwood Canyon ENVIRONMENTAL IMPACT STATEMENT
Fort Union Boulevard to Alta

Agency Scoping Meeting

April 9, 2018 1:00-2:30PM

1. Attendance and Location

a. List of attendees:

Brandon Weston, UDOT	Lisa Lloyd, EPA (by phone)	Chris McCandless, CWC
John Thomas, UDOT	Sindy Smith, PLPCO/ RDCC (by phone)	Ned Hacker, WFRC
Naomi Kisen, UDOT	Sonja Wallace, PLPCO/RDCC	Eric Sorenson, MWDSL&S
Lance Kovel, USDA Forest Service	Jay Kinghorn, UT Office of Tourism (by phone)	Madeline Galang, SLCO
Mary DeLoretto, UTA	James Toledo, UT Division of Indian Affairs	Jake Young, SLCO
Autumn Hu, UTA	Sandy Wingert, DEQ WQ	Greg Baptist, SLCO
Vince Izzo, HDR	Joel Karmazyn, DEQ AQ (by phone)	Ryan Kump, Sandy City
Terry Warner, HDR	Trent Bristol, DNR Forestry, Fire and State Lands	Matthew Shipp, Cottonwood Heights
Carol Snead, HDR	Carly Castle, SLCDPU	Danny Astill, Murray City
Matt Wilson, USACE	Patrick Nelson, SLCDPU	Harris Sondak, Town of Alta
		Chris Cawley, Town of Alta

b. Location: HDR Conference Room - 2825 E Cottonwood Pkwy #200, Cottonwood Heights, Utah 84121

2. Introductions

Vince Izzo welcomed the participants to the meeting and asked all to introduce themselves.

3. Meeting Presentation: NEPA Process and Agency Involvement

Brandon Weston welcomed the agencies to the scoping meeting. He presented slides explaining the meeting purpose, team roles, NEPA process, project background, draft project purpose...

Question: When should agencies provide comments on the purpose?
Answer: Agencies can provide comments on the draft purpose with other scoping comments (due May 4). Vince noted that a preliminary draft of the full chapter on Purpose and Need (Chapter 1 of the EIS) will be released to the agencies later in May and suggested agencies wait until they can view the full chapter before they make comments on the Purpose and Need.

Brandon continued the presentation, describing the need for transportation improvements, alternatives to be considered, and resources to be considered. He asked for agency input to

the resources that should be studied in the EIS. Meeting participants were asked to fill out an Environmental Checklist for the project. Suggested additions to the initial resources presented on the slide included:

- Water quality
- Riparian areas
- Scenic resources of the canyon (not just byway)
- Businesses – ski areas, canyon recreation vendors
- Emergency access
- Fuel management (forest health and fire hazards)

Brandon concluded the slide presentation, describing the roles of cooperating and participating agencies, coordination plan, and project schedule.

Question: What is the best way for agencies to provide scoping comments?
Answer: Agencies should provide formal written comments on agency letterhead. The letters will be included in the Scoping Report.

4. Meeting Presentation: Project EIS Story Map

John Thomas presented the story map for the project (to be made available on the website). The story map explains the project background and includes initial concepts for parking areas, UTA park-and-ride lots and pullouts, avalanche control, roadway improvements, intersection improvements, enforcement and operations, and tolling.

Example improvements include:

- Park-an-ride improvements at Fort Union/Wasatch
- Use of Gravel Pit area for parking
- Straighten curve at Lisa Falls
- Add toilets, parking, UTA pullout at trailheads
- Avalanche shed or bridge at avalanche zone
- Additional lane
- Intersection improvements on Wasatch Blvd
- Enforcement areas (snow tires/chains) on North/South LLC roads (S.R. 210 and 209)
- Incident management trucks
- “Platooning” outbound traffic

5. Discussion

Question: Is a project goal to get more people into the canyon?
Answer: That is not a specific goal. UDOT is looking at measures to reduce congestion. This includes reducing the number of cars during peak periods and reducing avalanche closures.

Question: Is UDOT looking for input on alternatives?
Answer: Yes – UDOT will look at alternatives that are requested/recommended in scoping. UDOT will work with cooperating and participating agencies to develop screening criteria to identify alternatives for detailed evaluation in the EIS.

Question: How does this effort overlap with the work of the Central Wasatch Commission (CWC)?
Answer: CWC supports the project and is a participating agency. CWC is still forming and will have an Executive Director named by the end of the month (April).

Question: Sandy City asked if S.R. 209 was part of the study area, noting that traffic can back up to 2300 E and this road is part of the overall system.

Answer: UDOT will consider the park and ride on 9400 S. and the intersection of S.R. 209 and S.R. 210 as part of the study area. The focus is on S.R. 210.

John Thomas said that UDOT would be happy to meet with any agency, including other staff and members of the organization, to talk about the project, concerns, issues, and possible solutions.

Meeting notes, Draft Coordination Plan, presentation materials, and the compiled environmental checklist will be provided to cooperating and participating agencies.

The meeting was adjourned at 2:30PM.

These minutes were prepared by Carol Snead.

APPENDIX B-2

Meeting Presentation

Little Cottonwood Canyon EIS

Agency Scoping Meeting

April 9, 2018

MEETING PURPOSE

- Review and Discuss
  - Project background and environmental study goals
  - SAFETEA-LU* and SAFETEA-LU coordination
  - Agencies' and local governments' roles
  - Project purpose and need
  - Alternatives
  - Environmental checklist
  - EIS milestone and review timelines

*Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users

LITTLE COTTONWOOD CANYON EIS TEAM

- UDOT – Lead Agency

  Project Manager – John Thomas
  Environmental Lead – Brandon Weston

- HDR – Lead EIS Consultant

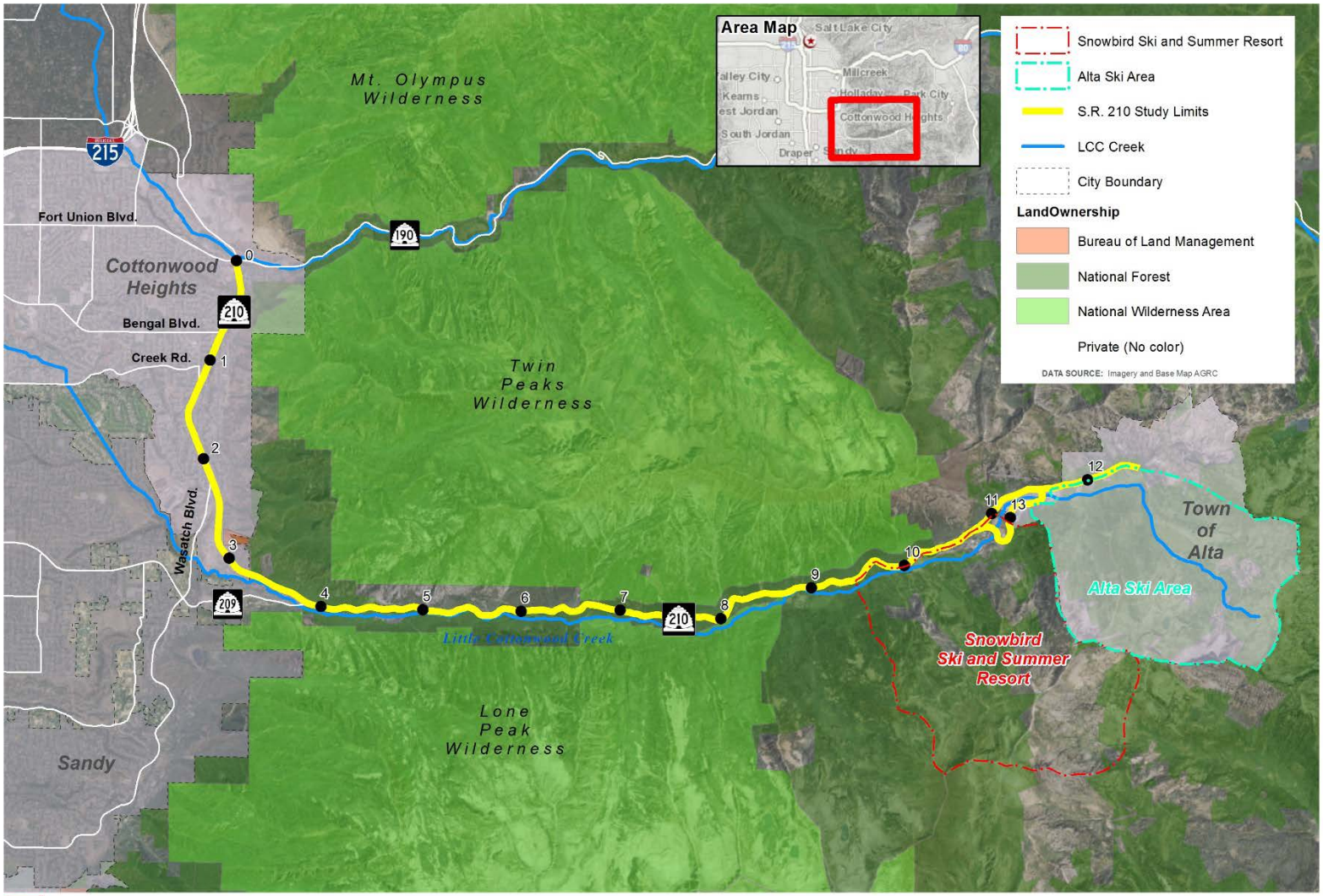
  Project Manager – Vince Izzo
  NEPA Lead – Carol Snead

  - Fehr & Peers – Traffic
  - SWCA – Cultural Resources
  - Dynamic Avalanche Consulting – Avalanche Control
  - Gerhart Cole – Geotechnical Engineering
  - Penna Powers – Public Involvement

NEPA ASSIGNMENT

- UDOT has been assigned FHWA's NEPA responsibilities:
  - All NEPA classes of action: CEs, EAs, and EISs
  - Environmental laws, rules, and orders
  - Consultation with agencies
- Responsibilities under NEPA Assignment:
  - UDOT reviews and approves environmental documents
  - UDOT is now legally responsible and liable for all NEPA decisions
- UDOT must still comply with the same laws as before
- Increases efficiency in the environmental process

LCC EIS STUDY AREA



WHY NEPA? (NATIONAL ENVIRONMENTAL POLICY ACT)

- NEPA
  - Must be completed for all federal actions (for example, funding, permits, and land transfers)
  - Requires lead agencies to evaluate alternatives and consider the effects of the project on the natural and human environment

PROJECT BACKGROUND

- More than **2.1 million people per year** visit Little Cottonwood Canyon for its ski resorts and abundant winter and summer recreation opportunities. The road into the canyon is a scenic byway, affording views of stunning peaks and alpine forests.

- Visitation to the canyon causes **congestion** on State Route (S.R.) 210 during peak periods. **Limited parking spaces** in the canyon create unsafe conditions, with motorists parking on the road. **Avalanche mitigation requires road closures**, which contribute to congestion.

- Numerous studies have identified traffic issues in the canyon.

- Senate Bill 277 authorized UDOT to make transportation improvements where congestion mitigation would improve economic development associated with recreation and tourism.

DRAFT PROJECT PURPOSE

To provide an integrated transportation system that improves the convenience of multiple transportation modes and the safety, reliability, and mobility for residents, visitors, and commuters who use S.R. 210. Through transportation improvements, the project would strive to mitigate congestion and improve recreation and tourism experiences for all users. The transportation improvements will consider the character, resources, diverse uses, and scale of Little Cottonwood Canyon.

WHY IMPROVEMENTS ARE NEEDED

- Transportation issues in Little Cottonwood Canyon diminish the quality of recreation experiences for canyon visitors.
- Congestion in the canyon causes traffic backups on Wasatch Boulevard, affecting access to adjacent neighborhoods.
- Dispersed parking along the roadway degrades natural resources over a broader area and affects safety of pedestrians and motorists.
- Population growth and increased tourism will increase demand and, without transportation system improvements, the number of vehicles entering and parking in the canyon will increase, exacerbating the problem.

ALTERNATIVES

No Action – required by NEPA

A Combination of Facilities and Operational Improvements

- Transportation System Management (TSM)
- Travel Demand Management (TDM)
- Tolling and/or high-occupancy vehicle (HOV) programs
- Improved transit service
- Improved information sharing (e.g., driver alert systems)
- Roadway improvements
- Added parking

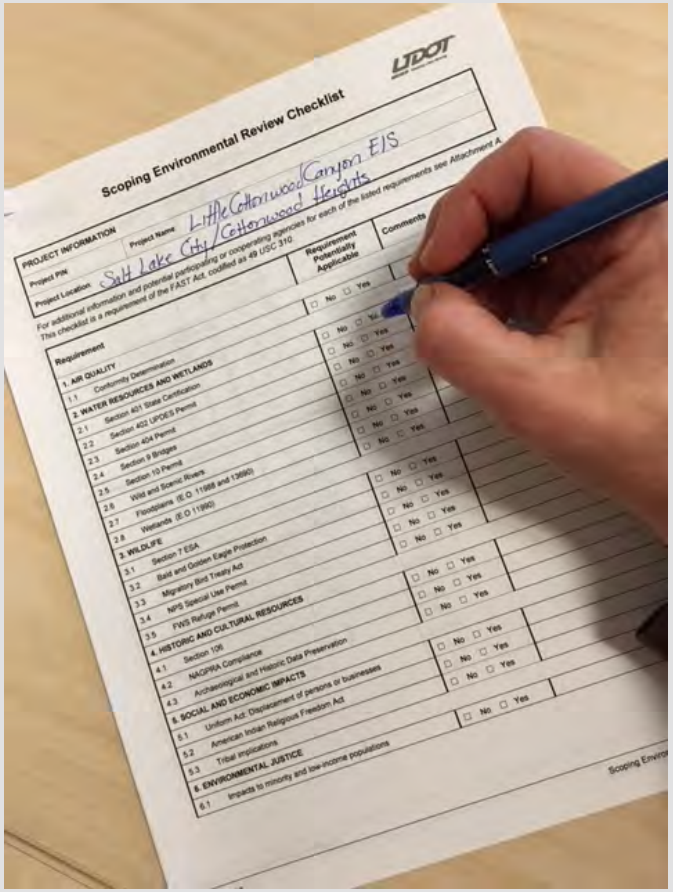
Other Alternatives Identified during the Scoping Process

INITIAL RESOURCE CONSIDERATIONS

- Water supply
- Recreation resources
- Wildlife
- Vegetation and wetlands
- Historic and archaeological resources
- Scenic byway and visual considerations
- Neighborhood and community impacts
- Environmental justice
- Air quality
- Noise
- Others?

ENVIRONMENTAL CHECKLIST

Help the LCC team determine which resources should be considered in the EIS.



SAFETEA-LU 6002 REQUIREMENTS

- SAFETEA-LU 6002 (the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users)
  - A part of the "federal transportation funding bill": SAFETEA-LU
  - Section 6002 specifically addresses the NEPA process
  - Requires the lead agency (UDOT) to identify and coordinate with other agencies, local governments, tribal representatives, and the public during the EIS process
  - Section 6002 directs UDOT to:
    - Identify and invite cooperating and participating agencies
    - Develop a coordination plan
    - Develop a coordinated schedule (in an approved coordination plan)
    - Identify milestone-based opportunities for coordination

COORDINATION PLAN

- Required for an EIS
- Describes the agency coordination and consultation plan
- Lists agencies roles and responsibilities
- Identifies opportunities for public involvement
- Describes the communication methods that will be used
- Communicates upcoming meeting dates and the current project schedule
- Communicates the expected document review schedule

You can review and provide comments!

www.udot.utah.gov/littlecottonwoodeis

SAFETEA-LU 6002

- Cooperating agencies
  - Normally identified during the NEPA process (not a new category)
  - Agencies that have regulatory authority over the project (for example, issue a permit or transfer land) or manage land in the project area
  - Participate in the scoping process and coordinate on development of resource-specific information
- Participating agencies
  - New category under SAFETEA-LU
  - Provides additional opportunities for other federal, state, and local agencies that have an interest in the project or project area to participate
  - Work with team and other agencies throughout the process
  - Provide feedback and comments
  - Provide supplemental information
  - Cooperating agencies are always participating agencies

COOPERATING AGENCY EXPECTATIONS

USDA Forest Service
US Army Corps of Engineers
US Environmental Protection Agency
Utah Transit Authority
SLC Department of Public Utilities

- ❑ Work with UDOT to develop information and conduct environmental analyses specific to respective areas of expertise
- ❑ Review and provide input to preliminary draft documents prior to public release
- ❑ Share the responsibilities of Participating Agencies

PARTICIPATING AGENCY EXPECTATIONS

- Participate in the NEPA process starting at the earliest possible time
  - Milestone-based meetings (development of the purpose and need, identification of a range of alternatives, and alternatives screening)
- Participate in the scoping process
  - All agencies and the public encouraged to provide input
- Identify, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts

TEAMWORK

- Our commitment to you:
  - Keep you informed
  - Involve you in analysis and decision-making
  - Provide early notification of upcoming reviews and events
  - Deliver review documents on time
  - Respond in a timely manner

- Partnering expectations:
  - Open communication
  - Timely document review
  - Early communication of concerns
  - Foster consensus

EXPECTED SCHEDULE

EIS Notice of Intent – March 9, 2018

Public Scoping – March 9 to May 4, 2018

Purpose and Need – Spring through summer 2018

Alternatives Development – Spring through fall 2018

Draft EIS – Winter through summer 2019

Final EIS/ROD – Spring 2020

AGENCY REVIEW TIMES

Coordination Plan – 30 days

Purpose and Need – 30 days

Range of Alternatives – 30 days

- Identify alternatives that should be considered for evaluation
- Provide input on the alternatives screening process

Draft EIS – 45 Days

CURRENT AND UPCOMING EVENTS

- Scoping Period
  - March 9 to May 4, 2018
  - Scoping comments due by May 4, 2018
- Public Scoping Meeting
  - April 10, 2018 – 4 PM to 8 PM
  - Cottonwood Heights City Hall

AGENCY POINT OF CONTACT

What do we need from you?

- Contact information for your agency lead on this project
- Each agency's specific issues
- Milestone reviews

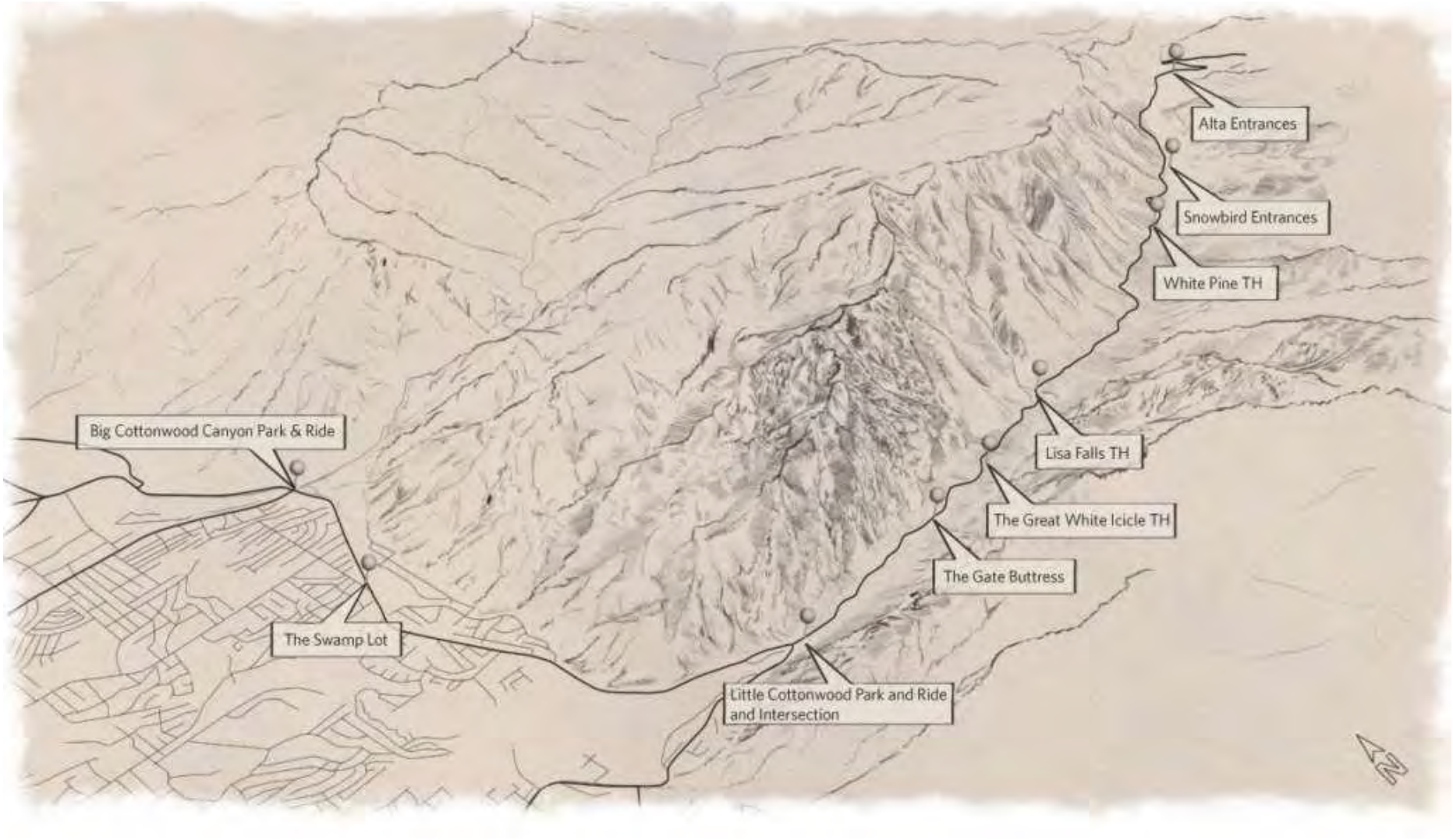
TEAM CONTACT INFORMATION

John Thomas
UDOT Project Manager
johnthomas@utah.gov

Website
www.udot.utah.gov/littlecottonwoodEIS

Email
littlecottonwoodeis@utah.gov

FINAL QUESTIONS?



APPENDIX B-3

Environmental Checklist

Little Cottonwood Canyon ENVIRONMENTAL IMPACT STATEMENT
Fort Union Boulevard to Alta

LITTLE COTTONWOOD CANYON EIS ENVIRONMENTAL CHECKLIST
Compiled Results from Agency Scoping Meeting
April 9, 2018

FAST ACT - Lead Agency for a project in consultation with participating agencies, shall develop, as appropriate, a checklist to help project sponsors identify potential natural, cultural, and historic resources in the area of the project.

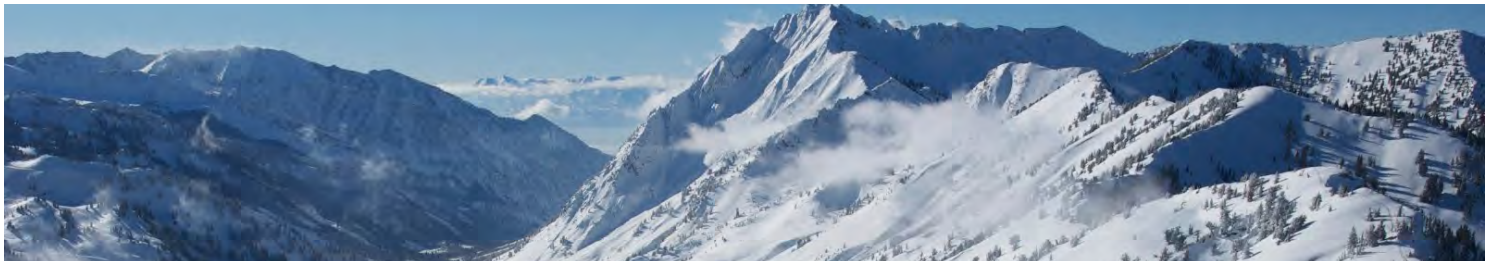
Resource or issue	Is the resource or issue present in the area?	Would there be impacts on the resource?
Sensitive biological resources	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable
Wildlife corridors	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable
Wetland areas	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable
Riparian areas/Streams	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable
100-year floodplain	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable
Prime or unique farmland or farmland of statewide or local importance	☐ Yes ☒ No ☐ Unknown ☐ Not applicable	☐ Yes ☒ No ☐ Unknown ☐ Not applicable
Visual resources	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable
Designated scenic road/byway	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable
Archaeological resources	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable
Historical resources	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable

Resource or issue	Is the resource or issue present in the area?	Would there be impacts on the resource?
Section 4(f)/6(f) wildlife [12] and/or waterfowl refuge, historic site, recreational site, park	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable
Water bodies/watery quality - *303(d) listed for metals* - *Impacts to culinary water supply*	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable
Existing development	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable
Planned development	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable
Title VI / environmental justice populations	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable
Utilities	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable
Hazardous materials - Dumps at Grit Mill, Tanner capped heavy metal soil	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable
Sensitive noise receivers	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable
Air quality	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable
Other (list) - *Watershed* - *Business/economy* - *Local resident access* - *Wildfire hazard*	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable

[12] Section 4(f)/6(f) of the U.S. Department of Transportation Act of 1966 (49 U.S. Code § 303, as amended); see <Section 4(f)>.

APPENDIX B-4

Initial Concepts Presentation

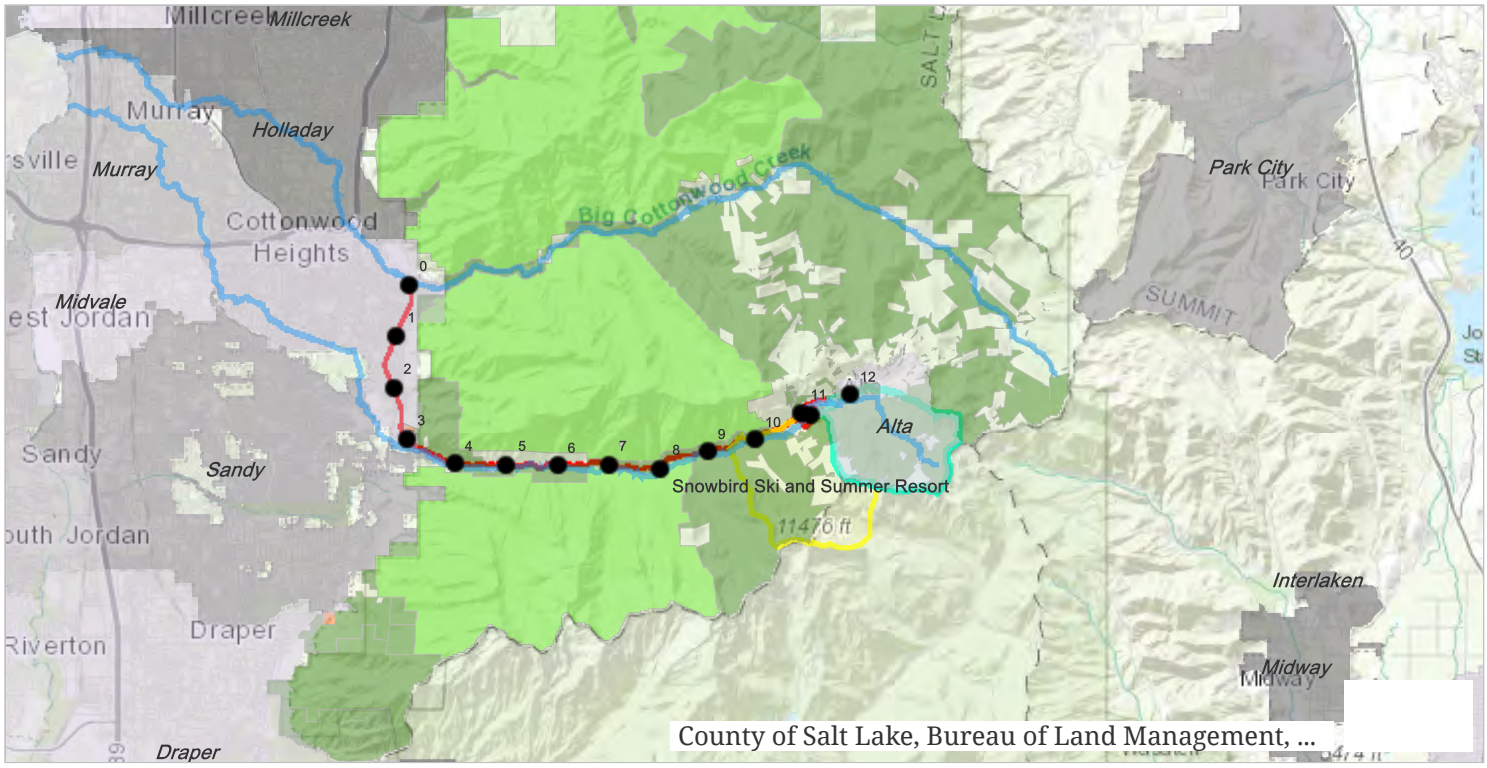


Little Cottonwood Canyon EIS

In March 2018 the Utah Department of Transportation initiated an Environmental Impact Statement for State Route 210.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this action are being, or have been, carried out by UDOT pursuant to 23 United States Code 327 and a Memorandum of Understanding dated January 17, 2017, and executed by FHWA and UDOT.

Project Study Area



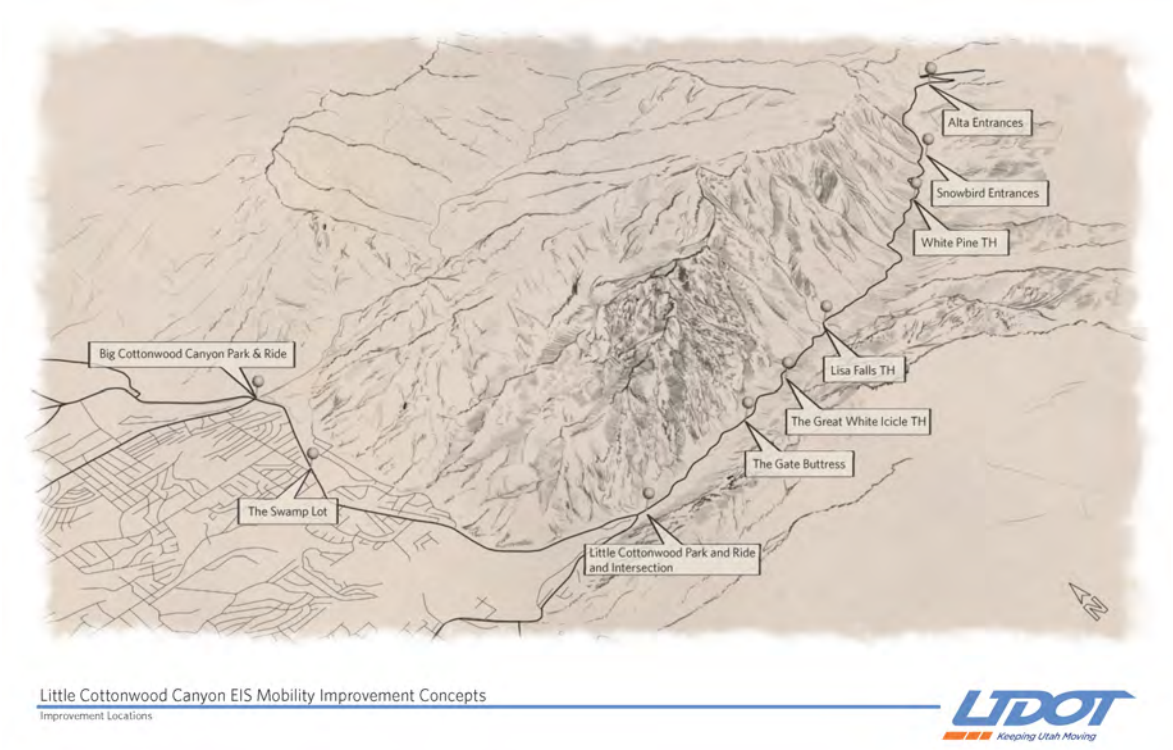
The Project Study Area is the extent of S.R. 210 running south from Fort Union Blvd. to Alta in the canyon. The route is highlighted in red.

Purpose and Need

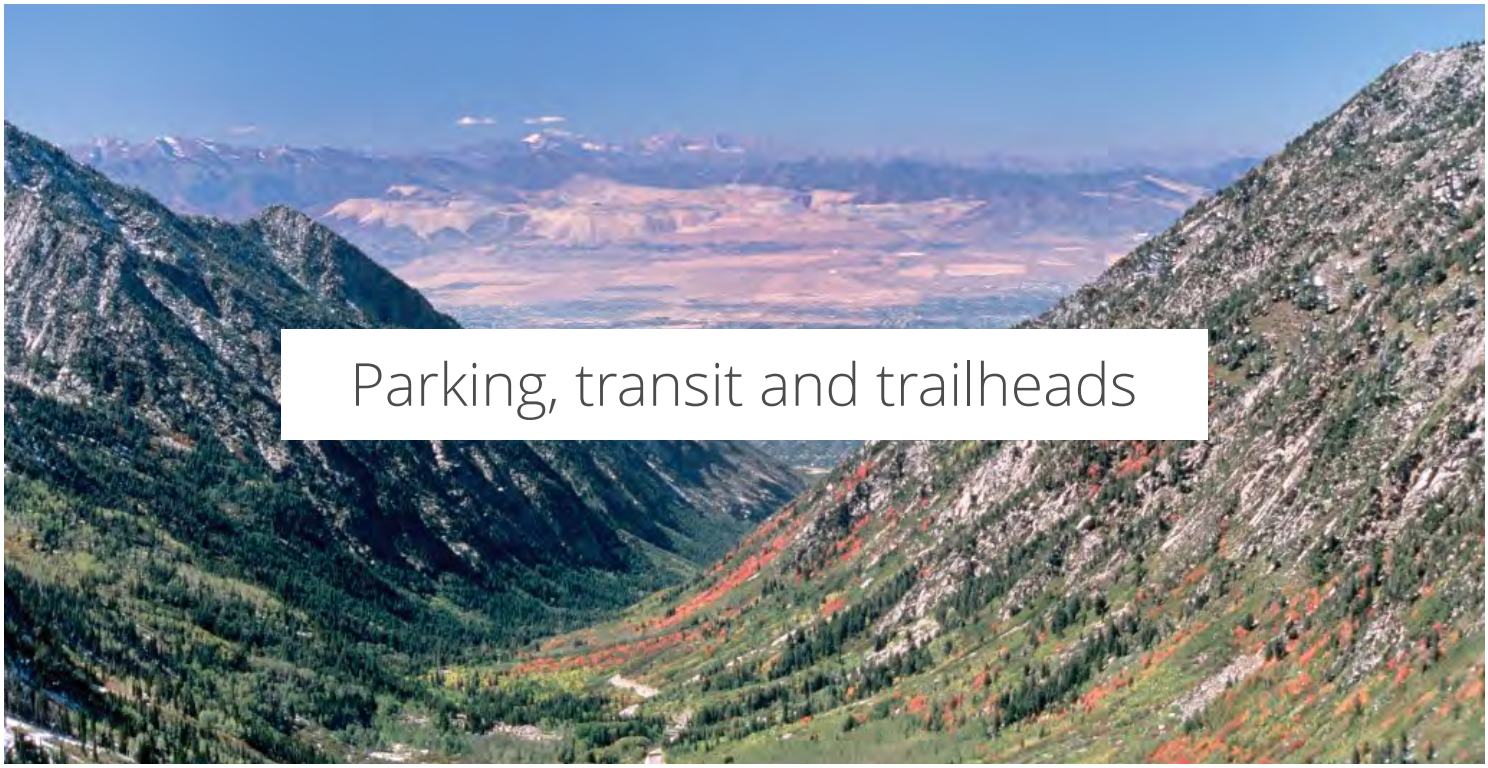
To provide a balanced, integrated transportation system that improves the convenience of multiple transportation modes, and the safety, reliability, and mobility for residents, visitors and commuters who use S.R. 210. Through transportation improvements the project would strive to mitigate congestion and improve recreation and tourism experiences for all users. The transportation improvements will consider the character, resources, diverse uses, and scale of Little Cottonwood Canyon.

Project Strategies

This story map reviews multiple strategies the Little Cottonwood EIS team will evaluate to improve peak day mobility.

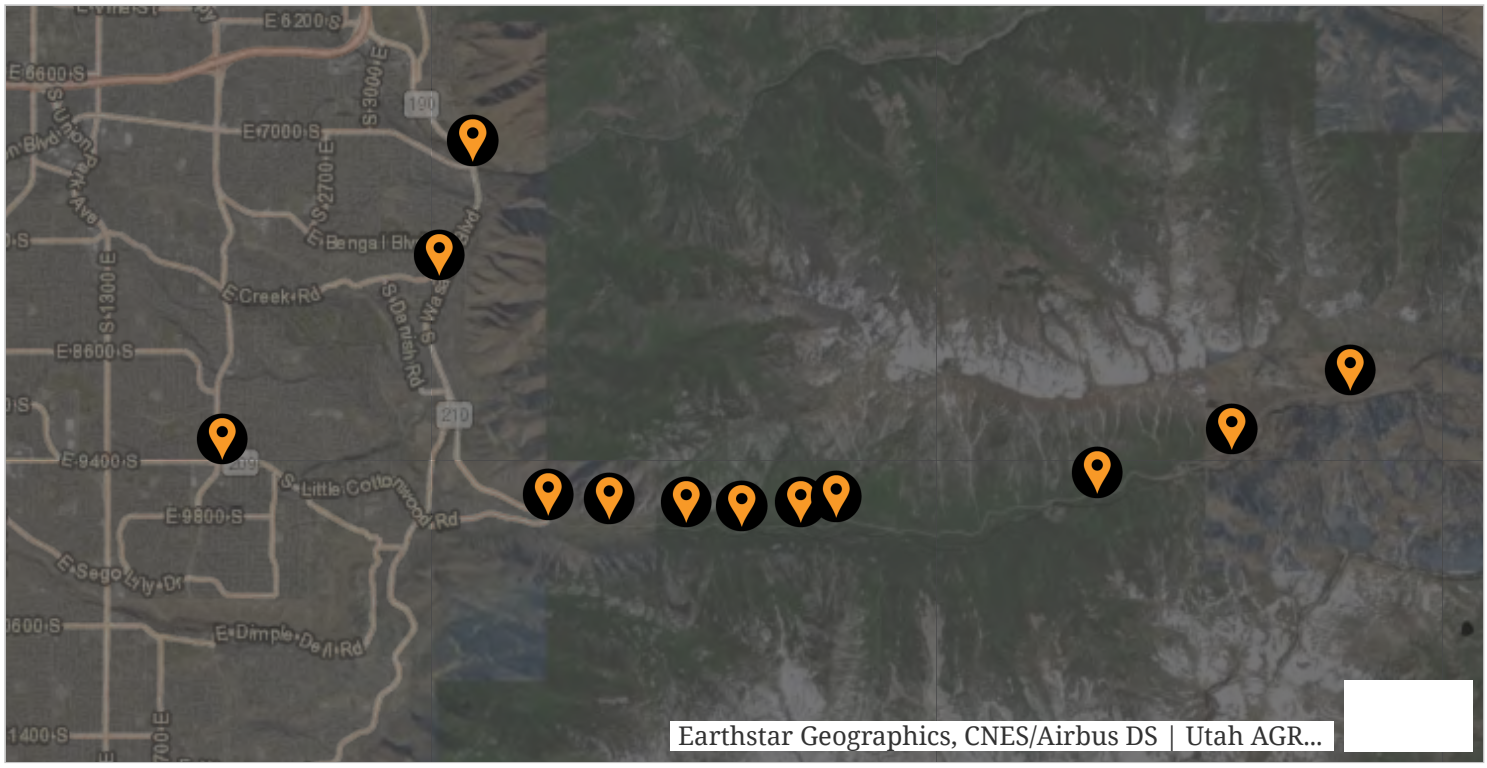


To use this story map click on the strategy topic along the left in the table of contents and scroll down in the main pane to review potential improvements.



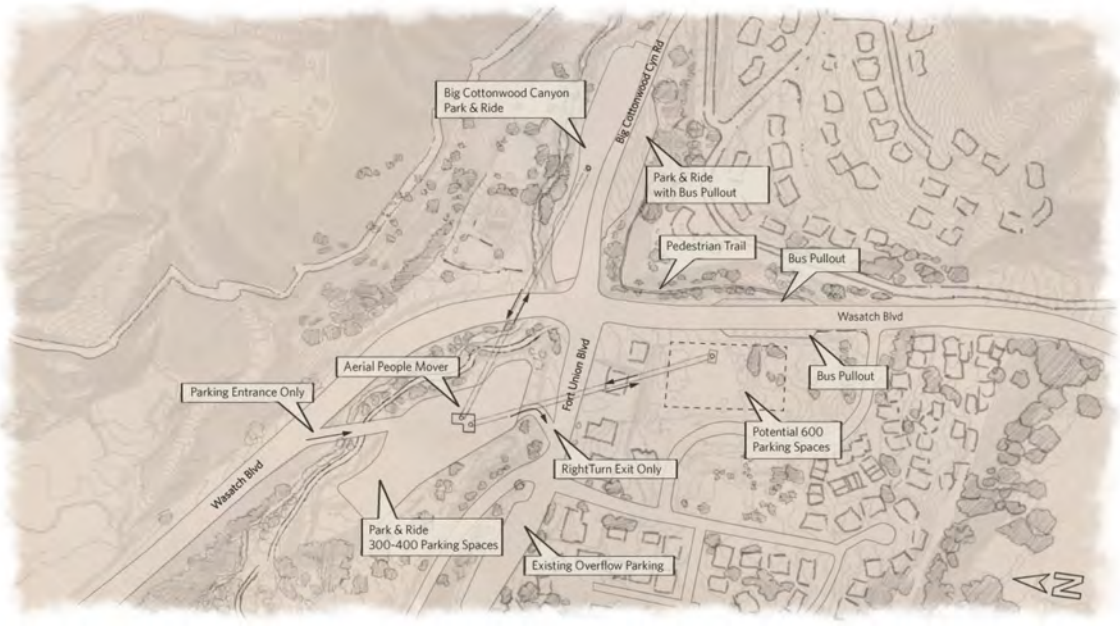
Parking, transit and trailheads

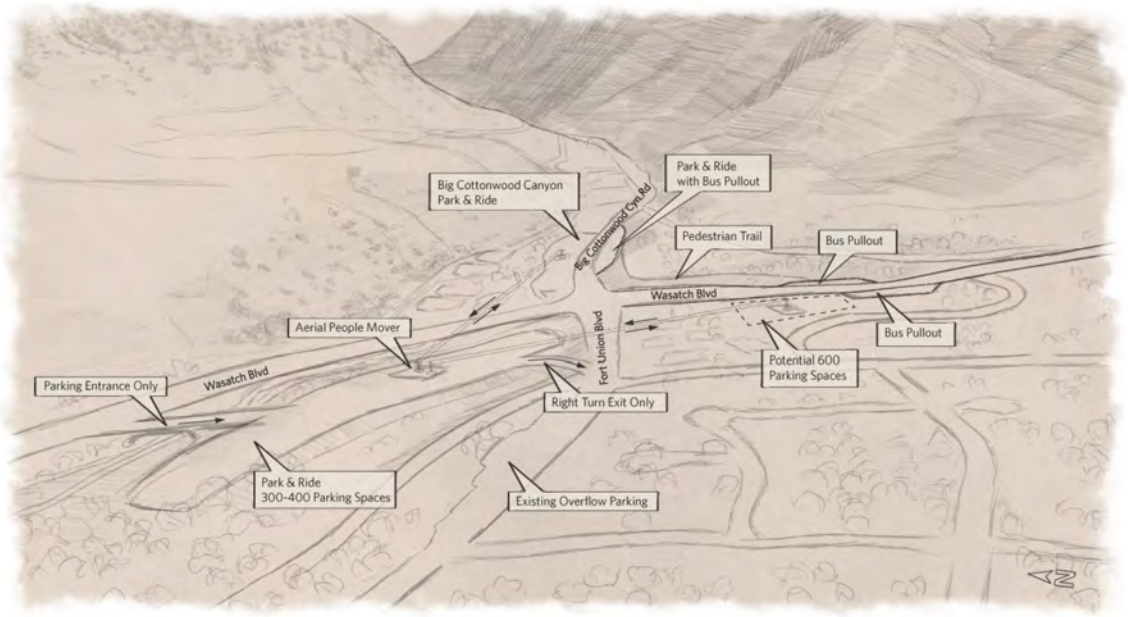
Strategy Map



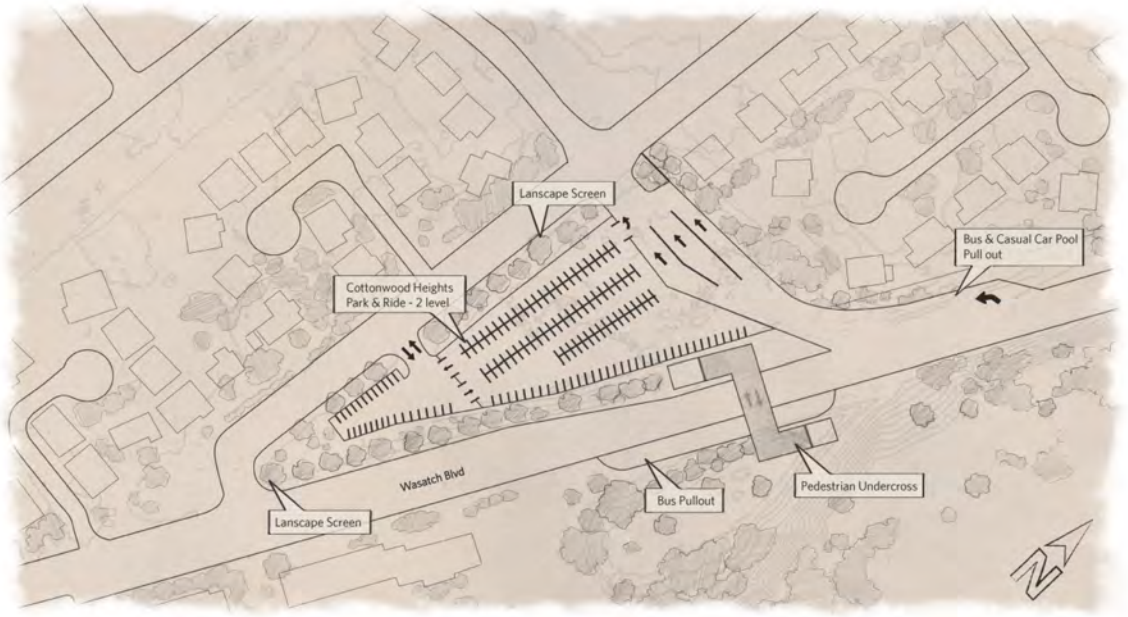
Enhancements to park and rides, new transit stops, increased transit service, car pool areas, improved trail head amenities and expanded parking are being studied at these locations.

Concept Sketches

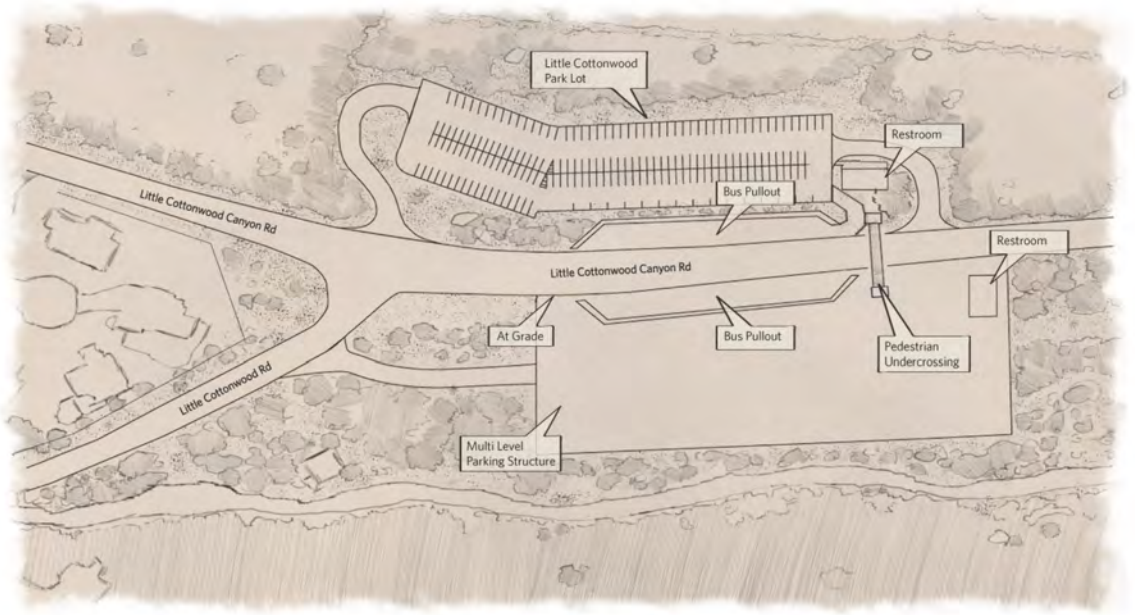




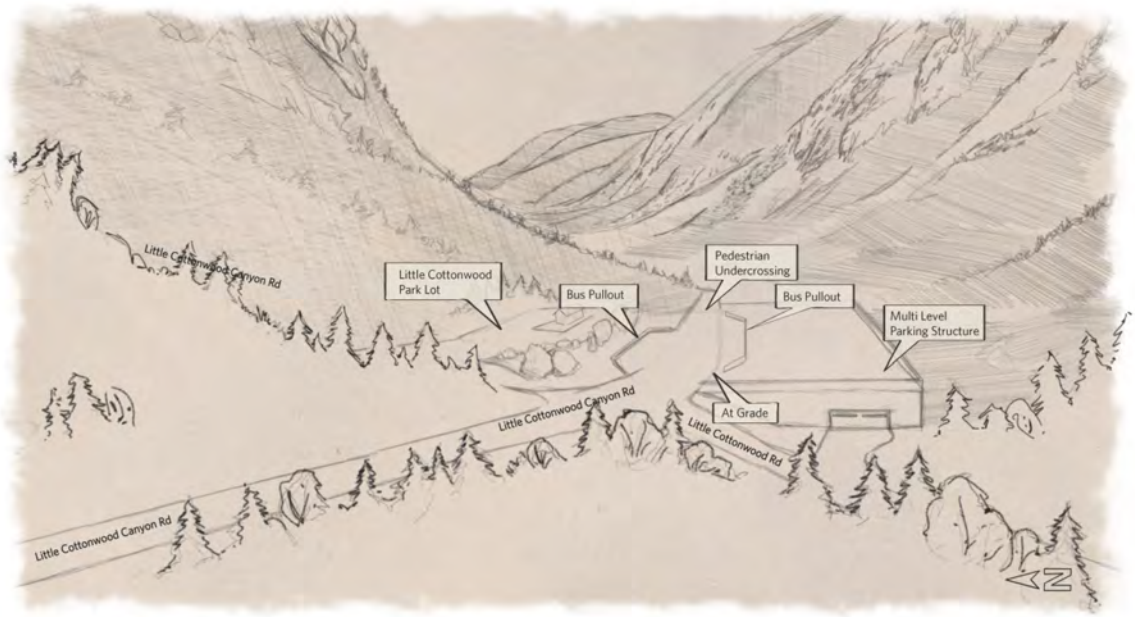
Little Cottonwood Canyon EIS Mobility Improvement Concepts
Big Cottonwood Canyon Base Park & Ride



Little Cottonwood Canyon EIS Mobility Improvement Concepts
Swamp Lot



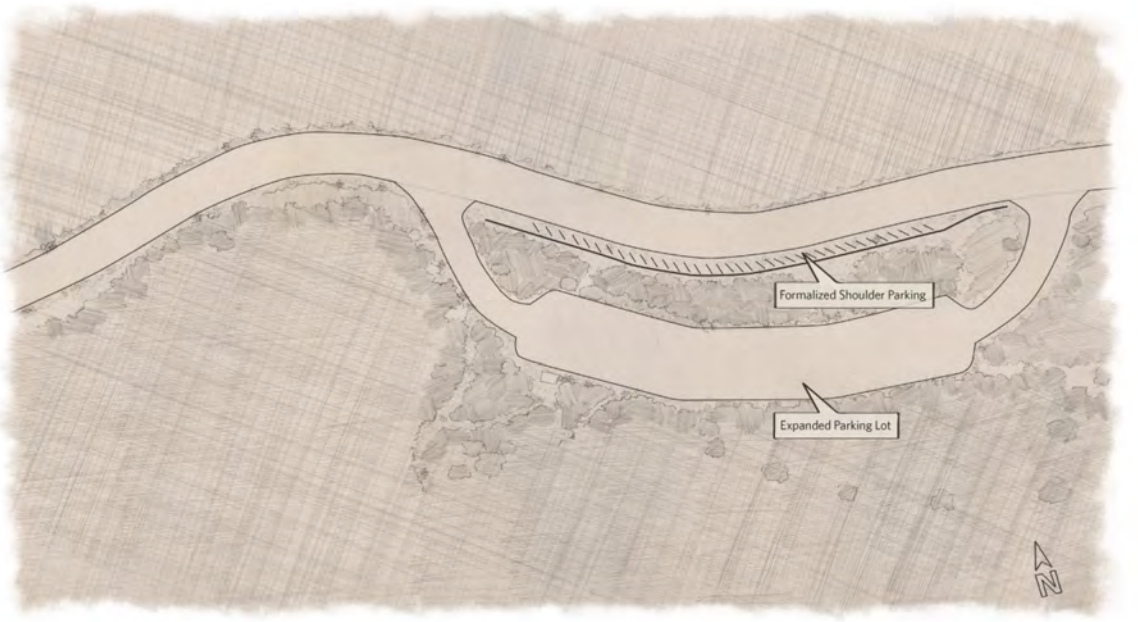
Little Cottonwood Canyon EIS Mobility Improvement Concepts
Little Cottonwood Canyon Base Park & Ride



Little Cottonwood Canyon EIS Mobility Improvement Concepts
Little Cottonwood Canyon Base Park & Ride

Little Cottonwood Canyon EIS Mobility Improvement Concepts
Lisa Falls trail Head

Little Cottonwood Canyon EIS Mobility Improvement Concepts
White Pine Trail Head - Formalized Shoulder Parking



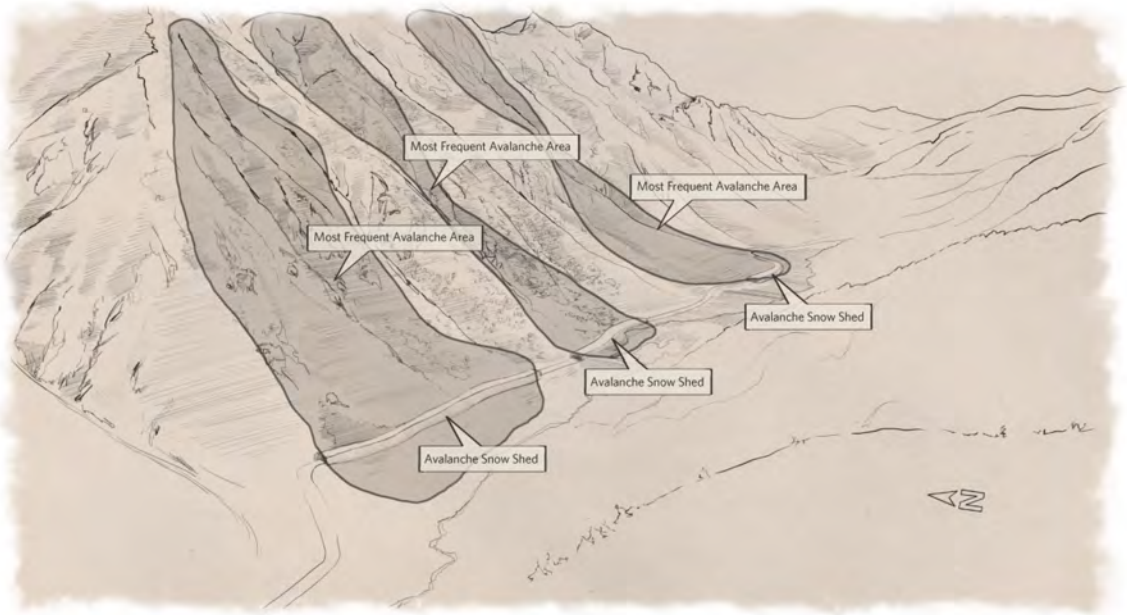
Little Cottonwood Canyon EIS Mobility Improvement Concepts
White Pine Trail Head - Formalized Shoulder Parking and Extended Parking Lot

UDOT Keeping Utah Moving

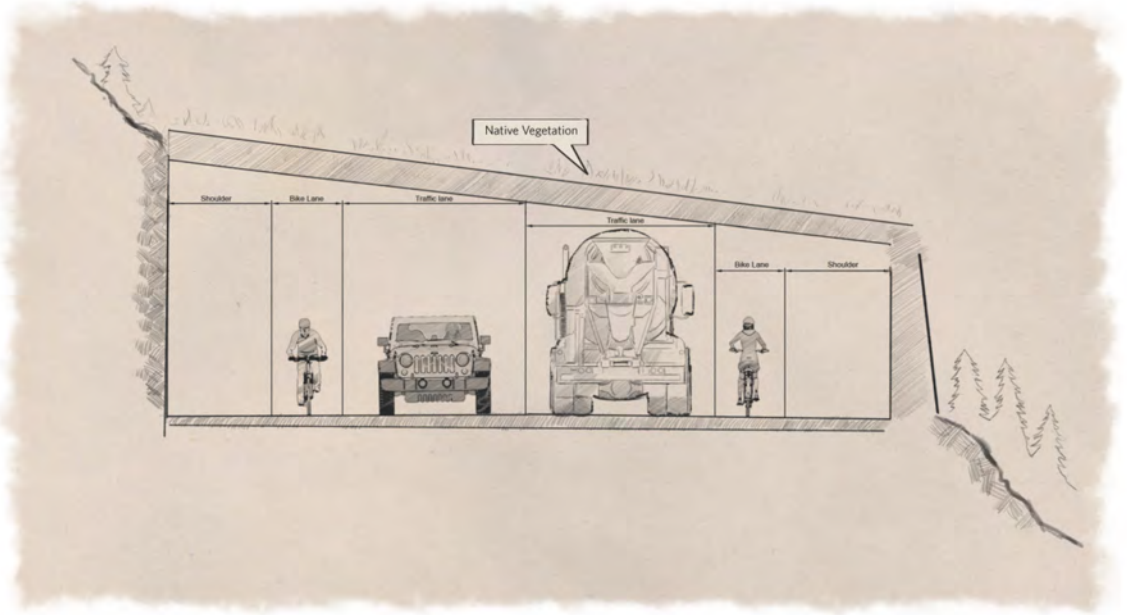
Photo: Mt. Superior Avalanche Credit: Bill Nalli

This 3D map showcases the avalanche paths in the canyon that pose the highest risk to road closures and that are challenging to control. The Little Pine and White Pine areas are highlighted. Due to the frequency of avalanches and proximity of the road to these paths, UDOT is studying the feasibility of adding snow sheds. See sketches below. Avalanche control closures could be reduced with the implementation of snow sheds over the road in these strategic locations.

Concept Sketches



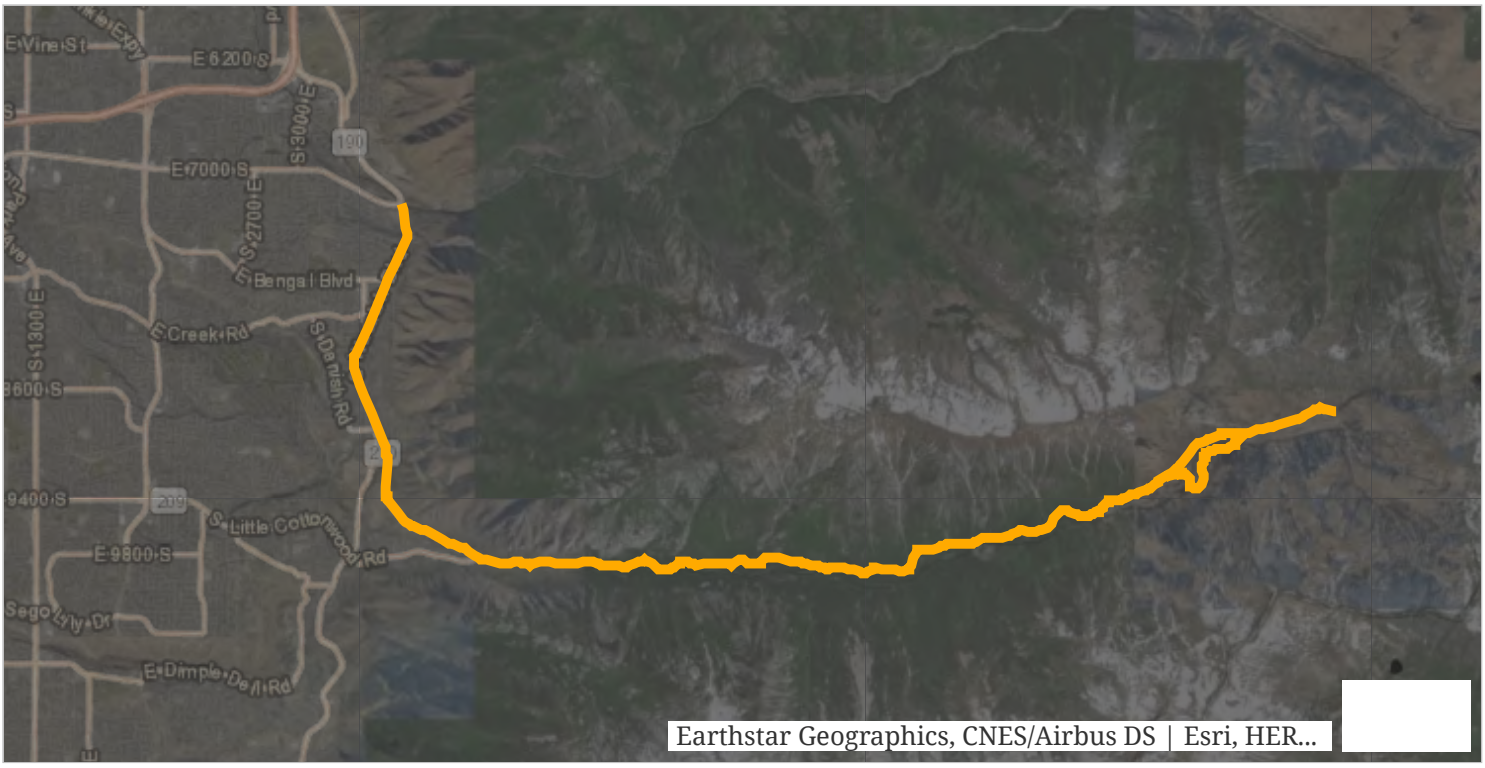
Little Cottonwood Canyon EIS Mobility Improvement Concepts
Snow Shed Locations



Little Cottonwood Canyon EIS Mobility Improvement Concepts
Snow Shed Typical

Roadway Capacity & Geometry Enhancements

Strategy Map



Adding capacity to the existing roadway is a strategy under consideration for S.R. 210.

The EIS study area extent of S.R. 210 is characterized as a blend of an urban commuter corridor and a rural mountain roadway. Both experience congestion due to different reasons. We will be evaluating traffic at a 2050 horizon for these sections of roadway.

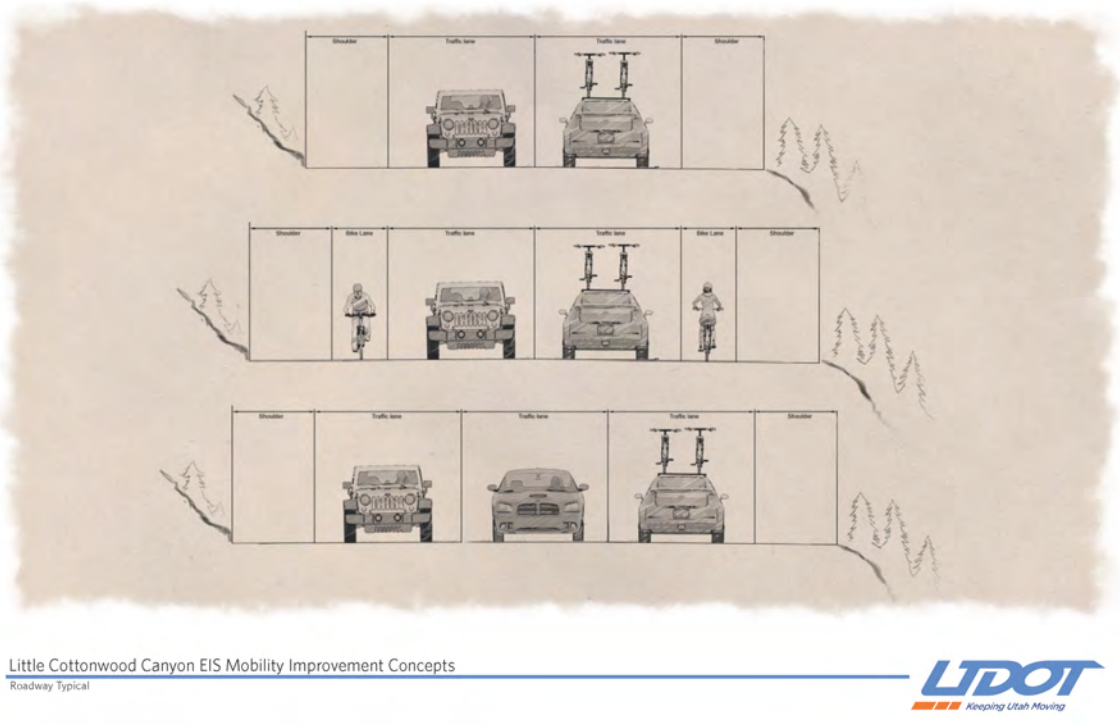
At specific locations along the canyon section of S.R. 210, sharp turns in the road create significant reductions of vehicle speed and safety concerns during inclement weather. This creates a ripple effect of delay during peak times.

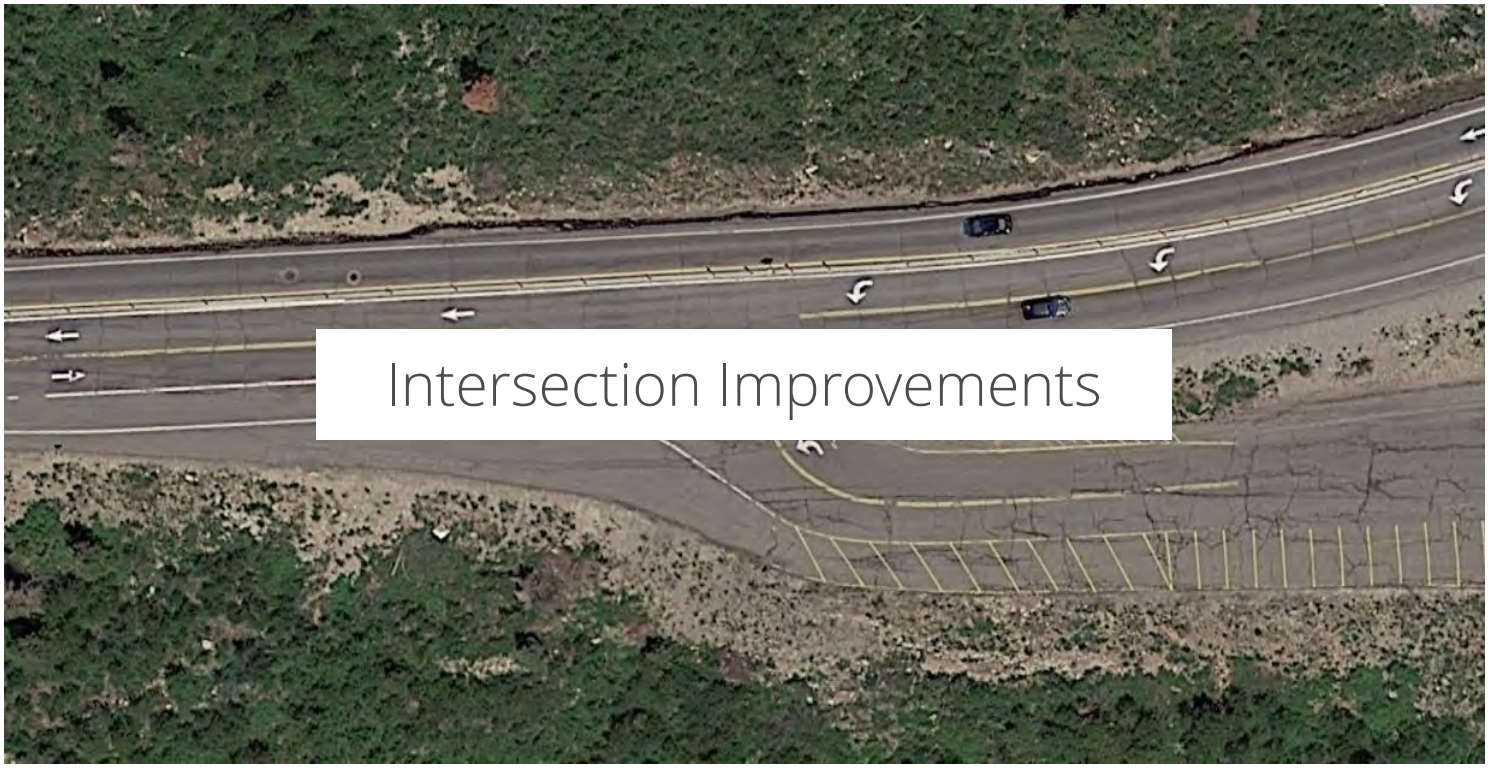
The project team is evaluating these locations and possible geometry modifications to mitigate the slow down of traffic.

The locations identified are the "big turn" just down canyon from Snowbird Entry 1 and the sharp turn at the Lisa Falls parking area. Both are highlighted with arrows on the map.

Concept Sketches

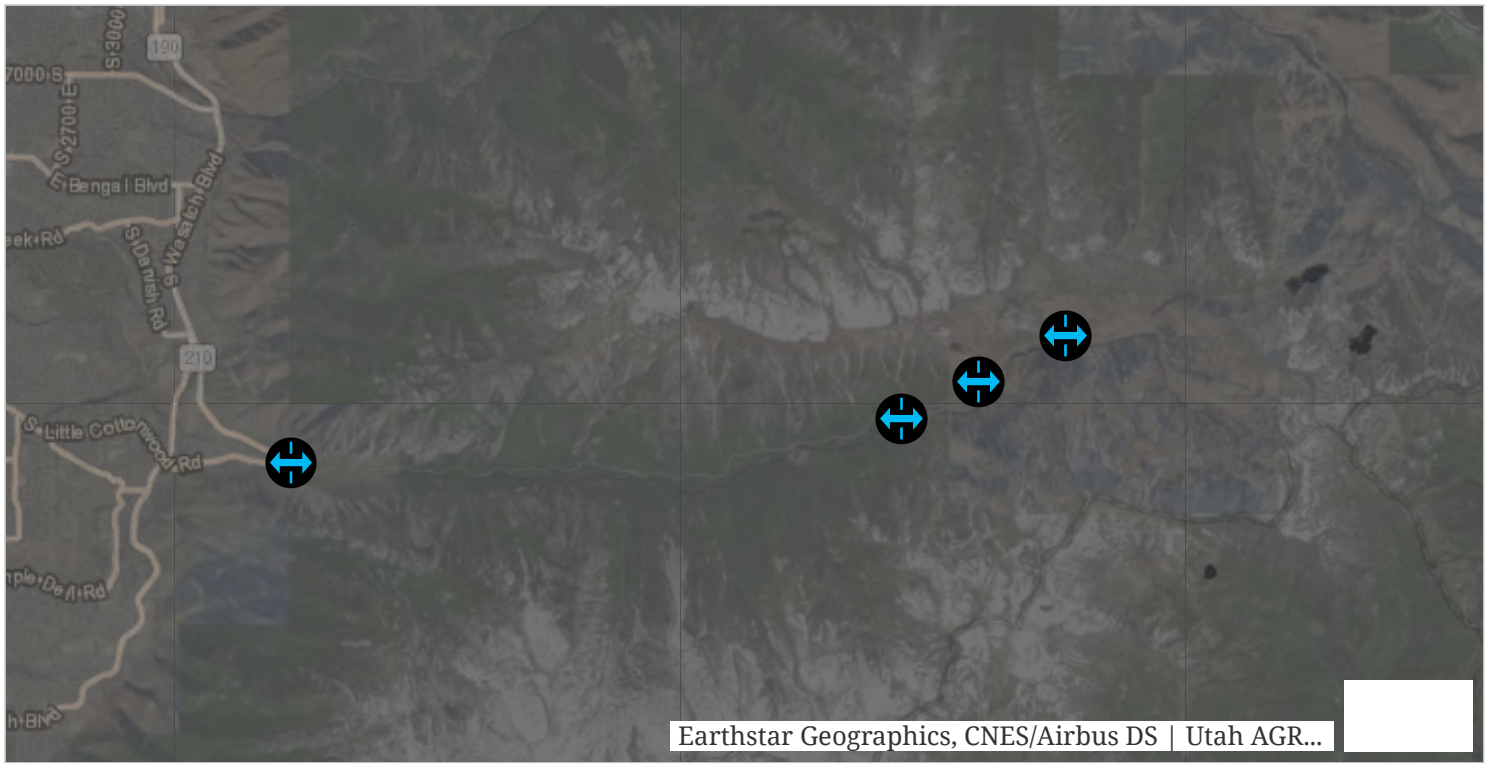
Below is a concept sketch of cross sections under consideration for the canyon section of S.R. 210.





Intersection Improvements

Strategy Map



Intersections highlighted on this map are being studied for improvements. Heavy peak traffic at these locations in the mornings and evenings and during special events can result in significant travel time delays. Modifications to the intersection alignment, geometry and potential signalization are being considered and the costs and environmental impacts are being studied.

These four intersections are:

- The "Y" Intersection at the canyon base.

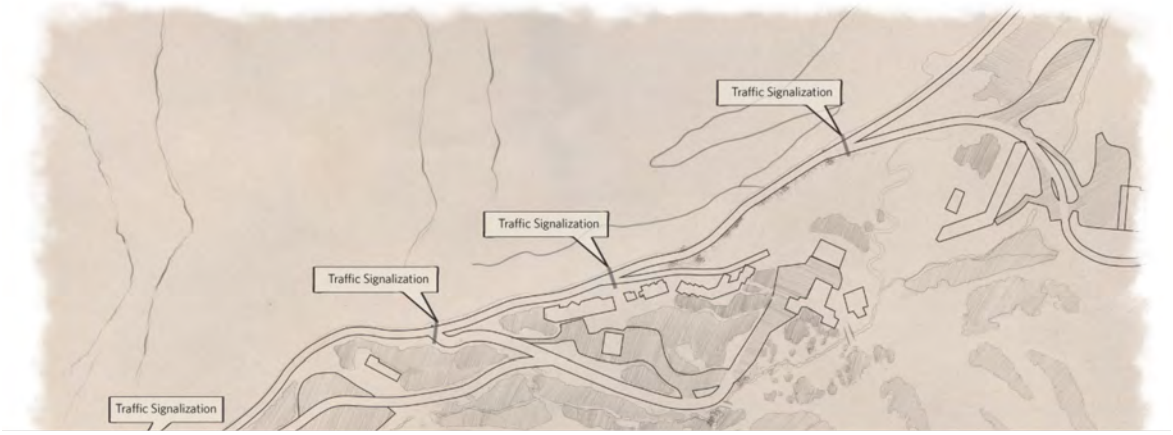
- Snowbird Entry 1 Gad Valley.

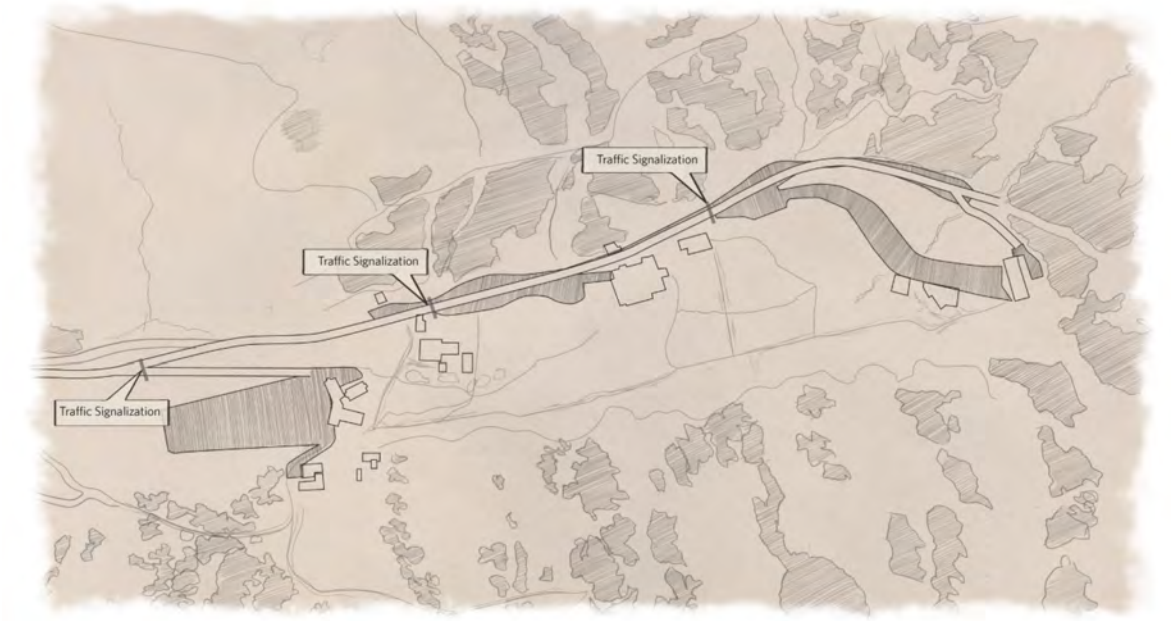
- By-Pass Road turn at Snowbird Entry #4.

- Alta Wildcat Parking Area Entrance.

Concept Sketches

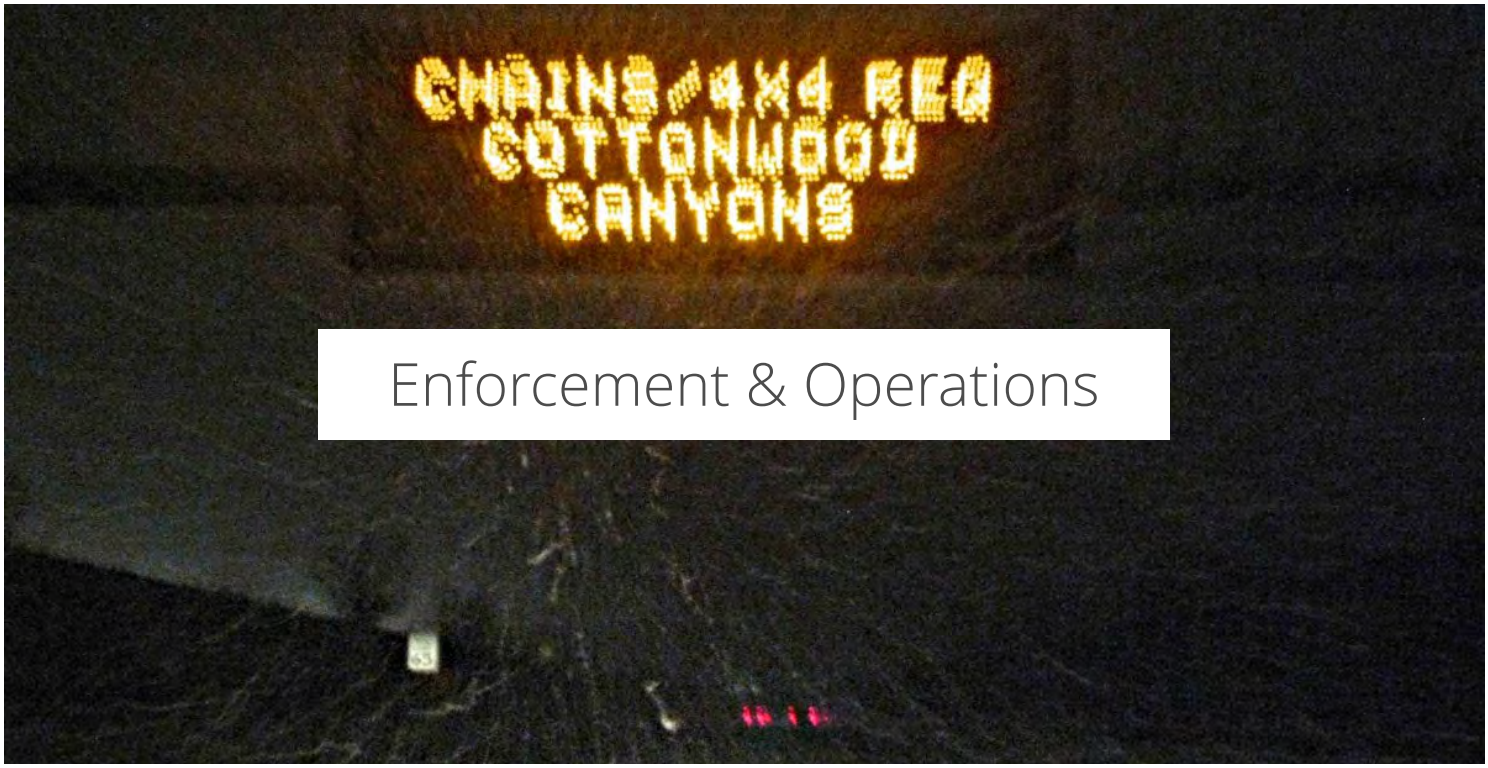
Below are draft sketches of intersection locations. More intersection concepts to be developed soon.





Little Cottonwood Canyon EIS Mobility Improvement Concepts
Alta Entry Locations

UDOT Keeping Utah Moving



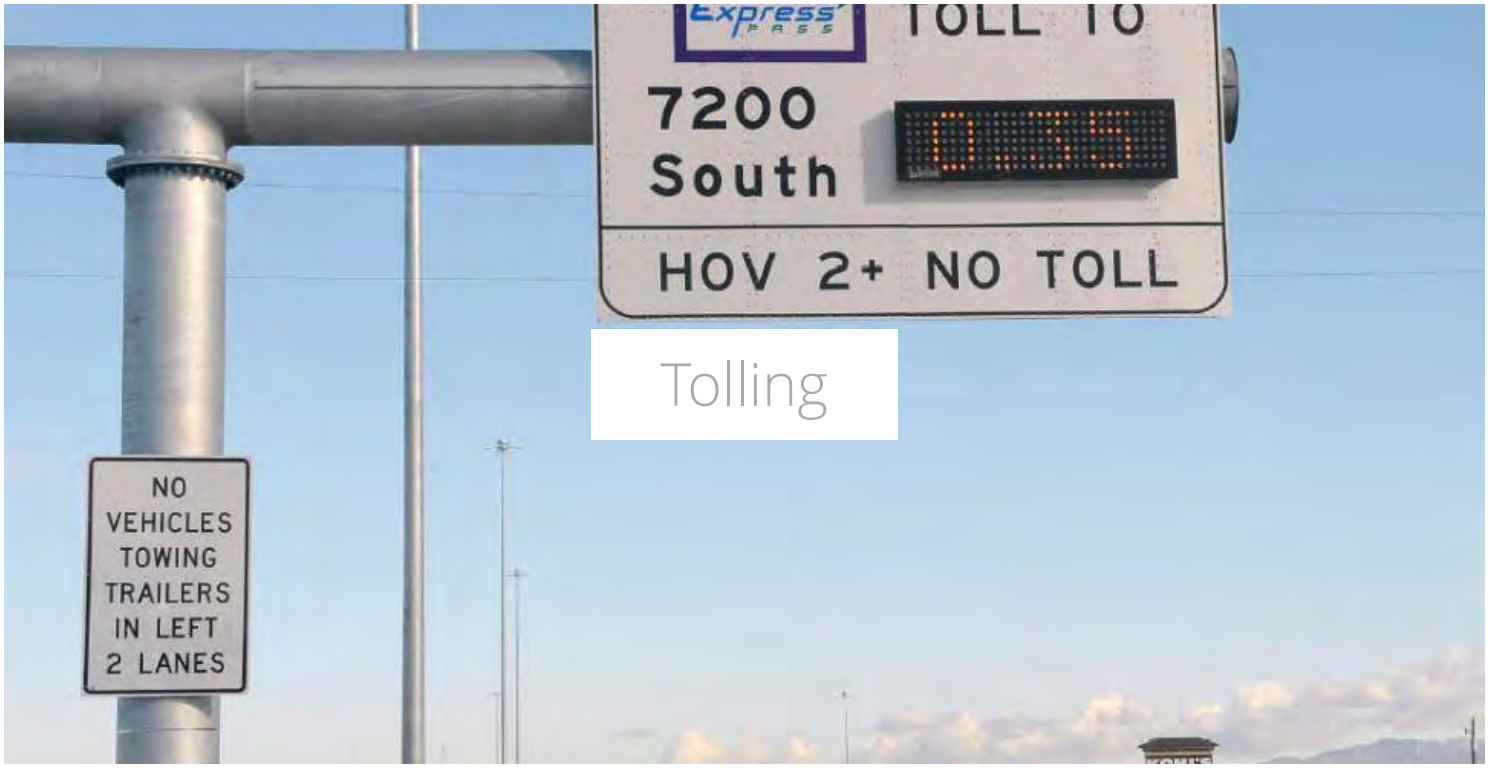
Enforcement & Operations

Strategy Map

Peak canyon use during the winter months is often accompanied with snow and winter driving conditions in the canyon. State law requires chains and/or snow tires in the canyon during these times.

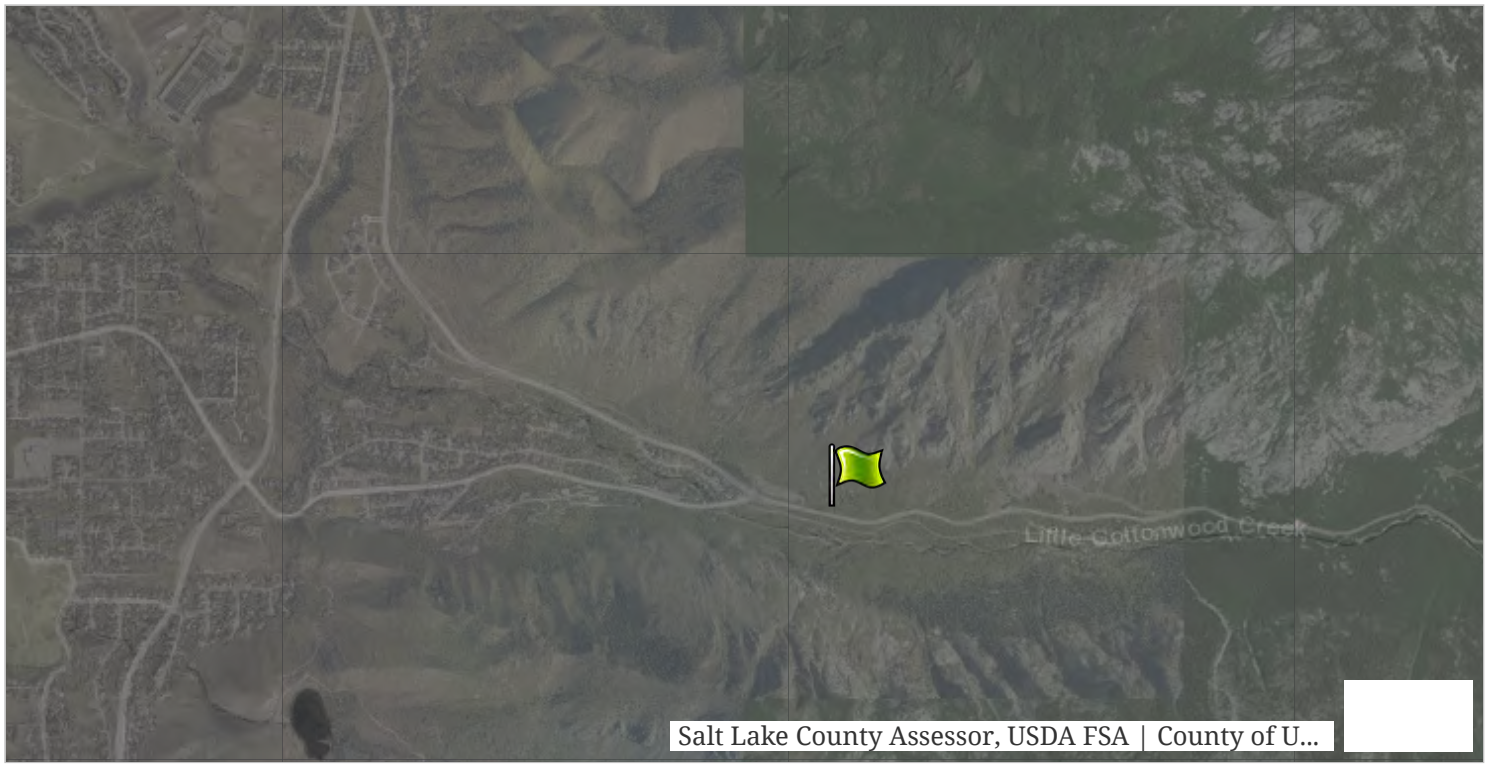
New locations for vehicle enforcement are being studied to remove conflicts with the traffic flow.

Operational improvements to canyon management are also being studied. These type of improvements include the addition of dedicated incident management teams to the canyon to assist in slide offs and accidents impacting traffic flow. Also the purchase of additional snow plows to service S.R. 210 during peak times.



Tolling

Strategy Map



During peak use 30-50% of vehicle traffic has been observed as single occupant vehicles. This project will evaluate tolling as a strategy to increase the efficiency of vehicles travelling on S.R. 210 in the canyon on peak days.

Additional Stakeholder Input

Suggested Concepts

A gondola for transportation has been suggested as an alternative mode of transportation for the canyon.

Photo : Doppelmayr 3S System

APPENDIX C

Notifications of Scoping

APPENDIX C-1

Newspaper Advertisements

PUBLIC NOTICE

Little Cottonwood Canyon ENVIRONMENTAL IMPACT STATEMENT

Fort Union Boulevard to Alta

To provide a balanced, integrated transportation system for residents, visitors, and commuters in Little Cottonwood Canyon and surrounding areas, the Utah Department of Transportation (UDOT) is conducting an Environmental Impact Study (EIS) along Little Cottonwood Canyon Road (S.R. 210) and the S.R. 210 Bypass Road. The EIS will evaluate potential improvements that reduce peak congestion and improve recreation and tourism experiences in Little Cottonwood Canyon.

The study team invites you to provide your comments on transportation challenges and issues that matter to you in Little Cottonwood Canyon.

PUBLIC OPEN HOUSE

April 10, 2018 | 4-8 p.m.
Cottonwood Heights City Hall
2277 E Bengal Boulevard
Cottonwood Heights, UT 84121

If any accommodations are needed, please contact Brianna Binnebose at 801-597-5128. Requests should be made as soon as possible but at least five days prior to the scheduled meeting.

The official public scoping period for the Little Cottonwood Canyon EIS runs through May 4, 2018. For more info visit

udot.utah.gov/LittleCottonwoodEIS

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by UDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated Jan 17, 2017, and executed by FHWA and UDOT.

UDOT Keeping Utah Moving UTA

2018 HDR lcceis

Order Number: 389 - 1

From: **Penna Powers**
1706 Major St.
Salt Lake City, UT 84115
Phone: 801-487-4800 **Fax:** 801-487-0707

Date: 3/23/2018
Client: HDR
Product: lcceis
Estimate: 389, 2018 HDR Newspaper
Buyer: Becki Letham

To: **Utah Media Group**
4770 South 5600 West
P.O. Box 704005
West Valley City, Utah 84170
Attn: Jen Hebdon

Phone: 801-204-6381
Fax: 801-204-6396
Email: jhebdon@utahmediagroup.com

Month/ Day	Insertion Date	Material Closing	Ad Size	Color	Mech. Details	Section	Net Cost
March Tuesday	3/27/18	3/26/18	1/4 page	4c	3col (5.431")x10"	Local	$4,826.26
General Comments: SL Trib/DesNews							
April Tuesday	4/3/18	3/26/18	1/4 page	4c	3col (5.431")x10"	Local	$4,826.26
General Comments: SL Trib/DesNews							

Total Cost: **$9,652.52**

Invoices should be sent to:
Penna Powers
1706 Major St.

Salt Lake City, UT 84115

X

Authorized Signature **Date**

UDOT open house on Little Cottonwood Canyon set for April 10

Deseret News
Published: March 27, 2018 12:28 pm

2 Comments

Adam Fondren, Deseret News

FILE - Leaves change colors up Little Cottonwood Canyon in Salt Lake on Monday, Oct. 9, 2017. The Utah Department of Transportation will hold an open house on Tuesday, April 10, to discuss potential improvements in Little Cottonwood Canyon.

COTTONWOOD HEIGHTS — The Utah Department of Transportation will hold an open house on Tuesday, April 10, to discuss potential improvements in Little Cottonwood Canyon.

The meeting will be held from 4 p.m. to 8 p.m. at City Hall, 2277 E Bengal Blvd.

UDOT is conducting an environmental impact study along Little Cottonwood Canyon Road and the Bypass Road. The study will evaluate potential improvements that reduce peak congestion and improve recreation and tourism experiences in the canyon, including managing the number of vehicles on the roads and improving roadway.

For more information about the study visit udot.utah.gov/littlecottonwoodeis.

APPENDIX C-2

Social Media Notes

Little Cottonwood Canyon ENVIRONMENTAL IMPACT STATEMENT
Fort Union Boulevard to Alta

Little Cottonwood Canyon EIS Scoping Meeting Notification

UDOT CONTENT

Facebook (Utah DOT)

UDOT, UTA and USDA FS are conducting an Environmental Impact Statement (EIS) to address traffic congestion, safety, and public transportation options for residents, visitors, and commuters on SR 210 from Fort Union Blvd to the Town of Alta which includes Little Cottonwood Canyon Road. To learn more about the study process and provide your input, visit the public open house hosted by the project study team on April 10, 2018 from 4-8 p.m. at the Cottonwood Heights City Hall Community Room (2277 E Bengal Blvd.). Can't make it to the open house? Official comments will be accepted via email at littlecottonwoodeis@utah.gov and through the project website udot.utah.gov/littlecottonwoodeis through May 4, 2018.

Instagram (Utah DOT)

Little Cottonwood Canyon is important to a lot of us for so many reasons. Join UDOT, UTA and USDA FS at a public open house on April 10, 2018 from 4-8 at the Cottonwood Heights City Hall.

Twitter (@udotlcceis)
UDOT, UTA and USDA FS are hosting a public open house to gather input for the Little Cottonwood Canyon Environmental Impact Statement on April 10, 2018 from 4-8 at Cottonwood Heights City Hall (2277 E Bengal Blvd.). Join us to learn about the study and provide comments. #lcceis #keepingutahmoving

PARTNER CONTENT
(Provide to study partners and stakeholder groups to share on their channels)

Content for Newsletters & Websites
[Use this content as website copy or in a newsletter article]

UDOT, UTA and USDA FS are conducting an Environmental Impact Study (EIS) in Little Cottonwood Canyon and the surrounding area. The EIS will address traffic congestion, safety and public transportation options. The study will focus on S.R. 210 from Fort Union Blvd. to the Town of Alta.

To learn more about the study process and provide your input, visit the public open house on April 10, 2018 from 4-8 p.m. at the Cottonwood Heights City Hall Community Room (2277 E Bengal Blvd.).

Can't make it to the open house? Official comments will be accepted via email at littlecottonwoodeis@utah.gov and through the project website at udot.utah.gov/littlecottonwoodeis/ through May 4, 2018.

<Post with image below>

Social Media Content

[Copy and paste one or more Facebook, Instagram or Twitter post, or use the content provided to create your own post.]

Facebook:

Post #1: Together, UDOT, UTA and USDA FS are conducting an Environmental Impact Statement (EIS) in Little Cottonwood Canyon.

The study team would like your input and invites you to participate in a public open house on April 10, 2018 from 4-8 p.m. at the Cottonwood Heights City Hall Community Room (2277 E Bengal Blvd.). Comments will also be accepted via email at littlecottonwoodeis@utah.gov and through the project website at udot.utah.gov/littlecottonwoodeis through May 4, 2018.

<Post with image below>

Post #2: Do you travel in or near Little Cottonwood Canyon? If so, UDOT, UTA and USDA FS want your input on an Environmental Impact Statement about transportation issues like traffic congestion, safety and public transportation options. Learn more: udot.utah.gov/littlecottonwoodeis.

<Post with image below>

Post #3: Don't forget the Little Cottonwood EIS public open house April 10, 2018 from 4-8 p.m. at the Cottonwood Heights City Hall Community Room (2277 E Bengal Blvd.). Comments will also be accepted via email at littlecottonwoodeis@utah.gov and through the project website at udot.utah.gov/littlecottonwoodeis through May 4, 2018.

<Post with image below>

Instagram:

Post #1: UDOT, UTA and USDA FS are hosting a public open house for the Little Cottonwood Canyon EIS on April 10 from 4-8 at Cottonwood Heights City Hall. Join us to learn about the study and provide comments. #lcceis #keepingutahmoving

<Post with image below>

Post #2: Little Cottonwood Canyon is important to a lot of us for so many reasons. Join UDOT, UTA and USDA FS at a public open house on April 10, 2018 from 4-8 at the Cottonwood Heights City Hall. #lcceis

<Post with image below>

Twitter:

Tweet #1: If you drive in or near Little Cottonwood Canyon regularly, your input is important to an Environmental Impact Statement to address traffic congestion, safety and public transportation options. Learn more: udot.utah.gov/littlecottonwoodeis #lcceis

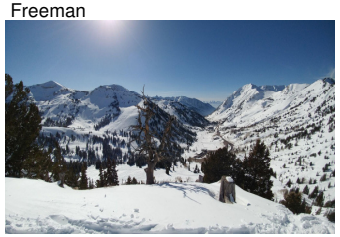
<Post with image below>

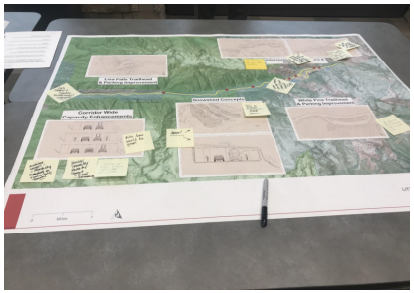
Post #2: Don't forget to provide your input on the EIS to address transportation issues in Little Cottonwood Canyon. Meeting details: udot.utah.gov/littlecottonwoodeis #lcceis

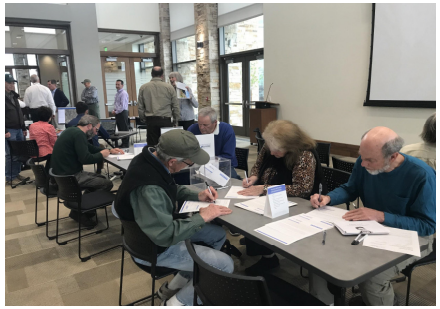
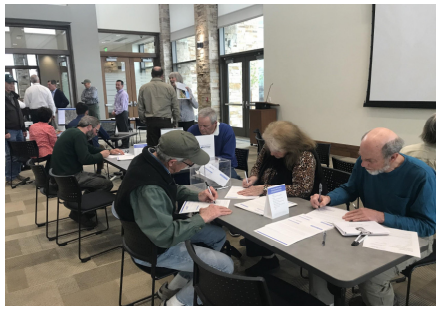
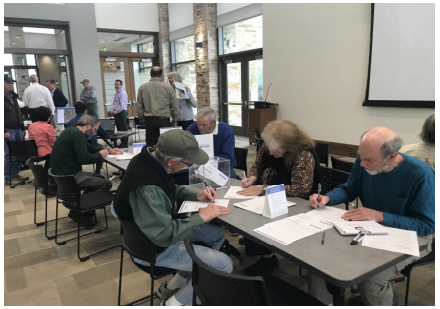
<Post with image below>

Image Options [photo credit: Bill Nalli]

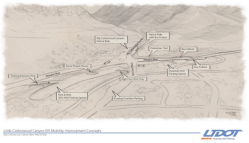
	Facebook	Twitter	Instagram
		Tuesday 3/27	
Copy		UDOT is hosting a public scoping open house to gather input for the Little Cottonwood Canyon Environmental Impact Study April 10, 2018 from 4-8pm at Cottonwood Heights City Hall. Join us to learn about the study and provide comments #lcceis #keepingutahmoving	Little Cottonwood Canyon is important to a lot of us for so many reasons. Join UDOT, UTA and US Forest Service at a public open house on April 10, 2018 from 4-8pm at the Cottonwood Heights City Hall. #lcceis [camera icon]: Bill Nalli
Photos/Videos			
		Tuesday, April 3	
Copy	To address the need to reduce congestion, improve safety, and enhance the availability of public transportation options in the canyon for residents, visitors, and commuters in Little Cottonwood Canyon and surrounding areas, UDOT is conducting an Environmental Impact Study (EIS). To learn more about the study process and provide your input, visit the public scoping open house hosted by UDOT and the project study team on April 10, 2018 from 4-8pm at the Cottonwood Heights City Hall Community Room. Can't make it to the open house? Official comments will be accepted via email at littlecottonwoodeis@utah.gov and through the project website www.udot.utah.gov/littlecottonwoodeis/.	Do you travel in or near Little Cottonwood Canyon? @UDOT, @RideUTA and the USDA Forest Service want your input on an Environmental Impact Statement (EIS) about transportation issues like traffic congestion, safety and public transportation options. Learn more: udot.utah.gov/littlecottonwoodeis.	
Photos/Videos			
		Friday, April 6	
Copy	Don't forget the Little Cottonwood EIS public open house April 10, 2018 from 4-8 p.m. at the Cottonwood Heights City Hall Community Room (2277 E Bengal Blvd.). Comments will also be accepted via email at littlecottonwoodeis@utah.gov and through the project website at udot.utah.gov/littlecottonwoodeis through May 4, 2018.	The @UtahDOT project team meeting with Cottonwood Heights residents to hear their concerns for LCC, working collaboratively to find solutions. Visit the Little Cottonwood EIS open house on April 10 from 4-8 p.m. at Cottonwood Heights City Hall to provide your comments. #lcceis	The @UtahDOT project team meeting with Cottonwood Heights residents to hear their concerns for LCC, working collaboratively to find solutions. Visit the Little Cottonwood EIS open house on April 10 from 4-8 p.m. at Cottonwood Heights City Hall to provide your comments. Can't make it to the open house? Email the project team at littlecottonwoodeis@utah.gov to request a meeting for your community. #lcceis

Photos/Videos			
Monday, April 9			
	Stakeholders gathering to discuss roads and trails in Little Cottonwood Canyon at the Wasatch Canyons General Plan User Workshop to gather input for the Little Cottonwood EIS. Want to provide your comments on the EIS? Visit the project website or attend the public open house on April 10 from 4-8 p.m. at the Cottonwood Heights City Hall. #lcceis	Stakeholders gathering to discuss roads and trails in Little Cottonwood Canyon at the Wasatch Canyons General Plan User Workshop to gather input for the Little Cottonwood EIS. Want to provide your comments on the EIS? Visit the project website or attend the public open house on April 10 from 4-8 p.m. at the Cottonwood Heights City Hall. #lcceis	Stakeholders gathering to discuss roads and trails in Little Cottonwood Canyon at the Wasatch Canyons General Plan User Workshop to gather input for the Little Cottonwood EIS. Want to provide your comments on the EIS? Visit the project website or attend the public open house tomorrow April 10 from 4-8 p.m. at the Cottonwood Heights City Hall. Can't make it to the open house? Email the project team littlecottonwoodeis@utah.gov with your comments through May 4. #lcceis
			
Tuesday, April 10			
Copy	You're invited to our Little Cottonwood EIS public house tonight from 4-8 p.m. at the Cottonwood Heights City Hall Community Room (2277 E Bengal Blvd.). If you can't make it, please leave your comments through the project website at udot.utah.gov/littlecottonwoodeis through May 4, 2018. 📷Curtis Freeman	Please join @UtahDOT tonight to discuss the Little Cottonwood EIS public house from 4-8 p.m. at the Cottonwood Heights City Hall Community Room (2277 E Bengal Blvd.). 📷Curtis Freeman	Please join @UtahDOT tonight to discuss the Little Cottonwood EIS public house from 4-8 p.m. at the Cottonwood Heights City Hall Community Room (2277 E Bengal Blvd.). 📷@C__Free
Photos/Videos			

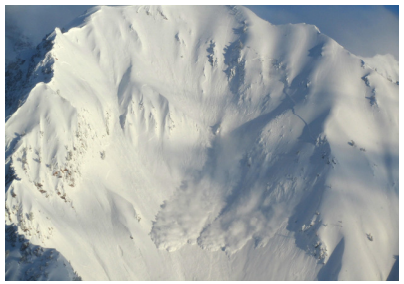
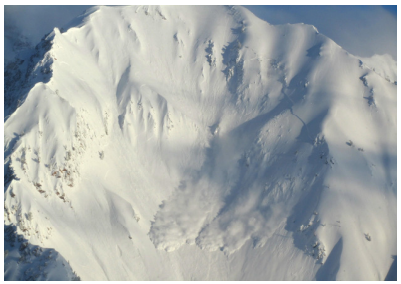
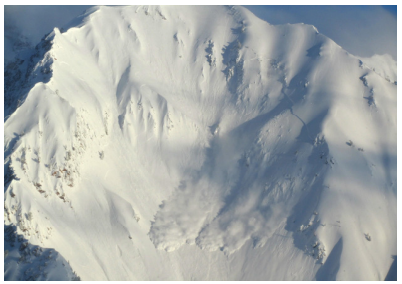
Copy	The Little Cottonwood Canyon EIS open house is happening now at the Cottonwood Heights City Hall. Join your fellow community members and comment on the issues and concerns that are important to you in the canyon and surrounding area. Can't make it tonight? Submit your comments via email littlecottonwoodeis@utah.gov and the project website udot.utah.gov/littlecottonwoodeis through May 4.	Join your fellow community members tonight and comment on the issues and concerns that are important to you in the canyon and surrounding area. Can't make it tonight? Submit comments via email littlecottonwoodeis@utah.gov and project website http://udot.utah.gov/littlecottonwoodeis … thru May 4.	
Photos/Videos			
Copy		Community members have been sharing comments all evening at the open house. There's still time tonight to meet the study team at the open house until 8pm.	
Photos/Videos			
	Friday, April 13		
Copy	The LCC EIS study team hosted a public open house on April 10, 2018 at the Cottonwood Heights City Hall. Stakeholders, local agencies and community members had the opportunity to meet the study team and comments on the transportation challenges and issues most important to them in the study area. The video below introduces the study process for environmental impact statement. If you missed the open house and want to make a comment, you can still do so on udot.utah.gov/littlecottonwoodeis.		
Photos/Videos	**Open House Process Video**		
	Tuesday, April 17		
Copy	Thank you to everyone who attended the LCC EIS open house last week. We are still taking comments until May 4, 2018. Please visit our website at https://www.udot.utah.gov/littlecottonwoodeis/. #LCCEIS	Thank you to everyone who attended the LCC EIS open house last week. We are still taking comments until May 4, 2018. Please visit our website at https://www.udot.utah.gov/littlecottonwoodeis/. #LCCEIS	Thank you to everyone who attended the LCC EIS open house last week. We are still taking comments until May 4, 2018. #LCCEIS

Photos/Videos			

Thursday, April 19

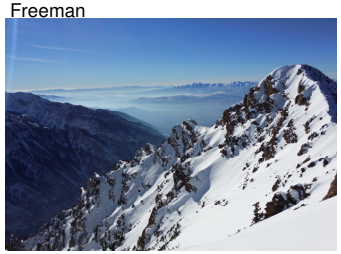
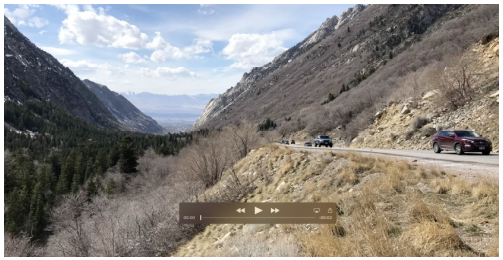
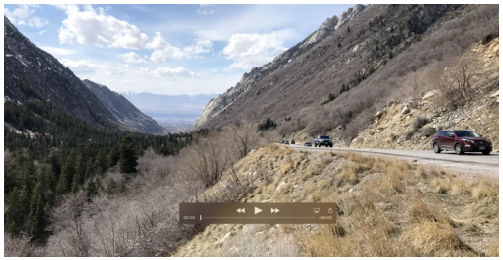
Copy	The Little Cottonwood Canyon Environmental Impact Study aims to improve current transit and parking through enhancements to park and rides, new transit stops and expanded parking. These mobility improvement concepts show potential improvements to three park and rides outside the canyon. Please visit our website at https://www.udot.utah.gov/littlecottonwoodeis/ to leave your comments on transportation improvements. #LCCEIS	The LCC EIS aims to improve current transit and parking through enhancements to park and rides, new transit stops and expanded parking. These mobility improvement concepts show potential improvements. #LCCEIS	The LCC EIS aims to improve current transit and parking through enhancements to park and rides, new transit stops and expanded parking. These mobility improvement concepts show potential improvements. #LCCEIS
Photos/Videos			

Tuesday, April 24

Copy	Little Cottonwood Canyon often faces road closures due to avalance mitigation. UDOT is studying the feasibility of adding snow sheds to reduce avalance control road closures. If you have any questions or comments regarding avalance mitigation, please visit our website at https://www.udot.utah.gov/littlecottonwoodeis/. #LCCEIS 📷Bill Nalli	LCC often faces road closures due to avalance mitigation. @UtahDOT is studying the feasibility of adding snow sheds to reduce avalance control road closures. #LCCEIS 📷Bill Nalli	LCC often faces road closures due to avalance mitigation. UDOT is studying the feasibility of adding snow sheds to reduce avalance control road closures. #LCCEIS 📷Bill Nalli
Photos/Videos			

Thursday, April 26

Copy	At specific locations along the canyon section of S.R. 210, sharp turns in the road create significant reductions of vehicle speed and safety concerns during inclement weather. This creates a ripple effect of delay during peak times. The project team is evaluating these locations and possible geometry modifications to mitigate the slow down of traffic. The locations identified are the "big turn" just down canyon from Snowbird Entry One and the sharp turn at the Lisa Falls parking area. Please visit our website at https://www.udot.utah.gov/littlecottonwoodeis/ to submit your comments. #LCCEIS 📷Bill Nalli	At specific locations along S.R. 210, sharp turns in the road create reductions of vehicle speed and safety concerns during inclement weather. The project team is evaluating possible geometry modifications to mitigate the slow down of traffic. #LCCEIS 📷Bill Nalii	At specific locations along S.R. 210, sharp turns in the road create reductions of vehicle speed and safety concerns during inclement weather. The project team is evaluating possible geometry modifications to mitigate the slow down of traffic. #LCCEIS 📷Bill Nalli
Photos/Videos			
Friday, April 27			
Copy	Heavy peak traffic at four intersections leading to or in Little Cottonwood Canyon can result in significant travel time delays. Modifications to the intersection alignment, geometry and potential signalization are being considered and the costs and environmental impacts are being studied. These four intersections are: - The "Y" Intersection at the canyon base. - Snowbird Entry 1 Gad Valley. - By-Pass Road turn at Snowbird Entry #4. - Alta Wildcat Parking Area Entrance. Have thoughts or questions? Please visit our website at https://www.udot.utah.gov/littlecottonwoodeis/. #LCCEIS 📷Curtis Freeman	Heavy peak traffic at four intersections leading to/in LCC can result in significant travel delays. Modifications to the intersection alignment, geometry and potential signalization are being considered, including the costs and environmental impacts. #LCCEIS 📷Curtis Freeman	Heavy peak traffic at four intersections leading to or in LCC can result in significant travel delays. Modifications to the intersection alignment, geometry and potential signalization are being considered and the costs and environmental impacts are being studied. #LCCEIS 📷Curtis Freeman

Photos/Videos			
	Monday, April 30		
Copy	Peak canyon use during the winter months is often accompanied with snow and winter driving conditions in the canyon. State law requires chains and/or snow tires in the canyon during these times. New locations for vehicle enforcement are being studied to remove conflicts with the traffic flow. Please visit our website at https://www.udot.utah.gov/littlecottonwoodeis/ to leave your comments on enforcement and operations. #LCCEIS 📷Curtis Freeman	Peak canyon use during the winter months is often accompanied with winter driving conditions. State law requires chains and/or snow tires in the canyon during these times. New locations for vehicle enforcement are being studied to improve traffic flow. #LCCEIS 📷Curtis Freeman	Peak canyon use during the winter months is often accompanied with winter driving conditions. State law requires chains and/or snow tires in the canyon during these times. New locations for vehicle enforcement are being studied to improve traffic flow. #LCCEIS 📷Curtis Freeman
Photos/Videos			
	Wednesday, May 2		
Copy	During peak use 30-50 percent of vehicle traffic has been observed as single occupant vehicles. This project will evaluate tolling as a strategy to increase the efficiency of vehicles travelling on S.R. 210 in the canyon on peak days. Please visit our website at https://www.udot.utah.gov/littlecottonwoodeis/ to leave your thoughts on tolling. #LCCEIS	During peak use 30-50 percent of vehicle traffic has been observed as single occupant vehicles. This project will evaluate tolling as a strategy to increase the efficiency of vehicles travelling on S.R. 210 in the canyon on peak days. #LCCEIS	During peak use 30-50 percent of vehicle traffic has been observed as single occupant vehicles. This project will evaluate tolling as a strategy to increase the efficiency of vehicles travelling on S.R. 210 in the canyon on peak days. #LCCEIS
Photos/Videos			

	Friday, May 4		
Copy	Today is the final day to comment during Little Cottonwood Canyon's Environmental Impact Study scoping phase. We need your comments to mitigate congestion and improve recreation and tourism experiences for all users. Please visit our website at https://www.udot.utah.gov/littlecottonwoodeis/ to leave your comments. #LCCEIS 📷Curtis Freeman	Today is the final day to comment during LCC's EIS scoping phase. Please visit our website at https://www.udot.utah.gov/littlecottonwoodeis/ to leave your comments. #LCCEIS 📷Curtis Freeman	Today is the final day to comment during LCC's EIS scoping phase. Please visit the LCC EIS website to comment. #LCCEIS 📷Curtis Freeman
Photos/Videos			

APPENDIX C-3

Email Notices

From: Little Cottonwood EIS <littlecottonwoodeis@utah.gov>
Sent: Tuesday, March 27, 2018 5:11 PM
Subject: Little Cottonwood Canyon EIS: Public Open House | April 10, 2018, 4-8pm - email notification
Attachments: LCC EIS_Scoping Open House_04102018_final.pdf

The Little Cottonwood Canyon Environmental Impact Statement study team is hosting a public open house on April 10, 2018 from 4-8pm at the Cottonwood Heights City Hall, where official comments will be collected. The study aims to address traffic congestion, safety, and public transportation options for residents, visitors, and commuters on SR 210 from Fort Union Blvd to the Town of Alta which includes Little Cottonwood Canyon Road. If you or anyone else you know of who is interested in the study but is unable to attend the open house, official comments will also be accepted via email at littlecottonwoodeis@utah.gov and through the project website udot.utah.gov/littlecottonwoodeis through May 4, 2018.

We would like to ask you to help spread the word out about the open house. If you would like to help us reach as many people as possible, attached is a flyer that can be shared with your colleagues, friends, families and neighbors who are not yet on our contact list but would like to informed.

Please follow us and share on the following channels for updates and notifications:

- Twitter: @UDOTlcceis
- Facebook group: UDOT Little Cottonwood Canyon Environmental Impact Statement (LCC EIS)
- Instagram: @utahtransportation

Thank you,

Little Cottonwood EIS Project Study Team

From: Little Cottonwood EIS <littlecottonwoodeis@utah.gov>
Sent: Friday, April 6, 2018 3:47 PM
Subject: Reminder: Little Cottonwood EIS Open House | April 10,2018 4-8pm - April 7 announcement
Attachments: LCC EIS_Scoping Open House_04102018_final.pdf; LCC EIS_PARTNER CONTENT_scoping.docx

The Little Cottonwood Canyon Environmental Impact Statement study team would like to remind you of the upcoming public open house on April 10, 2018 from 4-8pm at the Cottonwood Heights City Hall. The study aims to address traffic congestion, safety, and public transportation options for residents, visitors, and commuters on S.R. 210 from Fort Union Blvd to the Town of Alta which includes Little Cottonwood Canyon Road. If you or anyone else you know of is interested in the study but is unable to attend the open house, official comments will also be accepted via email at littlecottonwoodeis@utah.gov and via the project website udot.utah.gov/littlecottonwoodeis through May 4, 2018.

We would like to ask for your continued support in spreading awareness about the open house and the study. If you would like to help us reach as many people as possible, attached is a flyer that can be shared with your colleagues, friends, families and neighbors who are not yet on our contact list but would like to be informed. Social media content is also attached for you to post on your own channels.

Please follow us on these channels for updates and notifications: [we encourage you to share our posts to increase reach]

- Twitter: @UDOTlcceis
- Facebook group: @UtahDOT under the page's Groups: UDOT Little Cottonwood Canyon Environmental Impact Statement (LCC EIS)
- Instagram: @utahtransportation

Thank you,

Little Cottonwood EIS Project Study Team

PUBLIC NOTICE

Little Cottonwood Canyon ENVIRONMENTAL IMPACT STATEMENT

Fort Union Boulevard to Alta

To provide a balanced, integrated transportation system for residents, visitors, and commuters in Little Cottonwood Canyon and surrounding areas, the Utah Department of Transportation (UDOT) is conducting an Environmental Impact Statement (EIS) on Little Cottonwood Canyon Road (S.R. 210) and the S.R. 210 Bypass Road. The EIS will evaluate potential improvements that reduce peak congestion and improve recreation and tourism experiences in Little Cottonwood Canyon.

The study team invites you to provide your comments on transportation challenges and issues that matter to you in Little Cottonwood Canyon.

PUBLIC OPEN HOUSE

April 10, 2018 | 4-8 p.m.
Cottonwood Heights City Hall
2277 E Bengal Boulevard
Cottonwood Heights, UT 84121

In compliance with the American with Disabilities Act, individuals needing special accommodations (including auxiliary communication aids and services) during this meeting should notify the project team at 801-597-5128 or at bbinnebose@pennapowers.com

The official public scoping period for the Little Cottonwood Canyon EIS runs through May 4, 2018. For more info visit

udot.utah.gov/LittleCottonwoodEIS

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by UDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated Jan 17, 2017, and executed by FHWA and UDOT.

UDOT Keeping Utah Moving UTA

APPENDIX C-4

Press Release

Little Cottonwood Canyon ENVIRONMENTAL IMPACT STATEMENT
Fort Union Boulevard to Alta

April 9, 2018

For Immediate Release

UDOT Announces Public Open House on April 10 for Little Cottonwood Canyon Environmental Impact Statement

New study to address traffic congestion in Little Cottonwood Canyon

SALT LAKE CITY (April 9, 2018) – The Utah Department of Transportation (UDOT), Utah Transit Authority (UTA) and the USDA Forest Service (USDA FS) will host a public open house to address traffic congestion and safety in Little Cottonwood Canyon.

Scheduled for April 10 from 4 to 8 p.m., the public open house will allow the public to provide comments on the Little Cottonwood Canyon Environmental Impact Statement (EIS). The open house will be held at Cottonwood Heights City Hall, 2277 E Bengal Blvd.

UDOT, UTA and USDA FS are conducting the Little Cottonwood Canyon EIS to address traffic congestion, safety, and public transportation options for residents, visitors, and commuters on SR 210 from Fort Union Boulevard to the Town of Alta, which includes Little Cottonwood Canyon Road.

In consideration of numerous previous studies and public involvement efforts carried out by a range of agencies and stakeholders regarding potential transportation improvements in the project study area, the EIS team will develop and evaluate a range of alternatives that reduce congestion and improve recreation and tourism experiences in Little Cottonwood Canyon.

The official public scoping period for the Little Cottonwood Canyon EIS runs through May 4, 2018. Official public comments on transportation challenges and issues in the canyon will be collected via email at littlecottonwoodeis@utah.gov and the study website at www.udot.utah.gov/littlecottonwoodeis.

The public can also get updates and notifications on the following channels:

- Twitter: @UDOTlcceis
- Facebook group: @UtahDOT under the page's Groups: UDOT Little Cottonwood Canyon Environmental Impact Statement (LCC EIS)
- Instagram: @utahtransportation

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by UDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated January 17, 2017, and executed by FHWA and UDOT.

###

Media Contact
John Gleason, UDOT Public Information Officer
Cell:(801) 560-7740
Email: jgleason@utah.gov

APPENDIX D

Public Open House Meeting Materials

WELCOME

LITTLE COTTONWOOD CANYON ENVIRONMENTAL IMPACT STATEMENT

PUBLIC OPEN HOUSE

UDOT Keeping Utah Moving

Little Cottonwood Canyon ENVIRONMENTAL IMPACT STATEMENT
Fort Union Boulevard to Alta

UTA SM

FOREST SERVICE US DEPARTMENT AGRICULTURE

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by UDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated January 17, 2017, and executed by FHWA and UDOT.

ENVIRONMENTAL CONSIDERATIONS

- Water Quality
- Air Quality
- Property Impacts
- Economic Impacts
- Hazardous Waste Sites
- Historic Properties
- Land Use
- Noise
- Potential Construction Impacts
- Social (e.g. emergency services, neighborhood unity and community character)
- Wildlife
- Wetlands
- Visual
- Threatened and Endangered Species
- Minority and Low-Income Populations
- Cumulative Impacts
- Parks and Recreation Areas

TRANSPORTATION CONSIDERATIONS

- Transit
- Travel Delay and Congestion
- Tolling
- Bicycle and Pedestrian Access
- Recreation Access
- Business and Residential Access
- Utility Relocations
- Local Land Use and Zoning Plans
- Regional Growth
- Safety

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by UDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated January 17, 2017, and executed by FHWA and UDOT.

UTAH DEPARTMENT OF TRANSPORTATION SIGN-IN SHEET
Project Description: Little Cottonwood Canyon Environmental Impact Statement
Project Number: S-R299(291)
Pin: 16092

Little Cottonwood Canyon ENVIRONMENTAL IMPACT STATEMENT
Fort Union Boulevard to Alta

The Utah Department of Transportation monitors attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name (Please print or write clearly)	Title/Representing	Address (City, State and Zip)	Email	Phone	Checking the appropriate boxes is optional & voluntary	
Bob Paxton		1073 W. 10250 So.	cautiousbob@gmail.com	801-450-8308	[X] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
Ronna Cohen		3661 Macintosh Lane SLC, UT 84121			[ ] Male [X] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
Stan Rosenzweig		3661 Macintosh Lane SLC, UT 84121			[X] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
Jamie Fendler		8651 Kings Hill dr.			[ ] Male [X] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
Chris Coutts		8400 Kings Cove Dr. Cottonwood Heights, UT 84121	cmmcoutts@gmail.com	801-910-0100	[ ] Male [X] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
MIKE DOYLE			MEDOYLESR@COMCAST.NET		[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
Shae Tardif		3415 Daneberg Dr. Cottonwood Heights			[ ] Male [X] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
JAY TARDIF		3415 E Daneberg dr. Cottonwood HTS			[X] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
Evan Tobin		1983 Summerhouse circle, 84093			[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
Ilana Tobin					[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other

Sign In sheet will become part of the public record for this project.

UTAH DEPARTMENT OF TRANSPORTATION SIGN-IN SHEET
Project Description: Little Cottonwood Canyon Environmental Impact Statement
Project Number: S-R299(291)
Pin: 16092

Little Cottonwood Canyon ENVIRONMENTAL IMPACT STATEMENT
Fort Union Boulevard to Alta

The Utah Department of Transportation monitors attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name (Please print or write clearly)	Title/Representing	Address (City, State and Zip)	Email	Phone	Checking the appropriate boxes is optional & voluntary	
RICHARD WINWOOD		3934 E. LITTLE COTTONWOOD LN SANDY, UT 84092	RGWINWOOD@GMAIL.COM	801.910.6800	[✓] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [✓] White [ ] Other
Trent Bristol	FFSL	1594 W. North Temple Salt Lake City, Ut. 84114	trentbristol@utah.gov	801-656-7158	[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
STEVE VAN MAREN	SLCo.	11039 S. LEXINGTON CIR SANDY UT 84092	SUBSCRIPTION@Q.COM	801-571-8403	[✓] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
ROBERT GRAFFIGNA		9845 S. 2465 E. SANDY, UT 84092	BOBG.SLC@GMAIL.COM	801-733-9842	[✓] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
Dan Fazzini					[✓] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [✓] White [ ] Other
TOD YOUNG		Granite	todyoung7@xmission.com	8012054265	[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
Colleen Nordberg		6727S 1680E Cottonwood Heights	Nordburgler@gmail.com	801-718-4918	[ ] Male [✓] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [✓] White [ ] Other
Ros Voye		8290 S. Etienne Way Sandy	RJVoye@gmail	801-598.8086	[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
LISA TUCK		7315 Shady Woods Circle Midvale 84047	Lisa.Tuck@hdrinc.com	8014506338	[ ] Male [✓] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [✓] White [ ] Other
SUE SANSOM					[ ] Male [✓] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [✓] White [ ] Other

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UTAH DEPARTMENT OF TRANSPORTATION SIGN-IN SHEET
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Fort Union Boulevard to Alta

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Kay E. Fowler		8864 Alpen Loop Cottts UT 84121	Blair32@comcast.net	801-943-0195	[ ] Male [X] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
Doug Fry	Brighton C.C.	8338 So. Brighton Loop Rd Brighton, UT 84121	frydc@comcast.net	801-537-9411	[X] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
Robert McEvoy		SANDY UT 84092 10729 Stone Gate Cir	rpmcevoy3230@gmail	978-884-8944	[X] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
Jesse Malman		820 E Bryan Ave 84105	jcmalman8@yahoo	385-205-0932	[X] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
Mary Young	Granite Comm. council	3260 E. Wasatch Pines Ln, Sandy, UT 84092	tmayoung@xmission.com	801-942-2491	[ ] Male [X] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
Brian Nordberg		6727 S. 1680 E SLC, UT 84121	edu-dbn@hotmail.com	801-944-6961	[X] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
Peter Kees		10235 Creek Run Wy #311 Sandy 84070	Ptkees@yahoo.com	801-201-1990	[X] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
Kristen Wight		8262 Top of the World C.W.tt 84121	candkwight@msn.com	801-792-2049	[ ] Male [X] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
Jeff Stenquist		14121 Winfield Scott Way Draper UT 84020	jeff.stenquist@outlook.com	801-558-6875	[X] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
Christeen Pratt		8650 Russell Park Rd	prattchristeen@MSN.com		[ ] Male [X] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other

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William M Shorter	citizen	1164 Wake St SLC UT 84105		801-455-1793	[✓] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
LISA PFLUGA		9845 S 2465 E SANDY UT 84092	LAPFLUG1100 GMAIL.COM	801 733 9842	[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
Michael Samson	Citizen				[✓] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [✓] White [ ] Other
David Robinson	citizen	10666 E Meadowmoor Holladay 84117			[✓] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
CHRIS Cawley	U	1950 E 1700 S SLC 84108			[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [✓] Hispanic [ ] White [ ] Other
Wade William		2393 E. Jessica Lane Sandy, UT 84092	wwilsme@mac.com		[✓] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [✓] White [ ] Other
Cassie & Marcus Dippo	citizen	Alta Lodge	mdippo@altaLodge.com	801-742-3500	[X] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
Andrew Neilson		5081 E. Little Cottonwood Canyon			[X] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
John Knoblock	Mount Olympus Community Council	4475 Zarahemla Dr. Millcreek	JohnKnoblock@yahoo.com		[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
Higinio Gonzalez	citizen	8651 Kings Hill Drive	higinioJuan@hotmail.com	801-707-5628	[✓] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [✓] White [ ] Other

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DAVID VANDAME		1148 E 6600 S	KVD.DVD@JUNO.com	801-261-5985	[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
Ron Roberds		9077 S. Wasatch Bl	toronr@q.com	9	[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
Bart Reuling		9443 W. Old Chemo's	fbreuling@msn.com	435-645-3929	[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
Robert Wright Cynthia Wright		2162 E Layer St. Sandy 84092	K7RW@yahoo.com	801 943-6749	[X] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
Steven Sadler		1240 E Brockway Cir	stevensadler01@gmail.com	801-230-9798	[X] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
Harris Sondak		PO Box 8016 ALTA 84092	hsondak@townofalta.com		[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
Russ Harmer Jeannie Harmer		3569 Kings Hill Circle Cottonwood Heights, Utah 84121	russharmer48@gmail.com	801-942-0076	[X] Male [X] Female [X] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
Cherie Byars		6915 S Virginia Hills Dr Cottonwood Heights UT 84121	cheriebyars@hotmail.com	8019461691	[ ] Male [X] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
Mike Peterson		6663 Cristobal St. C.H. UT. 84121	mpeterson@cottonwoodheights.utah.gov	801-718-1421	[X] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [X] Hispanic [X] White [ ] Other
David Muir		1511 E 7380 S CWH UT 84121	DMUIR.SLC@GMAIL.COM	801-580-6250	[X] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other

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JOSEPH INGLES		1485 N. 1100 W., WEST BOUNTIFUL, 84087	JEANETTEBUTINGLES@YAHOO.COM	801 295-8400	[X] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
Penelope Smith		9944 So Sandridge Dr. Sandy UT 84092	gnz@xmission.com	801-572-0346	[ ] Male [X] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
David R Smith		9944 So Sandridge Dr. Sandy UT 84092	gnz@xmission.com	801-572-0346	[X] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
MIKE LANDMEIER		9097 S. WHISPER COVE RD SANDY 84094	MEL2221@GMAIL.COM	480-246-2047	[X] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
Del Draper		3838 Boyd Rd SLC 84124	D.l.Draper3@outlook.com	801 577 9964	[X] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
Gary Pearson		3347 Dameberg Dr Cottonwood Hts.		801-942-2157	[X] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
Jeffrey Lunt		10261 Sacramento Way, South Jordan 84009	jeffreylunt@gmail.com	801 839 6586	[X] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
Bina Skordas		1961 S. 800 E. SLC, UT	bina.skordas@utahcleancities.com	801.232.5307	[ ] Male [X] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
Mimi Leavitt		PO Box 8040 ALTA, UT 84092	mleavitt@altalodge.com		[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
Patrick Morrison		2091 E. Murray Holladay BLVD, Holladay	trails@cottonwoodcanyons.org	602 690 0551	[X] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other

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Bill Wall	UDOT	8340 So Brighton Loop Brighton UT 8412(	wwall@utah.gov	801 376-5280	[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
Matt McKee	UDOT Avalanche LCC Supervisor	PO Box 8002 Alta, UT	mattmckee@utah.gov		[X] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
Don Despain	Brighton Resident	7815 S. Big Cottonwood	sold@qwestoffice.net	435-714 0494	[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
Cliff Orton	Resident	8430 S. Dynasty Way C-T.	orton8509@gmail.com	801 541 5752	[X] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
Hilary Arens	Snowbird		harens@snowbird.com	801-933-2222	[ ] Male [X] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
Dave Fields	Snowbird	9385 S. Snowbird Center Dr. 84092	dfields@snowbird.com	801 933 2041	[X] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
Paul Hansen	La Montagne HOA	1 La Montagne Lane Sandy, Utah	ephansen@attnet	801-733-6917	[X] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
Dennis Goreham	Wasatch Mtn. Club	1539 E 4070 S SLC, UT 84124	dgoreham@gmail.com	801 5505169	[X] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
Matt Shipp	Cottonwood Heights		mshipp@ch.utah.gov		[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
Bill Schwartz	Resident	2165 E 7495 S. 84121	billschwartz3@CFL.RR.com	407 928 6749	[X] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other

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Dan LeRoy	Self	8973 Kings Hill Dr. CW. 84121		801 942-1137	[✓] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [✓] White [ ] Other
Janie LeRoy	resident	8973 Kings Hill Dr. CWH 84121	janierleroy@gmail.com	801-942-1137	[ ] Male [✓] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [✓] White [ ] Other
R W Cameron	Brighton Resident	11165 mtn Sun Ln 84121			[✓] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
Betsy Wolf	Resident	P.O. Box 58165, SLC, 84158	betsy.wolf74@gmail.com		[ ] Male [✓] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
S. EYER KANFER	RESIDENT	8177 S WASATCH GROVE LN			[ ] Male [✓] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [✓] White [ ] Other
SILVIO KOVACH	RESIDENT	8177 S WASATCH GROVE LN			[✓] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
Jolene Despain	resident Brighton	7815 S. Big Cottonwood Canyon Road Brighton UT 84121	jolene_despain@gmail.com	435-714-2121	[ ] Male [✓] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [✓] White [ ] Other
MARY MAX Evans	"	3357 E 7635 S Cottonwood Heights			[✓] Male [✓] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [✓] White [ ] Other
Bob & Lynne Mutz	Resident	2407 E 7745 S.	KrausLD@mail.com	801-453-9990	[✓] Male [✓] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [✓] White [ ] Other
Cody HANSON	Resident	3263 English Way	C.LAYNEHANSON@gmail.com	801-942-5231	[✓] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [✓] White [ ] Other

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Eurick, Glenn	Self	48W300S #1703 SLC, UT 84101	eug.ala@gmail.com	8015413577	[X] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
Jen Clancy	FOA	Alta, UT 84092			[ ] Male [X] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
Andrew Gruber	WFRC	Millcreek	agruber@wfrc.org		[X] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
Kimberly Kraun	Self		sheslc@att.net		[ ] Male [X] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
Mike Bockelie	SELF	8874 TRACY DRIVE	Mike.Bockelie@gmail.com		[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
Ken Hostetter	Self	3550 E. Kings Cove Wy	KENHOSTETTER@GMAIL.COM	801-910-9430	[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
Tim Martin	Self	#1 Altawood Drive Sandy 84092	timmartin@extensata.com	801.409.0312	[X] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
Kathie Allen	Self	7641 S. Quicksilver Dr. Cottonwood Hts, UT 84121	kathrynallenmd@gmail.com	801 231-3505	[ ] Male [X] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
Albert Evans		2909 Fallentree Rd.	—	801-947-1828	[X] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
Jennifer Murphy	Self	7966 Top of the World Dr.	jenny32@gmail.com	801-381-0254	[ ] Male [X] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other

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Lauren DeVries	Resident	586 E. 6870 S. Midvale UT	lauren-marie.devries@gmail.com	801-857-5342	[ ] Male [X] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
Chris Pond	BCCA/RESIDENT	10043 Granite Crest Cove Sandy	cpond@hotmail.com	801 8032201	[X] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
LeeAnn Ehrhart	Resident	8795 Kings Hill Dr Cottonwood Heights	devilcat_ami@yahoo.com	8015988887	[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
Woody Moxon	Resident	3705 E Racquet Club Cir, SLC	woodyn817@aol.com	801-699-3531	[X] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
Heidi Goedhart	~~Resident~~/Resident	548 S. WINDSOR	heidigoedhart@yahoo.com	208-431-1926	[ ] Male [X] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
Scott Christensen	S.L. County Resident	PO Box 2444 S.L.C. UT 84110			[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
R. JACOBS	SL COUNTY	8717 SUGARLOAF DR. SANDY			[X] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
John Tenney	Resident	3641 Golden Oaks Dr.	jtenney10@gmail.com	801-940-4765	[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [X] Hispanic [X] White [ ] Other
FRED BURTON	HOME OWNERS RESIDENT	4009 CANYON VIEW DR. SANDY UT	FredburtonC FredburtonC01@yahoo.com	801 942 7603	[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
Peter Corroon	Friend of Alta	PO Box 8126 Alta UT 84092	petercorroon@gmail.com	801-597 7477	[X] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other

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Steven Princiotta	Self	12617 S. Bridgecreek Way Draper, UT 84020	skiatx54@gmail.com	(801) 803-9303	[X] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
Barbara Cameron	Big Cottonwood Community Council	11185 Mountain Sun Lane Brighton, UT 84121	barbaracameron@hotmail.com	8016949045	[ ] Male [X] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
John KENNINGTON	—	7251 PIPPEN DR COTTONWOOD HTS. UT, 84121	JCKSOLAR@gmail.com	801-910-9428	[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
MARCELIA JONES	SELF	9053 S. KINGS HILL PL C HTS 84121	MLS11111@YAHOO.COM	801-930-5116	[ ] Male [X] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
Christy Dahlberg	WFRC	Banbury, SLC, UT 84121	Christy@wfrc.org		[ ] Male [X] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
LEE BETHOS	SELF	124 E. HAVARD AVE SLC - 84111	leebethers@GMAIL.COM		[X] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
Carly Castle	SLC Public Utilities	1530 South West Temple, SLC	Carly.castle@slcgov.com		[ ] Male [X] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
G. Vargyas		1652 E Roosevelt Ave SLC			[X] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
James Blanton	Sgt. UHP	3510 S. 700 W. SLC, UT. 84119		801-550-5973	[X] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
Ed Twohill	"	" "		801-231-2031	[X] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other

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UTAH DEPARTMENT OF TRANSPORTATION SIGN-IN SHEET
Project Description: Little Cottonwood Canyon Environmental Impact Statement
Project Number: S-R299(291)
Pin: 16092

Little Cottonwood Canyon ENVIRONMENTAL IMPACT STATEMENT
Fort Union Boulevard to Alta

The Utah Department of Transportation monitors attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name (Please print or write clearly)	Title/Representing	Address (City, State and Zip)	Email	Phone	Checking the appropriate boxes is optional & voluntary	
Tali Bruce	Council member	2598 Cypress Way CH UT 84121	TBruce@CH.Utah.gov	8015571020	[ ] Male [X] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
TOM COLLINS		3376 E. 7635 S SLC UT 84121	CACRIP2@gmail.com	801-944-9407	[X] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
EARL MIDDLEMISS		2787 LONE PEAK DR.	EARLMIDDLEMISS@GMAIL.COM		[X] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
Tee Tyler		7950 So. Mtn. Oaks Drive Cottonwood Heights, Utah		801 870 2072	[X] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
Jordan Backman	Planner / UDOT	4352 W Sacajewa St Riverton, UT 84096	jbackman@utah.gov	385-226-4255	[X] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
DON HALVERSON Janeen Halverson		3826 Little Cottonwood Lane Sandy, UT 84092	donha@comcast.net janeenh@comcast.net	801-230-8225 801-647-8968	[X] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
Rob Kerrison		11331 Willow Brook Cr Sandy, UT 84092	kerrison@comcast.net	801-824-6574	[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
RANDY EVES		11483 LEXINGTON HILLS DR, SANDY, 84092	R.EVES@ATT.NET	801-557-9718	[X] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
Parker Reed		362 E. Roosevelt Ave. SLC, 84115	parkertreed@gmail.com	978-621-0343	[X] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
GARY & JINX MCGEE		3502 E. BIG ROCK LN		801-943-3292	[X] Male [X] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other

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Fort Union Boulevard to Alta

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Name (Please print or write clearly)	Title/Representing	Address (City, State and Zip)	Email	Phone	Checking the appropriate boxes is optional & voluntary	
Wojciech Swiatek		2166 Mabey Dr. 84109, SLC	wojswiat@yahoo.com	801-413-8390	[X] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
Chris Hronek	Resident	586 E. 6870 S. 84047 Midvale, UT	pohek321@gmail.com	(435) 503-7611	[X] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
Monica Zoltanski	Resident Candidate Utah Senate 9	10963 S. Bay Meadow Cir Sandy UT 84092	votezoltanski@gmail.com	801-694-5877	[X] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
Helen Peters	SLCo.		hpeters@slco.org		[ ] Male [X] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
Eric Kiraan.	Resident CH.	363 Capstone Ave. CH. Ut. 84121	Eric.Kiraan@yahoo.com		[X] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
Larry Reasch	Resident	9776 S. Carriagehouse Ln Sandy UT 84092	lreasch3059@gmail.com		[X] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
John Guldner	Alta Town	PO Box 8016 Alta, Ut 84092	jhg@townofalta.com		[X] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
Cliff Curry	Town of Alta	PO Box 8081, Alta UT 84092	cliffcurryaltautah@gmail	801-742-3500	[X] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
Jonathan Knight		128 S. Lincoln St., SLC UT 84102	jplknight@gmail		[X] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
Titus Case	resident	3665 E Golden Oaks Dr SLC, UT 84121			[X] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other

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Fort Union Boulevard to Alta

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Anna Morbarn	Resident	7093 S 2155 E Cottonwood Hgts, UT 84121			[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
Patrick Shea	Resident	2568 S. Elizabeth St. #4 SLC UT 84106	pas@patshealaw.com	801 671-9902	[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
Tim Hallbeck	"	2251 Cottonwood Cove	Timhallbeck@yahoo.com		[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
EDMOND O'Mahoney		PO Box 71957 SLC UT 84171			[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
Ulrich Brunhart	Resident	3872 Parkview Cir, Millcreek 84124	ubrunhart@aol.com		[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
John Montoya	ME	1230 Norwalk			[X] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [X] Hispanic [ ] White [ ] Other
Doug Bledsoe	SELF	8622 HAWKHILL ALTA			[X] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
Zhiheng Liu	Resident	1918 Rich Way, SLC			[X] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [X] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
Andy Hulka	Resident	4763 S Bonair St, Holladay	andrew.hulka@gmail.com		[X] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
					[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other

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Name (Please print or write clearly)	Title/Representing	Address (City, State and Zip)	Email	Phone	Checking the appropriate boxes is optional & voluntary	
Jeff Davis	HOA OAKS & self Wasatch	8123 Clover Spring Lane 84121	jeffdavies2173 @yahoo.com	732.232.1684	[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
Lars Erickson	self	8360 Lost Spring Lane C-H., UT 84121	utlars@gmail.com	801 864 1475	[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
Paul Godot	self	10359 Eagle Cliff Wy. Sandy 84092	paulgodot@gmail.com	801.859.1579	[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
Darrin Rosenau			Darrin@Terradynetwork	801 733 5000	[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
					[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
					[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
					[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
					[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
					[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other

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LaNiece Davenport	Citizen	9223 S. Stone Ridge Cir Sandy, UT 84093	laniecedavisman@hotmail.com	801-809-6828	[ ] Male [X] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
RICHARD SAURER	SELF-RESIDENT OF C.H.C. (ON WASATCH BLVD.)	8754 ALPEN WAY C.H.C, UT 84121	-	801-943-0141	[X] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
Dea Theodore	Sandy Citizen	9054 S. Daybreak Dr. Sandy, UT 84093	dmwolf75@hotmail.com	801-755-5475	[ ] Male [X] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
KEVIN DWYER	SALT LAKE VALLEY TRAILS SOCIETY	12288 S 900 E DRAPER, UT 84020	KEVIN@SLVTS.ORG	8016470797	[X] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
Kim Clark	Res.		Kim@r-i-a-consulting.com	8018607354	[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
Tom McFarland	Self	7682 Winterdale Cir 84121	Tom1.mcfarland@gmail.com	801-942-1542	[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
Michael Romney	Self	7430 S. Wasatch Blvd #A1	romney.michael@gmail.com	801-916-6848	[X] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [X] White [ ] Other
					[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
					[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
					[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other

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Lucy Smith	resident/ citizen	2379 E. 4500 S. SLC, UT 84117	lusmith2@xmission.com	801) 274-0546	[ ] Male [x] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [x] White [ ] Other
					[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
					[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
					[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
					[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
					[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
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					[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other

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Little Cottonwood Canyon

ENVIRONMENTAL IMPACT STATEMENT

Fort Union Boulevard to Alta

We Value

Little Cottonwood Canyon

- Water resources
- Ecosystem of plants & wildlife
- Year-round recreation
- Local economy
- Natural landscape

Challenge

Little Cottonwood Canyon

fastest growing population in the nation

Challenge

Little Cottonwood Canyon

More visitors are accessing the canyon

Challenge

Little Cottonwood Canyon

Increasing pressure on State Route 210 (S.R. 210)

ENVIRONMENTAL IMPACT STATEMENT

Partners

Little Cottonwood Canyon

UTA SM

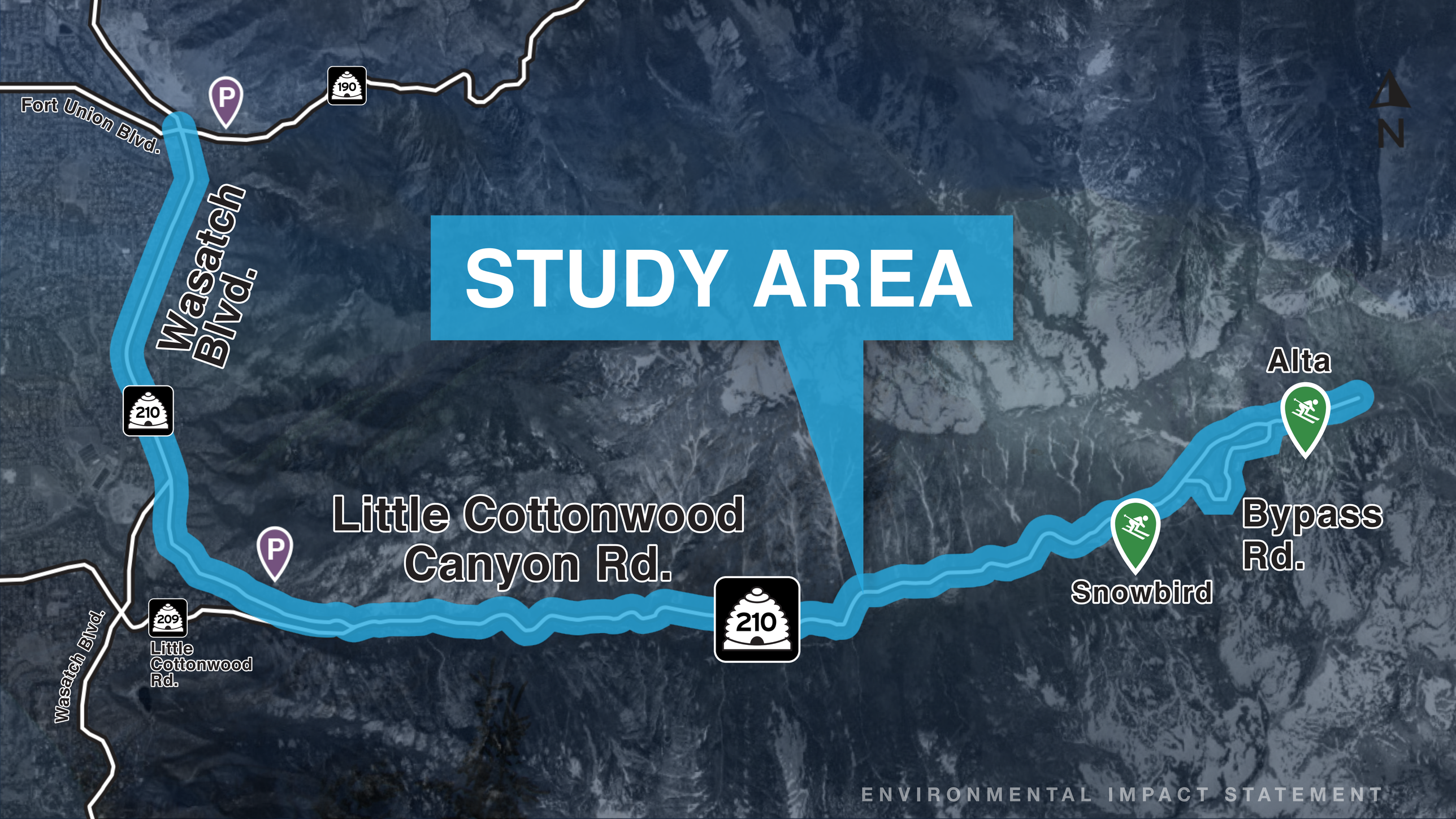
UDOT Keeping Utah Moving

Study Area

Little Cottonwood Canyon

Fort Union Blvd. to Alta including the bypass road

ENVIRONMENTAL IMPACT STATEMENT


STUDY AREA
Fort Union Blvd.
Wasatch Blvd.
190
210
Little Cottonwood Canyon Rd.
209
Little Cottonwood Rd.
Wasatch Blvd.
210
Alta
Snowbird
Bypass Rd.
N
ENVIRONMENTAL IMPACT STATEMENT

Goals

Little Cottonwood Canyon

Reduce traffic congestion during peak travel times

Enhance the recreation experience for locals and visitors through transportation improvements

Address | Little Cottonwood Canyon

Potential Improvements to S.R. 210

- Manage number of vehicles
- Improve traffic flow
- Increase roadway safety
- Enhance trip reliability
- Improved transit service and related parking
- Avalanche mitigation
- Tolling

Study | Little Cottonwood Canyon

The type of study that UDOT is conducting is an Environmental Impact Statement (EIS)

(2 Year Process)

ENVIRONMENTAL IMPACT STATEMENT

Process

Little Cottonwood Canyon

1. Notice of Intent
2. Public Scoping Period *(Current stage)*
3. Purpose and Need
4. Alternatives Development/Refinement
5. Draft Environmental Impact Statement (EIS)
6. Final EIS
7. Record of Decision

ENVIRONMENTAL IMPACT STATEMENT

Public Scoping Period

Little Cottonwood Canyon

Scoping is a collaborative process between UDOT and the public

ENVIRONMENTAL IMPACT STATEMENT

Public Scoping Period

Little Cottonwood Canyon

During this phase, the public will provide input on:

- "Purpose and Need" that describes the need for improvements to S.R. 210

ENVIRONMENTAL IMPACT STATEMENT

Public Scoping Period

Little Cottonwood Canyon

During this phase, the public will provide input on:

- The values, priorities and issues that UDOT should consider in regards to S.R. 210

ENVIRONMENTAL IMPACT STATEMENT

Public Scoping Period

Little Cottonwood Canyon

During this phase, the public will provide input on:

- Ideas for transportation improvements that should be considered in the EIS process

ENVIRONMENTAL IMPACT STATEMENT

Get Involved

Little Cottonwood Canyon

Learn more about the EIS, ask questions of the study team and share your input

ENVIRONMENTAL IMPACT STATEMENT

Get Involved

Little Cottonwood Canyon

Talk to a study team member or send us an email to schedule a meeting:

LittleCottonwoodEIS@utah.gov

ENVIRONMENTAL IMPACT STATEMENT

Get Involved

Little Cottonwood Canyon

Scoping period closes on:

May 4, 2018

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by UDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated Jan. 17, 2017, and executed by FHWA and UDOT.

Photo by Bill Nalli

ENVIRONMENTAL IMPACT STATEMENT

WELCOME

LITTLE COTTONWOOD CANYON ENVIRONMENTAL IMPACT STATEMENT

PUBLIC OPEN HOUSE

UDOT Keeping Utah Moving

Little Cottonwood Canyon ENVIRONMENTAL IMPACT STATEMENT
Fort Union Boulevard to Alta

UTA SM

FOREST SERVICE US DEPARTMENT AGRICULTURE

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by UDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated January 17, 2017, and executed by FHWA and UDOT.

ENVIRONMENTAL CONSIDERATIONS

- Water Quality
- Air Quality
- Property Impacts
- Economic Impacts
- Hazardous Waste Sites
- Historic Properties
- Land Use
- Noise
- Potential Construction Impacts
- Social (e.g. emergency services, neighborhood unity and community character)
- Wildlife
- Wetlands
- Visual
- Threatened and Endangered Species
- Minority and Low-Income Populations
- Cumulative Impacts
- Parks and Recreation Areas

TRANSPORTATION CONSIDERATIONS

- Transit
- Travel Delay and Congestion
- Tolling
- Bicycle and Pedestrian Access
- Recreation Access
- Business and Residential Access
- Utility Relocations
- Local Land Use and Zoning Plans
- Regional Growth
- Safety

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by UDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated January 17, 2017, and executed by FHWA and UDOT.

APPENDIX E

Scoping Comments

Appendix E: Scoping Comments

This appendix includes public and agency comments received during the Little Cottonwood Canyon EIS scoping period, March 9 to May 4, 2018. The table that follows this page lists the names of people who submitted comments in alphabetical order (last name, first name), the number assigned to their comment(s), and the method they used to submit their comment(s).

The full text of each comment submittal follows the list of commenters. The comments are presented in numerical order.

Name	Comment #	Submission Type
Adams, Chris - Wasatch Backcountry Alliance	440	Email
Albertson, Susie	299	Email
Allen, Kathie	422	Video Interview
Allen, Mark	259	Website
Altice, Andrew	305	Website
Anderson, Klay	138	Website
Andrews, Amalia	330	Website
Arndt, Dan	367, 368	Website
Askins, Samuel	53	Email
Asper, Garrison	155	Website
Backman, Bret	244	Website
Bain, Robert	24	Email
Baker, Jim	139	Website
Barros, Lauren	59	Email
Bateman, Joe	297	Email
Beck, Hayden	237	Website
Becker, Brooke	68	Email
Behle, Brian	33	Email
Bennett, Diana	352	Website
Bennett, Susan	159, 309	Website
Bennion, Tim	127	Website
Bercaw, John	157-158	Website
Bethers, Lee	409	Comment Form
Billie, Mark	99	Website
Biltoft, Christopher	238	Website
Bledsoe, Doug	381	Comment Form
Boardman, Kelly	294	Email
Bockelie, Mike	317-318	Website
Bockelie, Nanci	116	Website
Boeger, Thomas	235	Website
Borgenicht, Roger - Utahns for Better Transportation	440	Email
Bostick-Cooper, Tammie	126	Website
Bounous, Ayja	254, 255, 256	Website
Bourke, Margaret	338	Website
Bourke, Roger	329	Website
Bowen, Ben	21	Email
Bower, Miker	202	Website
Bowman, Jane	54	Email
Bowman, Kate	171-173	Website
Bradley, Tyson	44	Email
Brady, Ann	41	Email
Briefer, Laura - Salt Lake City Department of Public Utilities	435	Agency Letter
Brill, Jason	219	Website
Brown, David	287	Website
Brozovich, Taylor	130	Website
Bruce, Tali	411	Comment Form
Brunhart, Ulrich	415	Comment Form
Bulaj, Grzegorz	201	Website
Burns, Jane	4	Email
Burton, Fred	426	Video Interview
Cameron, Barbara	408	Comment Form
Cameron, R	402	Comment Form
Campanelli, Mike	303	Website
Carroll, Brett	204	Website
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1	Fiona Hayes	Traffic in and out of the canyons has gotten out of control. 3 hour wait times to access the canyon on a snow day have become the norm. I suggest mandatory carpooling into the canyon, if you're by yourself you can ride the bus or hitch a ride. Also enforcing the snow tire rule is ABSOLUTELY NECESSARY! People choosing to ignore the snow tire requirement in the winter months put everyone around them in unnecessary danger. I suspect this would help cut down on traffic in the canyon for the short term as well. Imposing a limit on passes sold at the resorts may also help cut traffic, however I don't know how feasible this is.	Email
2	Rebecca Wallace	We need more public transportation up Little Cottonwood Canyon. What would be ideal is a railway. But until that can be implemented, non polluting shuttles that run every 10 minutes during peak times would be great, similar to the system at Zion Canyon.	Email
3	Marcus Hall	The time has clearly come for mandatory bus service up and down BOTH Cottonwood Canyons. The obvious way to do this is along the model of Millcreek Canyon, with tolls being charged to make taking the bus a better option for passengers and canyons, alike. The tolls could help purchase (along with UDOT funding) a fleet of QUIET, EFFICIENT, Electric Buses, such as the ones that now grace Park City streets. The U.S. Dept. of Transportation also offers large subsidies to purchase these buses, as they did in Park City! See: https://www.proterra.com. The answers are already right in front of us at Millcreek Canyon and Park City. All we need is the political will and public commitment to become a NATIONAL SHOWCASE for 21st century mass transportation!!	Email
4	Jane Burns	I am extremely concerned about the amount of traffic going into and out of the canyon. I think the eco system should take precedent over monetary considerations. I also don't think any kind of mass transit should ruin the aesthetics of the canyon	Email
5	Georgie Corkery	There should be more frequent buses running up and down both Big and Little Cottonwood Canyon. The pick up points should not only be at the park and rides, but extend to one to two stops south along Wasatch Blvd.	Email
6	Ralph Warner	I believe some or all of the following will help with congestion and traffic in Little Cottonwood Canyon: 1. Charge access fees similar to Mill Creek Canyon. 2. Allow preferred access to vehicles with 2 or more occupants. 3. Sell annual passes for fees and implement a quick access system that gives priority for those passes. 4. Expand passing lanes for uphill traffic to allow faster vehicles to get around busses and slower vehicles.	Email
7	SHirin Spangenberg	Reduce traffic in Little Cottonwood Canyon. Do not make it easier for vehicles to get up the canyon. It should only be shuttle buses.	Email
8	Richard Maxfield	I think there should be a long term plan established for building a rail system through the canyon. It is inevitable with the projected growth for Utah, that a road in this narrow canyon will soon be overwhelmed with users. With a rail system eventually looping through park city and Big Cottonwood canyon, Utah would enter the be able to offer visitors and residents hassle free travel experiences through these areas. The endless traffic congestion will not be eased by more buses. There needs to be restrictions of private autos and an alternative method of transporting people to the locations they want to visit.	Email
9	Anders Hart	State Road 201 traverses a world-class natural and recreation area, and one of the greatest threats to this area is increasing traffic congestion during peak visitation times in both the summer and winter. UDOT should consider options to limit the number of vehicles in Little Cottonwood Canyon. UDOT should investigate the possibility of using a mandatory shuttle system similar to the one used in Zion National Park. Such a shuttle system would be a natural extension of the existing Park and Ride system. Establishing a toll or fee on S.R. 201 could also be a good	Email

Comment #	Name	Comment	Type
		option. Both of those options would also ease parking congestion in the canyon, which is also an important watershed. UDOT should seek to avoid creating any more imperious surfaces (like more paved parking lots or widened roads unless absolutely necessary) in the canyon that would harm water quality and incentivize more vehicle traffic.	
10	Diane Whittaker	Is there any way to widen the road in places to allow passing?	Email
11	Connor Hansell	Little Cottonwood canyon traffic can be a mess on good snow days but the traffic is beneficial when keeping people from mobbing both Alta and Snowbird. The canyon's limited size makes it not a good venue for tons and tons of people at the same time. The ski resorts become more dangerous for skiers and snowboarders when they are at capacity. No one wants to be on the ski slope or hiking on a trail when its overcrowded with people. So as appealing as fixing the traffic congestion is, it also would bring the canyon to capacity a lot quicker. Light rail or increased bus traffic would just turn the canyon into a recreation opportunity flooded with people (and all of the additional infrastructure problems that come with that) that just create more challenges. I so hate the traffic, I really do, but it helps in that when people see the line of cars at the bottom they might choose to recreate elsewhere, which saves the canyon from being flooded with users. I don't think cramming as many people up the canyon as fast as possible is a solution. Thank you for your time.	Email
12	Shelly Filgo	Tourists and locals all agree we are very tired of waiting in line only to in a line of cars and traffic get up to the resort to wait in line. Not only do we have tons of pollution from ideling cars in an already poor air shed but the impact on the canyons has got to be unsustainable. Europe has a system, trains at least try buses ride share app. The home owners are another matter that may have the right to drive. But the single person in the SUV these days doesn't cut it. Europe has a system, trains at least try buses ride share app. The home owners are another matter that may have the right to drive. But the single person in the SUV these days doesn't cut it. This is a problem not just for us locals but we are loosing tourists that will keep these resorts alive.	Email
13	Shane Kemp	My comments are focused on the winter, where I think the biggest problems are. I think it might be a mistake to only look at the corridor to Ft. Union and not also down 94th to Sandy. Probably nothing that can be done at this point since the "official study area" has been set already ... but it seems to me the best option for additional parking is at the 94th/2000 intersection in Sandy. Running frequent NON-STOP buses from that location seems like the best option to mitigate traffic on the heavy traffic days. If there are plans to put in a bunch of additional parking at the mouth of BCC, maybe that changes things. In any event, one thing I don't see mentioned that I think could be critical: Tailoring solutions to fit specific conditions and days. The weekend needs are different than weekday. Stormy days are different than fair weather. Having one solution that works for all situations is not efficient or prudent. Saying that is is too hard or too complex - those are poor excuses to finding a good solution.The barrier to me using public transit has always been efficiency: Why would I take the bus if it makes my trip longer in every situation? I prefer to hitch-hike if I want to ride share. There are too many stops and if the road is jammed, the last place you want to be is stuck on an overcrowded bus. If I am going to be stuck in traffic, I would rather be in my car. You have to change the equation: Make it so that riding the bus has an advantage over driving. People are not going to take public transit because of altruism or greater good - they are only going to do it if it benefits them in some way. A train seems impossible - but that would be the holy grail: Something	Email

Comment #	Name	Comment	Type
		unaffected by weather and traffic. you know if you get on, you'll be at your destination in a set amount of time. People would use that. the best ideas I've heard are multiple lanes in the direction of heavy flow. (up in the morning, down in the evening). Why we have downhill passing lanes today is beyond me - no one thinks those are a good idea. Encourage passing downhill on a steep road with corners and possible snowy conditions?!? Who thought of that?! To really work, we need 3 lanes the entire length of the canyon. If there ever is a merge, then it defeats the purpose and you will have a traffic jam. Don't just add a few more passing lanes - that doesn't increase total flow.	
14	Brittany Heinz	charging fees to drive up the canyons is not going to solve the traffic congestion problem. people will pay the entry fees and the canyons will still have traffic. there needs to be a better mass transit solution for going up the canyons in order to solve the problem. more spaces for park and ride for the buses. more uta buses on the route. long term plan for either monorail or train system going up and down the canyon to transport more people and quicker using cleaner energy. there also needs to be high fines for people who drive up the canyon on 2wd when there is a chains/4wd requirement in effect. tax payers money is being wasted to pay a police officer to sit at the mouth of the canyon and enforce this. the bad traffic situation is made worse when there is inevitably an accident in the canyon involving people in 2wd cars without chains. this would be a good revenue generator for the city as well as a deterrant for people.	Email
15	Jon Pearson	Essentially everyone can agree that we are loving our canyons to death. We need to begin action now (of course it will require revisions in the future) to save them for future generations.Whenever a goal such as this is desired, it is important to look at the actual studies by behavioral scientists to see how to get people to change their behaviors and habits. We all love the idea of mass transit, for example, but secretly, we just hope everyone else will use it so we can keep driving our cars to work. In the canyons (both Little and Big), data would suggest that a combination of "carrot and stick" would be best at changing behavior. When there is a "stick" in place (examples include parking fees or a per car fee), small "carrots" are very effective at changing behavior. Most people will do almost anything for a perceived "free item". An interesting example of this was a study where people were given hypothetical free trip to Paris or to Venice. Predictably, the people were about 50/50 on the trip-of-a-lifetime they would choose. However, if you include a free continental breakfast with one of the trips, the ratio changes dramatically. Even though the value of the breakfast is tiny compared to the free trip, people will skew their choice for something free. I suggest you put in place a per-vehicle fee, and then choose ways to create free access. Car-pooling, buses, and all-electric exemptions come to mind. I'm not so sure that an annual pass idea will work unless the fee is very high (which then further creates the notion of the mountains being the playground of the affluent). I suggest that the per-vehicle fees are used to greatly diminish the costs of canyon buses... again, carrot and stick. There should be some canyon "express" routes that only stop a couple of high traffic places, and some "local" routes that will stop at various trailheads throughout. All of this is predicated on having adequate parking for the buses and car-pooling individuals. Can we get a massive parking structure at the gravel pit? It could be a smart lot that has real-time info on numbers/locations of parking spots and message boards with departing bus schedules. The building could also have retail such as ski rental, picnic/grocery supplies, coffee shops, outdoor gear, etc. I understand there is also another model being considered that involves an app that would allow surge pricing and parking spot reservations. Are the ski areas willing to go along	Email

Comment #	Name	Comment	Type
		with this? In the winter, the vast majority of the traffic is going to Alta and Snowbird. If the ski areas aren't part of the plan, I don't see things changing much. It could work fairly well for the summer traffic. Though again, many people are going to the resorts (especially Snowbird). The options I discussed above don't require the permission of the ski areas. The resorts can decide on their own if they want to re-imburse skiers who have paid the per-vehicle fee. I do have a final concern I would like addressed. I am very worried that whatever is implemented in LCC, there will be a huge "escape" to BCC because it doesn't have the same rules. This is very much the above trip example. People wanted to go to Snowbird (and spend $120 for a ticket), but they now choose Brighton because of a $5 car fee that is "free" in BCC. I know this is just a study, but I am concerned about the unintended consequences on BCC. I think the study is incomplete/inaccurate without including BCC. You may get a false reduction in traffic simply because people starting spilling to BCC. At the least, you need to do pre and post-implementation counts on BCC. Please get things started in BCC as well. Your study will not be accurate if you don't.	
16	Kathleen Rice	Reduce the speed limit on the roads. Charge for parking - which would be allowed in only certain areas, rather than collecting money electronically - that sounds expensive and has the potential for error. Increase the public transportation options to be double what it is now. Offer public transportation all year long. Educate the public on proper stewardship of this unique natural resource.	Email
17	TQ	At LEAST $10 per car fee should be instituted immediately for both Big and Little Cottonwood Canyon, year round. I can't believe this has not been instituted earlier. Our canyon is overrun and has been for the past 5 years. I've lived in the Salt Lake Valley my entire life and something HAS to be done!!!! Buses are NOT the answer, people won't use them but,....My other suggestion would be a light rail or above ground "Pods" transportation option, with parking at the mouth of the canyon.	Email
18	Elliott Hansen	As a citizen of salt lake city I am concerned about the impact that growing population and increased popularity are having on the wasatch mountains and specifically little cottonwood canyon. The accessible wilderness character of the wasatch range was the thing that drew me to this valley 20 years ago and that wilderness character needs to be protected for future generations. Furthermore, as the primary watershed for a growing population, development in the canyons should be limited and regulated closely. I believe any construction our development projects that are allowed should be for the sole purpose of mitigating the impact of current users rather than for the sake of growth or increased accessibility. Thank you.	Email
19	Jessica Kemper	Hello, I would like to submit a comment in support for public transportation. I think ideally, I would love to see a fleet of electric buses transporting skiers and hikers to their destination. This seems to work really well for National Parks and even the shuttle from Alta to Cecret Lake trailhead. The canyons are only going to get busier, as more and more people learn about our hidden treasures of trails and ski resorts. With a continually growing population in the valley, I think the more cars, the more damage to our pristine canyon. The reason why so many people love Little Cottonwood Canyon, or any canyon for the matter in the Wasatch Range is for the escape into nature from the city. Building MORE roads up the canyon to handle the traffic would be going against everything people love about the canyon, and would be introducing more cars, more fumes, more debri from the city. By creating a large park and ride in an already disturbed area at the bottom of the canyon, and providing a free	Email

Comment #	Name	Comment	Type
		shuttle during the busiest seasons in the canyon, a lot of deterioration could be prevented. Please, please, please, save our canyons.	
20	Eric Steckel	Cog railway with turn around at Alta and at base of Big Cottonwood Canyon. Rail should have capacity to equal or better current driving traffic (# of trains). Road only to be used for emergency and supply vehicles, so either widen transport route, tunnel into north side of canyon, or elevate railway.	Email
21	Ben Bowen	First, thank you for considering this issue. I think there are many thing that can be done to solve the traffic problems in our canyons. As far fetched as it may sound, I believe that the ultimate answer is trains in the Cottonwood Canyons. This was we aren't putting more busses on the road (I've never been more afraid for my life on the road than in a bus that was descending the BCC in a blizzard). I have even heard that there are rails in place in LCC. Has there been any consideration of this? Otherwise I would be in favor of a toll or an annual pass.	Email
22	Bob Speiser	First, thank you for considering this issue. I think there are many thing that can be done to solve the traffic problems in our canyons. As far fetched as it may sound, I believe that the ultimate answer is trains in the Cottonwood Canyons. This was we aren't putting more busses on the road (I've never been more afraid for my life on the road than in a bus that was descending the BCC in a blizzard). I have even heard that there are rails in place in LCC. Has there been any consideration of this? Otherwise I would be in favor of a toll or an annual pass. I'm very concerned about the heavy vehicle traffic in Little Cottonwood, the overflow around parking areas, and the harm that does to the environment and scenic values of the canyon. I think the best solution would be eliminate trailhead parking to the greatest possible extent and enforce it strongly. Please bear in mind that I'm an enthusiastic canyon hiker, and want the trails more easily accessible than they are now, given the crowding and congestion.. As in several national parks, this can be achieved by using nonpolluting shuttle buses from the canyon base, where cars would park and hikers would then ride to destinations of their choice. I strongly favor this alternative. In particular I oppose assessing significantnentry tolls to reduce canyon traffic, because I believe that would make the canyon less accessible to less wealthy people. Our public lands, an inspiring common heritage, should be available for all of us.	Email
23	Shaun Jacobsen	I believe that encouraging carpooling or transit riding through tolls is a better solution to widening the road. The canyon is at capacity already without increasing the influx of more automobiles. It is also important to maintain a shoulder or bicycle lane for active transportation and recreation.	Email
24	Robert Bain	I believe a toll is warranted at this time to address the numbers of people moving through LCC. Basically we need a deterrent of some sort to reduce the amount of traffic. This need is primarily in the winter so the toll gate could be used seasonally. It would be great if the toll gate is automated and that there are season passes for ease of traffic moving through the gate. I don't think there is a need to make the fee large since i don't think there is a pressing need for additional funds just a way to make it more of a commitment to enter the canyon. Also expanding the park and rides to accommodate more vehicles at the base of LCC would be a good improvement. Incentives for people to take the bus. A sign at the base of LCC and on line that indicates whether lots are full would be another big improvement. I think these suggestions are a good first line of attack and if they are	Email

Comment #	Name	Comment	Type
		effective then great and if not then more severe measures could be discussed ...Like a train but that is a big deal and we are not there yet. Thanks you so much,	
25	Rich Wyman	No trains! No Tunnels! I do support a Zion Canyon style approach which would mean alternative fuel powered buses and elimination of all non essential vehicles. Thank you very much! Rich Wyman	Email
26	Mitch Frankel	I am a heavy user of all of our Wasatch Canyons both during the summer and winter months. The issue at hand here is how to deal with the insane traffic that clogs LCC on snowy winter days. One thing that should be abundantly clear to all, is that the vast majority of this traffic is headed to both Snowbird and Alta resorts. Those of us that choose to ski in the backcountry have no problem finding parking spots early in the morning. The only time trailheads fill, is when Grizzly Gulch parking gets overrun with people going to ski Alta. I think it is up to the resorts to pay for any and all traffic improvements. It is their traffic that clogs the road and it is they that want more people to be able to come to their resorts and pay them money. They need to pony up and pay for dealing with this, not the public.	Email
27	Henry Whiteside	The priorities in planning for Little Cottonwood Canyon Transportation should be: Preservation of Salt Lake City's watershed. Access f low-impact recreation such as hiking, cross-country skiing, and picnicking. Access to trailheads in the Canyon as well as the ski areas. Access for commercial downhill, lift-served skiing. Improved bus and shuttle service and valley parking for same	Email
28	Jake Krong	My wife and I frequently travel up/down Little Cottonwood Canyon for recreation, especially during the winter ski season. We always pay close attention to the road closures and restrictions. Our experience is that the majority of road delays are due to people traveling in the canyons in 2WD verhicles during times when the 4WD rules are in effect. It seems like the 4WD rules are rarely enforced, and there are no ramification for those that knowingly break the rule. While addressing this issue will not solve all of the canyon traffic issues, it surely is a target that CAN and SHOULD be addressed.	Email
29	Jessica Yingling	Hello, 1) We need the speed limit to be REDUCED on Wasatch Blvd, south of Bengal. 50 mph is way TOO FAST and DANGEROUS. We are taking our lives into our hands trying to turn left into our neighborhood on Golden Hills Ave. 2) Please install divider FlexStakes along the center lane -- many a car has drifted over, and we fear being hit HEAD-ON by a car going 50-60 MPH. 3) Park-and-rides at the Gravel Pit or at local businesses that are closed on weekends. 4) NO WIDENING of Wasatch Blvd, South of Bengal, unless it's one lane for a flex lane.	Email
30	John Dubock	Ten years, volunteer Snowbird Mtn Host. Work the parking lot/buses/thousands of guests. Bottom line we lost the chance 8 years ago to influence ride sharing etc. Cars became plush, no way UTA can compete, I ride the 994 weekly, ski 70 days a year. UTA schedulers don't ride the ski bus, no one will pay $4.50 each way. It's time to make the rich cars pay, they WANT to pay. Let buses stage on snow days AND go up en masse, pissing off all those idiots driving single.	Email
31	Mark Gardiner	A great idea that will never be realized is to look at the arial gondola at Sunshine Village, Alberta, near Banff in Canada. At Sunshine Village there is a long scenic gondola that has 3 stations, Bottom, Middle, and Top. Eight-passenger cars dangle from cable above a beautiful natural setting not unlike LCC. All the automobiles remain at the bottom and people can travel between the upper stations (Alta and Snowbird). No concerns with avalanche or avalanche sheds. A year-round scenic attraction for people of all abilities and disabilities. Please consider this option as superior to wider roads, more buses, a train, avalanche sheds, and parking garages. The car park at the	Email

Comment #	Name	Comment	Type
		bottom of the Sunshine Village Gondola is enormous, so that would be one of many logistical puzzles for UDOT or the state to solve.	
32	June Thirawat	On weekends in the winter, there should be toll with less than 2 people in the car and a ride share program where people can carpool up the canyon.	Email
33	Brian Behle	I would like to see more bus infrastructure at the mouths of the canyon. Often, I want to take the bus, but the parking is full and it will waste too much time hunting or backtracking to find a spot. I believe a large, efficient public transit center for buses at the mouth of the canyons combined with large parking fees at ski resorts would solve much of the canyon congestion issue.	Email
34	Kyle Williams	Hello,I am a frequent user of the Cottonwood canyons for hiking, both winter and summer. for the last several years I have had to avoid going there on weekends and powder days because of ski traffic preventing me from even getting near the canyons without at least an hour long wait in bumper to bumper traffic. Taking the bus was not a viable option because there was no parking down in the city, and the buses dont stop consistently at most trail heads. Since it is obvious that skier traffic is by far the largest share of the traffic, in order to reduce traffic in the canyons, efforts must be aimed a getting skiers out of their cars and onto buses. It seems like a ski area parking fee that is large and painful would be the most effective. I dont know how much that would have to be, skiing is already very expensive and any fee may not deter many from driving. people who ski seem to have money to burn. We may just have to keep raising the fee until it creates the needed effect. Cars with 3 or more occupants could park free, encouraging carpooling and picking up hitchhikers. all fees collected must go towards providing more buses, and more parking near the mouths of the canyons.	Email
35	Erme Catino	Dear study commission, I don't believe a rolling electronic toll will work in Little Cottonwood Canyon. We need to disenfranchise the traffic and perhaps a toll like Mill Creek would work better. Another option would be to close the road entirely (except for UDOT and avalanche control workers) and make public transit mandatory for both summer and winter. I also believe that Big Cottonwood Canyon needs a toll immediately. The traffic in the summer has turned into freeway status as an alternate to Park City with folks speeding and joy riding over guardsman. It pollutes our canyons and ruins the mountain experience.	Email
36	Steve Hunt	I have lived in Salt Lake for 45 years. The congestion in little Cottonwood has become critical. During any good snowstorm the past several years the journey to and from the resort has definitely deterred from the sweet Utah powder. This may seem strange but has anyone explored the possibility of opening up the Emma mine tunnel that runs through to big Cottonwood Canyon as a possible rail shuttle route? I envision the train/rail system going up Little Cottonwood to service Snowbird and Alta, going through the mountain to service Solitude and Brighton. If a bus/shuttle system, similar to want to use Zion Canyon national Park, is used some very large park and ride lots will need to be established. I think the system could also work well. Either of these systems will be expensive. I think charging a fee to access the canyon will be beneficial. I would have no problem paying this fee.	Email
37	Lucy Smith	The traffic up Little Cottonwood Canyon can often be terribly congested. Alternative transportation options need to be investigated aggressively. One option for both canyons (although your request is just for LCC) would be to increase the amount of buses traveling up (esp. on weekends and snow days). A toll should be put in place where single rider cars get charged the most and the fee decreases with the amount of passengers you have in the car. Busses should be the least expensive options and highly encouraged through incentives. Busses should get	Email

Comment #	Name	Comment	Type
		priority going up the canyon and should be able to pass the line of cars on Wasatch to get the resorts first. Park and Ride lots need to be built out as well so there is more available parking.	
38	Sarah Woolsey	I am interested in easier bus use, allowing passes to be used for the canyon bus, and restriction of # of cars in the Canyon. I am in favor of a system that promotes non emission bus use NOT just payment for each car that goes us. Similar to the Zion Park bus.	Email
39	Joe Snow	Hello Mr Weston, Can you provide more detail on each of the proposed changes for SR-210 to little cottonwood canyon. Perhaps this could be considered, though I'm unsure under which area it would fit, would be to not allow people cars to sit and wait for the canyon to open. I think this is one of the reasons that traffic gets so bad	Email
40	Kathy Holder	I was glad to see that you have the 100 year floodplain on the checklist. Please make sure consideration is made on any work being done that is in a FEMA Special Flood Hazard Area (which is the 100 year floodplain) gets the proper floodplain development permits from each community it goes through, or other required FEMA processes are done like Letter of Map Changes.	Email
41	Ann Brady	I travel from Heber and I have mountain collective \ IKON pass. It would be great if there were more ski bus options from Heber and something that loops all the way around (DV, PC, BCC, LCC, Sundance) or maybe a gondola that runs in the winter and runs over the top would be nice so that we didn't have to drive all the way around! Reducing the number of transfers increases likelihood of ridership. I continue to see people without the proper equipment in these canyons which just makes everything slower and more dangerous. I don't bother trying to get into LCC for fresh pow because of the traffic. I would support making BCC and LCC bus-only during winter like they do at Zion in the summer, especially if that means more busses!	Email
42	Cliff Orton	My concern is two-fold. The first concern involves the noise generated by a widening of Wasatch Blvd. Wasatch largely runs through a residential neighborhood. Expanding the road to a 4 lane highway will greatly increase the traffic noise along the road. This is some pretty high priced real estate that will suffer reduced values should a widened highway be inserted in residential back yards. Sound walls similar to those along the east side of Wasatch south of the Olympus Hills Mall will largely be ineffective due to the height of the residences above the road and above the tops of the sound walls. An arterial to widening Wasatch is facilitating traffic from Sandy. Wasatch south of Little Cottonwood Canyon is a winding two lane road with vegetative islands. Reduced speed and reduced noise is engineered into this road configuration. Sandy was pretty forward thinking by designing this reduced speed road. Sandy will now be rewarded with Cottonwood Heights expanding Wasatch Blvd and in effect making an acceleration lane from Little Cottonwood Canyon to I 215. Keep Sandy's traffic on Sandy roads!! Wasatch is basically a straight shot from the mouth of Big Cottonwood up until the road turns east and heads up Little Cottonwood (except as noted in concern 2 below). Straight shot roads increase speeds that vehicles travel. The second concern is safety. I have seen on three separate occasions, helicopters land on Wasatch Blvd. at the Kings Hill turn off due to traffic accidents there. The distance from the Kings Hill turn off to the bend in Wasatch is not sufficient now, let alone after increasing speeds by constructing a 4 lane highway. At a minimum, a stop light needs to be installed at the Kings Hill turn off with a left green arrow for turning into the neighborhood when traveling south. I would have to believe that other residents along Wasatch Blvd would appreciate breaks in traffic caused by stop lights thus allowing entrance and exit from Wasatch Blvd. The gravel pit just north of the mouth of Big Cottonwood Canyon is an ideal place for a park and catch the bus lot. Additionally restricted vehicle	Email

Comment #	Name	Comment	Type
		access up the canyons is a thought whose time has come. Transporting skiers up the canyons in quiet eco-friendly busses sure solves a bunch of problems. However bus routes would need to accommodate hikers, back country skiers that use the many side canyons of the cottonwoods. Thank you.	
43	Cynthia Crass	I live up from the lccc/wasatch traffic light in the granite oaks subdivision. When the up canyon ski traffic backs up past our entrance since we can only turn right to go north OR south we are stuck. IF THERE WERE TO BE A FIRE HERE WHILE THE TRAFFIC IS BACKED UP THE FIRE DEPARTMENT CANNOT GET IN. We need a dedicated south lane from the light to the canyon mouth for those not going up canyon.	Email
44	Tyson Bradley	Hello, As a Mountain Guiding business owner (Utah Mountain Adventures) and enthusiastic skier, both resort and backcountry, in Big (BCC) and Little Cottonwood Canyons (LCC), these are my inputs: I support any reasonable parking fee in BCC/LCC. Fee can be applied to all cars or just dispersed recreationists, such as backcountry skiers. "Trailpark" monthly passes are being used successfully in Washington and many other western states. I'd recommend this options as well as a daily pay option. I understand that parking passes may take time to check, but the advantages of reducing vehicles and increasing carpooling are worth this cost. I support Bus Lanes and increased regularity of UTA bus service in both canyons. Buses must be able to stop at backcountry trailheads. Buses going South to Alta (953, etc.) in the morning along Wasatch Blvd, should stop at BCC Park and Ride. This is essential to the large number of backcountry skiers wanting to ski from LCC to BCC. I support Avalanche Sheds in the White Pine Fingers and other LCC slide paths. Thanks You,	Email
45	Justin Loeloff	I have heard horrible rumors that there is a proposed plan to PAVE the quarry trail in Little Cottonwood Canyon. This would be a horrible decision and is not thinking of all users of the trail. Currently that is the only location in the area where you can mountain bike. The other similar options are Draper and Salt Lake City. I personally ride from my house 2-3 times a week in the summer to ride this trail on my mountain bike for exercise and enjoyment. If this is gone I will have to drive to other locations adding more cars to the road, adding more pollution to the air, and adding more people to already crowded trails. In fact, I would recommend building more unpaved trails in LCC to separate uphill bikers/walkers from downhill traveling bikers. This would make the trail safer. I understand the idea behind paving the trail, to get road bikes off of LCC road… however why not widen the road? I would almost guarantee that more mountain bikers and hikers use the quarry trail vs road bikers on the LCC road. Don't pave nature.	Email
46	Kirk Nichols	Thank-you for taking on the Little Cottonwood Canyon Environmental Impact Statement (EIS) for the purpose of improved transportation safety and reliability and for improved visitors' and residents' experiences. However, the proposal as now stated restricts the S.R. 210 study area from the intersection of S.R. 190 (Big Cottonwood Canyon Road) with S.R. 210, the Little Cottonwood Canyon and Bypass Roads, south and east to the town of Alta. This proposed study area is inadequate to address the conjoined direct, indirect, individual, and cumulative effects that that will occur in Big Cottonwood Canyon and to a lesser degree, Mill Creek Canyon. All actions and developments in Little Cottonwood Canyon will trigger many significant, foreseeable future effects in Big Cottonwood Canyon. These two canyons are in the minds of many Utah residents and visitors nearly interchangeable. Both canyons are areas with two ski resorts, many miles of wilderness hiking trails, and multiple near-the-road family friendly picnicking sites. If one canyon is busy, visitors rapidly switch to the other canyon. If parking is increased or decreased in one canyon, a reciprocal decrease or increase occurs in the other canyon. If	Email

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		one canyon is temporarily closed for avalanche control or a highway accident, drivers flip their destination to the other canyon. The obvious interconnection of these two canyons is undeniable. If this EIS studies only the transportation and parking problems in Little Cottonwood Canyon, then the effects that accumulate in Big Cottonwood Canyon will be unknown. For example, if parking is restricted at the top of Alta and Cecret Lake, visitors will next time switch to Big Cottonwood and hike around Silver Lake. This EIS study area is inadequate to address this very foreseeable impact of changes in transportation safety, reliability, and parking in Big Cottonwood Canyon. If this EIS address only Little Cottonwood's roads and parking, any increase in visitation in Big Cottonwood secondarily affecting water quality in Big Cottonwood Canyon will be unstudied and unknown due to the inadequacy of the proposed study area. Again, these two canyons are conjoined, all development or actions in one canyon has foreseeable effects in the other canyon, both beneficial and adverse. Studying only Little Cottonwood Canyon will miss the incremental cumulative effects in Big Cottonwood Canyon. Another example; should one alternative propose a train and a tunnel between Little Cottonwood, Big Cottonwood, and Park City, the current EIS would be inadequate to address those effects on Big Cottonwood including the Guardsman's Pass area and an exit zone in Park City. The inadequate Little Cottonwood Canyon EIS study area does not address the current proposal to create the Central Wasatch National Conservation and Recreation Area (CWNCRA). This omission is not only foreseeable but also real in present time. Please address how this Little Cottonwood EIS is compatible with the current proposal for the CWNCRA. One of the objectives of this EIS is to study a tolling system for Little Cottonwood Canyon. Should a toll be enacted for Little Cottonwood Canyon, it is undeniable that a direct increase of visitation and all of its secondary effects will accumulate in Big Cottonwood Canyon, leading to the conclusion that the area for this EIS in inadequate to meet the requirements of N.E.P.A. Big Cottonwood Canyon road and Little Cottonwood Canyon roads may have different U-DOT numbers, however, in the minds and actions of most citizens, these two canyons can substitute for each other in many ways. This proposed study area is inadequate to meet the requirements of N.E.P.A. The study of one canyon requires triggers the requirement for the study area to be enlarged to include the other canyon.	
47	Caitlin Newland	I'd like to see a shuttle system or a pay-per-entry system implemented to control the amount of vehicles in the canyon.	Email
48	Jim Williams	Three comments from a Little Cottonwood land owner, canyon user, and a advocate for better use of the canyon road. 1. Please stop allowing cars to use the UDOT right of way as additional overflow parking. A bike rider cannot ride a bike past the cars, a pedestrian cannot walk on the side of the road with all those cars on it. Let alone kids on the side of the road.... It is dangerous... there is no berm, only what seems to be illegally parked cars, except when it dumps snow on the busiest days of traffic in the canyon. When instructed to park there my children are in chronic harms way. The visitor experience goes down because the user/visitor has to park in a obstructed zone, carry their gear down the road to a over crowded day lodge. Why would we (we being UDOT as we are taxpayers) put people in harms way to benefit the sales of additional lift tickets and lunches? How much would one liable suit cost the tax payer when an unfortunate collision occurs in approved parking with no shoulder? One smushed family who's fate was met just one inch over the white line?? How to replace the life or limb taken by some corporate greed/pressure? The lifts are full enough, the lift lines are backed up to the ticket windows... we need less people or more lifts. With more lifts we need more parking, more skiable acres.... Whats	Email

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		worse? Just 6 hours after parking in the dangerous spots... the over crowded canyon traffic seems to all want to come down canyon, 9 miles in a single break light parade. At 5 MPH its a two hour tour of LCC that nobody wants to take, ever. Why not limit parking to the lots provided on private or leased ground and keep the public space available for emergency vehicles, bikes, and pedestrians? 2. Please work with the National Forrest Service or purchase private land. The area from the FS parking lot across the creek, up to and beyond the paved Temple Quarry trail area would hold 750 cars or more, allowing more people to park and ride, bus, hitchhike, and or use the UTA ride share vans.... efficiently, with just the price of paving, and perhaps a pedestrian under pass or overpass.. Presto 750 more cars can park at the base of the canyon. Please look for budget to purchase the 32 available acres in the North end of the triangle between HWY 210 and Wasatch Blvd use this to park 3000 cars at only 100 cars per acre.. a discount of the parking spaces by 33%. (150 is a perfect use with no turns, bath rooms, or bus stops) Imagine 3000 cars parked in the winter, tennis courts, skate park, off leash dog zone, and UDOT/UTA staging areas?? This is future chat but the price is right on that raw ground, call me as I am the listing agent... Even if you took 20 of the acres and used the other as a "sell off" to a builder to build standalone condos or garden homes your parking would be no less than 2000 cars, investment would be cut in half as well. 3. Please disallow small "graphitti parking lots" to exist. The idea of the Grist / Grit mill lot to come into play just invites another parking solution for underage drinking, spray paint staging, punks with bullet bikes and cell phones to stage up for the next time trial in the canyon. There is also increased danger it adds to an already interesting intersection (Wasatch Resort Road and HWY 210), Lets limit the number of lots, and make a move to large lots only with bus access. Its safer, its more secure, and it has the advantage of easily tracking the users of the trail. If the hikers want to hike, let them hike up the road or the trail, if the climbers want to climb, let them hike up the trail or berm of the road. Thank you, Jim Williams. Give me a call for more information on how to park 2000 to 4000 cars at the base of the canyon with room for bus stops and other amenities.... even retail, residential and summer sport scenarios.	
49	Nathan Stuart	To me the only time traffic is a major issue is during or right after a weekend snowstorm, between 7-1030am and 230-530pm. If it snows, in a good year, once or twice a week, and there are 365 days in the year, to me that means Little Cottonwood traffic is not actually that much, but for those 10-20 days, during those time periods in ski season, wow!!! I do not recommend doing anything major such as widening the road, building a train, or other major projects, because again, traffic really is only an issue very few days out of the year. For those weekend powder days, here is what I would like to be considered: (These only apply to 4wd or chains required days) 1. Between 8am and 10am make both lanes of the road one way, only going up canyon. Between 300-500PM make both lanes of the canyon one way only, going down canyon. If the canyon can close for avy control, why not close it in one direction for traffic control. Let the left lane be a 3+ carpool lane only and have police officers enforcing this at multiple points throughout the canyon with large fines, $500+ 2. Have a tire inspection station prior to entering. From my experience on weekend powder days during peak hour, it is always 3-5 cars, without chains, 4wd or snow tires that spin out and back up traffic. Station police officers at the entrance to the canyon, posted outside their vehicles and turn away all non winterized vehicles (no 4wd with snow tires or no chains) and enforce heavy fines $500+ for cars trying to pass the checkpoint without the proper equipment. If DUI checkpoints can occur, tire checkpoints should happen too. 3. For either 1 or 2, increase buses up the canyon	Email

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		on weekend powder days during the peak hours. Make buses going every 10 minutes. 4. Offer incentives for riding the bus. Have Alta/Snowbird offer at least 50% off lift tickets for those who ride a bus. Pass out the discounts as people get off the bus, no questions asked. 5. Offer incentives for carpooling. Have Alta/Snowbird offer at least 50% off lift tickets for those who carpool with at least 2 other people and block off large sections close to the lifts within their parking lots for those people to park. Good luck, this is a challenging issue. Looking forward to seeing what UDOT comes up with.	
50	Jack Thompson	The bus system, as it currently exists, has failed. 1. There are not enough buses at peak times, they are too crowded, making just one bad experience a 'turn off' for those who have considered trying to utilize them. 2. UTA is totally inflexible when it comes to scheduling and adjusting to the needs of those who access Little Cottonwood Canyon. Why aren't there more buses in the summer, especially during event periods? UTA claims it would cause a scheduling night mare and, because of their inability to be flexible, it would. Instead, the bought and paid for with tax dollars ski busses simply sit at the UTA garage all summer long. 3. Buses do not get a priority when canyon traffic is backed up all the way down Wasatch Blvd and 9400 because there are no officials to escort them up to a staging area. This makes it impossible for employees on early buses get to work on critical days. Alta and Snowbird need add more lockers for locals and lockers for their short term guests: 1. Bringing equipment onto the ski bus is both clumsy and sometimes even dangerous. Snowbird is currently embarking on a major redesign of Snowbird Center. It will take 3 years to complete. More lockers for locals need to be considered in this redesign. Snowbird has an overnight ski check for guests. Alta needs to consider this as well. (They do have a "hidden locker room" downstairs at the Albion Day Lodge that few guests know about. Short term guests could keep their skis at Alta Java, also downstairs, if they knew about it). These amenities would need to be advertised, expanded and be convenient so that short term visitors who come to the valley to ski LCC know about them and can keep their skis and poles up at their favorite mountain while visiting. Local, County, State and environmental officials need to work together with Snowbird and Alta:1. These officials need to come up with an acceptable plan with Snowbird and a traffic engineer whereby the buses don't have to drive all the way through Snowbird and its congestion and then back out again on their way back and forth to Alta. No one wants to spend an extra 10 to 15 minutes each way commuting to Alta on public transportation. A traffic redesign with State and environmental officials involved should happen now, while Snowbird is embarking on a remake of Snowbird Center. A bus hub with a covered escalator and hullivator for the handicappped at Entry 3 (Iron Blossam Lodge) to and from Snowbird center might be one possible solution. 2. It is rumored that Alta may run it's Sunnyside lift during the summer to alleviate traffic on the congested and dusty summer road and parking lot above. Every effort should be made to encourage and support Alta in this concept. State Highway 210: 1. Until the state can consider an extensive widening project, it might consider making it a toll road for single occupancy automobiles using HOV technology. (Exceptions made for residents, handicapped, etc.) This would help with crowded parking and alleviate the afternoon bottleneck when Snowbird traffic is exiting Entry 1. There are simply too many single occupancy vehicles using the canyon.	Email
51	Nancy Hardy	Good morning Mr. Thomas, Thank you for sitting and listening to my 'Gravel Pit idea' last night. I hear from residents living along Wasatch Blvd that they would like to keep the residential corridor residential, and not be dotted with park-and-ride lots and cars travelling to get to those park-and-rides. Residents along Wasatch Blvd	Email

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		are especially impacted with the large increase of car traffic during the ski season. It would be best for residents of CH to have a large, central parking area that's on the edge of CH with transportation servicing the ski areas....perhaps the Gravel Pit area. It's also close and convenient to I-215. There is currently a park-and-ride in Sandy at Highland and 9400 South that services people from the south and west. Maybe that parking lot could be expanded in size as well. Thank you again, Nancy Hardy	
52	Kathy Stark	I am very conflicted with this. I do realize that the traffic is getting out of hand and it's like getting into a National Park these days! Lines of people loving the canyon to death. Sadly, it's time to look at solutions that I know not everyone will like. Adding a fee at the mouth is not a solution, that will be an environmental nightmare with the idling cars. Selling a pass may be a consideration but that still causes a back up of cars. As much as I don't like it, mass transit seems to be the most viable idea. But then, there's the parking issue and the oil/gas runoff from the lots, not to mention, more flipping asphalt! Maybe Snowbird and Alta can work together (could they?) with ideas-Zion put in a fabulous shuttle that could also be looked at. It's difficult to get people out of their own autonomous individuality, but there is too much traffic. And too much disrespect of the water, land, it's flowers and it's creatures. Good luck with this and thanks for listening.	Email
53	Samuel Askins	To whom it may concern: My name is Samuel Askins and I have lived in Alta for the last four years. Previously, I lived in Salt Lake City while I attended college. I skied each of those four years with a season pass at either Snowbird or Alta in Little Cottonwood Canyon. I spent the first year college waiting in traffic in my friends' cars on powder days or waking up to catch the first bus on 13th east in order to expedite the bus ride up to the mountain (there weren't many stops before 7am). Once I had my own vehicle, friends and I would take turns burning our clutches and left legs creeping up the canyon to ski fresh snow. I (somewhat) recently decided the best way to ski the most and avoid the traffic was to work and live in Alta. I personally think the best way to improve the traffic problem in Little Cottonwood Canyon is to further incentivize using the existing bus system in the canyon. I imagine more buses running up and down LCC in their own private lanes, getting riders up to the mountain faster than those waiting in traffic in their personal vehicles. I also imagine buses and bus riders bypassing a toll booth at the mouth, avoiding an entry fee that would apply to a personal vehicle. There simply wasn't enough of an incentive for me to ride the bus and not drive my car up to the mountain when I lived in SLC. Riding a bus that didn't get me to the top or bottom any faster simply wasn't worth it. The best way to fix a problem is to improve a functioning system that is already in place, rather than making grand plans to build completely new structures and systems (i.e. train, tram or funicular). I do appreciate your time listening to my ideas to improve one of my favorite places on this earth. I am happy to see moves being made to better everyone's experience in LCC. I do appreciate your work.	Email
54	Jane Bowman	Please consider improved year-round bus service and requiring parking fees or road tolls for ALL visitors (including resort patrons) to help reduce the negative impacts of traffic congestion. Thank you.	Email
55	Bob Speiser	Minimize automobile traffic in the canyon. Limit development. Instead use public transport as much as possible for access. For me the most important goal is to protect our precious watersheds and forest ecosystems while maintaining public access.	Email
56	Shelly Filgo	Thank you for the opportunity to speak out. The Cottonwood canyons especially Little has been my go to place to seek skiing, hiking see the beauty that Utah offers in a quick 30 min drive. The last 5 years have been nothing but	Email

Comment #	Name	Comment	Type
		frustration. I now tend to go up Big Cottonwood or Park City to save my sense of peace. Friends that have come to visit no longer want to ski up Little Cottonwood, (its a mess). Some serious discussions need to happen regarding the sustainability of all the traffic up this very small fragile canyon. We do not need to re-invent the wheel here. There are lots of ideas out there that work. Zion national park, uses buses. Europe uses trains. Is expanding the resort really an option when the infrastructure needs such attention. Doesnt make sense. Thank you Shelly Filgo	
57	C Clark	The purpose of this should not be to pack the canyon with people. We do love our canyon but let's not love it to death. The purpose of this should be to preserve the wild feel of our Canyons, to allow a space for people to escape the city and re-charge our spiritual and peaceful selves. We should also leave some space for our beloved wildlife. And we need to save our watershed. Please emphasize public transportation. Please reduce the number of individual cars in the canyon. If you do allow cars, charge hefty fees, and make the bus system free. Please save this beautiful Wasatch so my grandsons can enjoy it as I have.	Email
58	Gabrielle Roh	To Whom It May Concern: Please find alternative solutions to cramming more cars up Little Cottonwood Canyon.This doesn't mean HOV lanes and more parking lots. It's already INSANELY DANGEROUS for bikers to go up because people are idiots driving up that road. Minimize the cars - make shuttles the best alternative! Zion's does it. Other pristine locations do it. HAVE SOME COURAGE AND PROTECT THIS AMAZING CANYON! Shuttles would be the cheapest way to do it. Make them electric like Park City buses. Shuttle drivers aren't in a hurry and driving like bats out of H#!! Gate it up, charge a fee (unless you have a ski pass), and figure it out. YOU CAN DO THE RIGHT THING!!!	Email
59	Lauren Barros	It is important to increase mass transit options so that LCC visitors can effectively use it. We need buses to run frequently, consistently, and during all visiting hours, including evenings and summers. We also need connecting bus routes to efficiently take users back to their park and ride lots and neighborhoods. Without the ability to take the bus at any time that we can drive, people cannot get out of their cars.	Email
60	Diane Whittaker	Please eliminate traffic and consider a shuttle, such as was done for Zion's canyon. Frequent runs, places for skis, snowboards and bicycles. Racks in the shuttle for people needing to transport climbing gear and bouldering pads.	Email
61	Tami Derezotes	A tram would be good. For the short term, perhaps a fee to go up the canyon, but! make the fee higher than the cost of the bus. Perhaps.	Email
62	Anna Keeling	In addition to my last comment regarding better bus services (better options for ticket purchasing and express buses that go direct to EITHER the Bird OR Alta), I'd like to add that I believe a one-way HOV lane would be effective and less expensive and environmentally impactful than other traffic scenarios. Much like the Auckland harbour bridge at rush hour (ever been there?), the HOV lane availability can be switched according to traffic direction and time of day - ie. the HOV/bus lane is available 7am until midday for up and switches to down from 2pm. Make HOV 3+, not 2+. Lastly, to support this HOV system, better canyon parking and signage to the various parking options. This has improved in recent years, thank you.	Email
63	Merrill Ford	Don't worry about the traffic, it is bad on all the roads in sec I-15,I-80,I-215.and nobody has a problem with it. What I see is that the state wants to make money !!!!! No to toll roads !!!!!! Let's not do anything. Thanks Merrill	Email

Comment #	Name	Comment	Type
64	Carol Swenson	The LAST thing we need is any encouragement to put more cars in Little Cottonwood Canyon. Try sitting in the line on a Saturday morning anytime from December through March - you'll surely wait at least several hours to get up the canyon. Why do we allow that? Instead of more cars, let's find a way to FORCE people to use mass transit. Perhaps make it unaffordable to drive a car up, like a $75 day pass per car to drive up? Use that money to make more park and ride lots down canyon. The canyons are not for us to make money from, but rather to enjoy. It's hard to do that through the smog of car exhaust.	Email
65	John Woeste	The capacity for parking at the mouth of the canyon in order to carpool and/or take the bus is extremely limited. It needs to be substantially increased in order for the efforts to increase carpooling and use of public transportation to be successful. Please analyze this issue and increase parking capacity and options.	Email
66	Polly Mclean	1. Please refocus you scope and consider factors such as the impacts of the increase of people who will be brought up the canyon. Its not just about getting more people up the canyon, its also about the impacts of those people once they are there. 2.Stop the Baldy tram!!! it will be an eyesore on the view shed and take away from the beauty of the canyon. The reasons for the tram are outweighed by the need to keep the canyons beautiful. The tram is NOT for avalanche control - there are numerous other ways to control avalanches up there. The tram is to increase skiing for Alta at the expense of all the other users of our forest. 3. Don't let Alta take over the management of Albion Basin! This is our public land!!! And now winter and summer I have to pay to access it?!? Management belongs with the government or a non-profit. Not a for-profit entity.	Email
67	Carla Patton	MORE VERTICAL PARK AND RIDE SPACES.	Email
68	Brooke Becker	Hi. Please don't pillage and plunder our precious land. Please don't touch it. Please leave it alone. Don't develop, don't profit, don't touch it.	Email
69	Richard Steiner	All the alternatives being considered for alleviating congestion in Little Cottonwood Canyon must consider parking issues created by the individual proposals. Mass transit options need to provide parking near the canyon mouth or have CONVENIENT connector buses from various valley sites that in turn must have adequate parking. Lane additions need to consider parking in the canyon, both at trailheads and at the resorts. Cost is another key factor. Currently the bus fare makes it less expensive even for a single person to drive up the canyon, leave alone a family. If the idea is to get people out of their cars a sliding toll depending on number of people in the car should be considered. Furthermore the toll money should be used to subsidize the public transportation. Ideally this subsidy would make the fare almost zero.	Email
70	Jason Fox	Some things are best left alone. We see overdevelopment all across this planet. Sugarhouse Eben is sadly plagued with expansion and we go to the mountains to get away, to experience wide open places and the beauty of nature. And some of those beautiful things are out of reach. Too far to hike, or not, but that keeps it wild. There isn't a road to the summit of Lone Peak or Timpanogos and isn't that the way it should be? Please keep Baldy the way nature intended, it's an amazing peak.	Email
71	Sylvia Wilcox	Dear Sir/Madam, I am writing concerning ideas and proposals for addressing the automobile and human congestion in the canyon. I read many possibilities that you had written.	Email

Comment #	Name	Comment	Type
		While this canyon is not a national park, it is part of a national forest. The narrow road up the canyon should not be widened! This would destroy much beautiful land and encourage further single car use. Expanding parking and park and ride lots, done carefully, may be workable. But since people don't like to wait for buses which run only periodically, impairing user's control over their schedule, I'm not sure bigger park and ride lots are needed unless they ARE already filling up. I do think you should exact a toll at a booth somewhere along the road so at least the funds could offset maintenance and improvements. But I REALLY think that in this canyon, it would be so forward thinking, if you would consider doing what Zion National Park has done. I have been there 3 times since the trolleys were put in use. They travel so frequently that there is almost no wait. It's fantastic. True, little cottonwood canyon road is longer than the road from the entrance to the Virgin River access point at Zion, but it could be done. You could set up 2 points of departure and return - one for the lower trails and one for the upper trails. You would need two lanes and good signage to direct people going to the higher trails to continue on up and then you'd need a pretty good sized parking lot at some point where people get off and hop on the tram to head on up toward Snowbird and Alta and nearby trails. But at least it wouldn't mean lots of new parking lots or widening the road. This would provide jobs for drivers, funds (because it would cost a little to get on the tram), decrease the air pollution and traffic. Only employees or volunteers for special events or people with a hotel reservation or the like would be able to go through the toll booths. I know it's a big idea but you really should consider it as a LONG TERM solution to the problem. People will get used to it after the initial complaints but it will save the air and the plants and trees and minimize the waste and trash and on and on. Please consider this idea! Sincerely, Sylvia Wilcox hiker and mountain lover and 35 year plus resident of Utah!	
72	Rick Gamble	The purpose of this plan should not be to pack the canyon with people. We do love our canyon but let's not love it to death. The purpose of this plan should be to preserve the wild feel of our Canyons, to allow a space for people to escape the city and re-charge our spiritual and peaceful selves. We should also leave some space for our beloved wildlife. And we need to save our watershed. Please emphasize public transportation. Please reduce the number of individual cars in the canyon. If you do allow cars, charge hefty fees, and make the bus system free. Please save this beautiful Wasatch so my grandsons can enjoy it as I have. Thank you for all of your hard work.	Email
73	William Carter	I'd love to see more and better public transit options up and down the canyon, and more parking lots/spaces at the mouth of the canyons. The congestion issue seems largely about more cars, so we should get more cars off the canyon roads. I also think that some kind of need based toll road would go a long way - e.g. if you can afford	Email

Comment #	Name	Comment	Type
		it, you should be paying to drive your car up the canyon regardless of how many people you are taking. HOV would be largely irrelevant since many people are already traveling in groups of 2 to 3 in a single car.	
74	Ryan Metzger	More Park and Ride lots at the canyon mouths, a small shuttle that arrives every 20 min or so, and a fee on cars with 2 or fewer people.	Email
75	Mary Paul	Please reduce the overall number of cars in the canyon by strengthening the number and frequency of public transit options from various points in the valley into the canyon. Also, please remember to accommodate the fact people will be bringing packs and gear and allow storage capacity and ease of loading. This will make for much happier adventurers, not having to breathe smog for an hour while hunting for a spot with the kids getting restless in the backseat. (Been there!) This is the one part of visiting it canyon that I currently dread. I would love better transportation options and the opportunity to show my children how mass transit and environmental stewardship benefit us all for generations to come. Thank you for your ear!	Email
76	Perry Leatham	I think busses only during the winter. And a toll road during the summer. Money's going to trail improvements.	Email
77	Gary Nichols	I am one of many who find the traffic congestion in Big and Little Cottonwood Canyons on weekends has gotten out of hand. Charging to go up the canyons in private cars is not going to cut down on traffic. Running trains is way too expensive and will not help for many years and will ruin the canyon. The best thing would be to not allow private cars up the canyon on weekends unless it is property owners and people who work up there. Use shuttle buses, interspersing ones with few stops with ones that stop more frequently. This can be done year round on weekends. We also need better bus transportation to the mouth of the canyon from various places around the valley so that we don't have thousands of cars trying to park at the mouth of each canyon. Thanks for your consideration,	Email
78	Jon Hager	To Whom it May Concern, We need to save the Wasatch mountains and wilderness areas not only for their aesthetic features but because they also provide recreation and a great source for our fresh water needs. Impacting the Wasatch mountains with undo development will cause irreparable harm to our greatest local resource.	Email
79	Lori Komlos	Please offer and encourage carpooling and more efficient and frequent buses to resort areas. Establish parking lots in Salt Lake valley for drivers to park and carpool or ride the bus. Jackson Hole is a good example where you park and ride bus into resort.	Email

Comment #	Name	Comment	Type
80 -81	Brian Harris	A few thoughts on LCC. I'm a fairly frequent Bus rider in the canyon (though not this season as I have been primarily skiing at PC, but that is changing this week). The bus is awesome, mostly. Until control work mornings - then it feels like riding the Bus is a hopeless endevor. I had several days last season where after being on the bus 3+ hours, I still hadn't made it to the mouth of LCC. I realize the issues are complex, but here I have a few ideas (short of building a gondola up the canyon, which if I ever win the lottery, I'll happily pay for). 1) On control work mornings - provide a window of opportunity for buses to get through/up before the road opens to regular traffic. I saw this happen 1 time last year, but usually not. When everything gets grid locked, it becomes impossible for buses to get out of the park and ride lots. There should be some incentive to using transit, I think that is a start. On the extreme end - even have that window be 2-3 hours after control work is done (with some exceptions like service vehicles, taxi/paid transport, etc, maybe...). 2) Can we stop allowing people to queue up on the road? Why not simply turn them down wasatch at the mouth. (in conjunction with a large bus only window, hopefully will prevent an INDY 500 style race around wasatch). This is the worst part of the whole thing in my mind and needs to stop. 3) Can control work be bumped up to 5-7am most mornings? I'm not sure what reliance on daylight there is and if that makes this a no-go, but it would be nice. Short term holy grail: a bus only lane added to the canyon (similar to flex lanes - uphill in the AM, downhill in the PM). Long term holy grail - gondola (with bus service to the loading station). I'd enjoy a 40 minute scenic ride up with no concern of avalanche hazards or vehicle slide offs. For what it is worth, I also wholly support the idea of winter time ban on private vehicles (and non-canyon residents) in the canyon. Or perhaps only from 8am to 11am on weekends and control work mornings. Maybe restricted to vehicles with 3+ passengers only, etc. we need to get cars off he road (as you know) and simply asking kindly probably isn't enough any longer. Probably need more buses (hopefully).	Website
82	James Martz	I support implementing a dynamic tolling system with peak prices during peak demand. This will encourage people to carpool and/or take the bus during high demand periods. I did not know about LDS lots for parking, this needs to be advertised more.	Website
83	Travis Messenger	I propose a "fast pass" type of lane at the canyon entrance to bypass the sheriff checking for 4x4, snow tires, & chains. A fast pass would require that your vehicle get inspected every November for 4x4 and snow tires. I would be willing to pay a fee of some sort to do this to offset the time required to inspect my vehicle every year. Those without a fast pass would need to take public transit on days when 4x4/snow tires are required.	Website

Comment #	Name	Comment	Type
84-85	Eric Gessner	To Whom it May Concern, As a resident of Cottonwood Heights, and an avid user of the canyons, the traffic problem affects me in multiple ways. First, if I were to try to get back to my house after leaving it on a powder day, it can take two hours due to canyon closure and the subsequent backup. Secondly, on powder days and weekends, the parking at Snowbird and Alta, plus the parking for backcountry activities are often filled to overflowing. From a user perspective, the largest populations are skiers/riders at the resorts. I'm not sure how the demographics break down after that (i.e. people who live there, backcountry activist, etc.) Complaining without offering a solution is worthless, so here are a few ideas: Jackson Hole Mountain Resort (JHMR) implements a 3+ is free for carpooling parking at the resorts. This puts the onus onto the drivers/riders that are parking in the lots at the ski areas to either reduce traffic/carpool or pay. Can you contact JHMR to see the effectiveness and revenue this method is? Secondly, the Southern Teton Area Rapid Transportation (START) Bus has a large parking lot outside of town and numerous location along the route in. We also have a bus system, but it is not as effective. If we really want to decrease user traffic, we need to provide more parking lots, greater frequency, and opportunities to exit/be picked up at trailheads. Here's an example of the lack of bus space: In order to get a seat on the bus from Snowbird, some people go up to Alta then proceed to stay on the bus so they are guaranteed a seat. On powder days, the lots at the base (and most convenient) of the canyons are filled by 8/8:30am. The question arises, where would we put more parking? We either need larger parking lots or covered parking garages at the base of the canyons. The opportunity to take a bus that ONLY shuttles to/from the base to the top of the canyon transfers the backup from one road (210) to multiple roads, therefore dispersing the crowds and bottleneck, as compared to the current solution. If we are installing stops at backcountry access points, we would want to be able to communicate that there are X number of people waiting to be picked up. We would also want to be able to cancel a pick-up request. Thank you. Sincerely, Eric Gessner	Website
86	Stephen Hales	Can we start with no single drivers if it is a "powder day" and especially if the canyon is closed for avalanche mitigation. Last Sunday I was behind three cars, all single drivers, as I sat in the canyon for 2.5 hours before giving up and going home. Seems like this would be the easiest solution to implement. I am guilty of driving up by myself. But I'm changing my ways and have started using the bus when I want to go alone. Sure some people will be upset and complain, but don't they always anyway?	Website
87	Michael Guymon	I am concerned this is going to be a straight roadway widening project. This would be unacceptable. I would love to see structural and economic mechanisms to address the uniqueness of this problem such as tolling, transit, etc. We toll literally every other national forest road except for big cottonwood. This is not an equity issue. This is how can we legitimately quantify and value our natural resources.	Website
88	Alexander Cass	Build for the long term viability of winter recreation in the canyon - build a combination rack and adhesion railway up the canyon, in snowsheds. Who cares if it costs a lot in the short term if it means there's a way to get up there 100 years from now? Relying on rubber tires meeting an asphalt road surface, in a place with as much	Website

Comment #	Name	Comment	Type
		snowfall as LCC, is just not a good idea in any way shape or form. In lieu of that, make UPD actually enforce chain and tire laws. I bought a 4x4 with true snows and it's asinine that other folks with 2wd, or with 2wd and all season (crap!) tires are allowed up! IT happens every time it snows....	
89	Julia Geisler		Website
90	Jennifer hall	It would be amazing to have a train but that will probably never happen. I think the rules of the road need to be enforced, stop people without and/4 Ed with snow tires or chains. If u don't stop them and they get up there, ticket them. I would be happy to pay a $25 annual fee to go and have someone look at my car and confirm I have AWd with snow tires. It's not safe any other way. I would also suggest seeing if the rental car companies could sell chains or direct people to where they could buy chains. I'm sure a local would be happy to mark up the cost of chains and resell them, including myself. I don't know how many buses actually run up the canyon. I don't see them. Maybe there could be a bus every 10 min for the first hr the canyon is open to get more people up there. Or maybe 10 buses could leave right before the canyon closes. Not sure what works economically but this needs to improve. The only reason I moved to Slc is to access LCC. Take that away and I'm out. Last time I checked hospitals were recruiting out of state nurses bc most people don't want to live in Slc. Make LCC as messy as it's been and I'm leaving. Good luck recruiting non Mormon out state nurses and good luck trying to keep them here! Access to the outdoors on a powder day shouldn't take 5 hrs. I could drive to Jackson. Utah is backwards and needs to do a better job if the state intends to attract and retain out of state workers	Website
91-92	Mary Young	I've heard lots of concerns about tolls, but few people have expressed viable alternatives to tolls as a means of reducing the numbers of vehicles in the canyon. However, if tolls are implemented based upon demand and the number of people in a vehicle, this can achieve the desired outcomes (reduced vehicles/increased funding) and appear as 'fair' to most residents. Please send me updates, which I can share with our community of Granite.	Website
93	Clair Naylor	The current design of the intersection of Little Cottonwood Canyon north and Wasatch Blvd is extremely dangerous for northbound traffic turning south at the intersection and northbound traffic merging from Wasatch Blvd and Little Cottonwood Canyon.	Website
94	Margelia Jones	UTA should consider adding more buses during the 7-9 am timeframe especially on weekends. The buses are often full and those of us who work at the resorts have to drive up in order to get to work on time. Buses on the 953 route are useless if you live south of the 6200 lot!	Website
95	Emily Matlin	More parking at the mouth/park and rides! There have been many days where my plans to take transportation have been thwarted because I couldn't find a place to park at the bottom of the canyon. Thank you!	Website
96	Lindsey Steed	I think the avalanche control should happen earlier (5-7) for example. The current time frame does not work for the flow of traffic. The lifts open at 9am, so people are trying to get up for the powder. The road needs more than an hours time for that many people to go up the canyon as well as time to clear the road of snow before it	Website

Comment #	Name	Comment	Type
		reopens at 8am. The bus system is slow and unreliable. On most powder days, they are full by the time they get to the base park & ride lot. These guests and employees are then stuck waiting for a bus. That is why you see an increase in cars going up the canyon this year. If the bus would get me to work on time reliably, then I would take it. Its not fun to be in trouble for being late when you are trying to follow company policy. It is also not fun losing that pay because you are waiting on a bus that never comes or is full and skips your stop. They should also have more buses on powder days.	
97	Curtis Olson	Right now, the bus is useless because it must share the traffic lane with cars. In order for a bus to be effective, it MUST either have its own bus-only lane, or, cars must be banned from LCC. Train/gondola/etc is overkill and too expensive. Add a third flex traffic lane for the bus, and build additional parking lots at the base of the canyon. Currently, the lots are full by 8, proving there is additional demand.	Website
98	Whitney Durham	I would like to have summer bus service and stops at various trailheads up the canyon. If there was a way to expand parking at the mouth that would be on my wish list for sure. Also for us that use multiple canyons. If tolls becomes a option it would be nice to be able to buy a multiple canyon pass. (Millcreek, American Fork, Snow Canyon, LCC)	Website
99	Mark Billie	There would be a lot less of a junk-show in the canyons if UPD would simply ENFORCE EXISTING RULES STRICTLY. That would mean ticketing unequipped vehicles in the Alta/Snowbird lots during the day during 4x4/chains conditions! Actually turn people around. I see UPD up there all the time in nice weather looking to write speeding tickets, but nearly every time I drive up the canyon in 4x4/chains conditions, I end up behind some 2WD thing with bald tires nearly spilling into the canyon creek! DO YOUR JOBS.	Website
100	Harrison Piper	The most feasible thing in my mind is two fold. 1) actually enforce having chains or snow rated tires going up the canyon 2) potentially allow blocks of 50 cars to go up, hold everyone for 5 minutes, let another 50 up, etc I've never had an issue getting up because I wake up early and try to get up before the road closure, but based on all the accidents this seems like common sense. Enforcing this would definitely back traffic up further, but would probably speed things up once people were actually in the canyon.	Website
103	Thomas Patton	#1 expand the park and ride at the mouth of the canyon both vertically and horizontally (parking garage). #2 charge a toll for all cars to subsidize improvements. #Build a gondola that goes up/down the Cyn.	Website
104	Sofia Tuttle	I think for employees it is difficult to use/rely on the current public transport, as buses aren't always on time and they are so few and far in between. I think Employee buses with limited stops (e.g. 1 at Snowbird, 1 at Alta) to minimize transport time would be fantastic.	Website
105	Kate McGuinness	Parking is limited in LCC, resorts are growing. I'd like to see a transportation solution that operates independently of the road, like a train or gondola.	Website
107	Conor Hart	The 972 does not have enough frequency for fort Union and wasatch pick ups during the day. Having to use 9400s to get up the canyon is very inconvient in times and frequency	Website
108	Tim Ross	Please build a parking garage or two, and enforce 2 or 3 person occupancy during peak periods. Those are the obvious short-term fixes. A train up the mountain would be ideal, but would require political will that is currently not existent.	Website

Comment #	Name	Comment	Type
		Whatever access control changes are made, please make them temporary initially, so that any unintended consequences can be reversed. Also, please consider impact on non-skiing users. I take my toddler up the mountain during weekdays to play in the snow. If a fee were imposed, that would reduce the quality of living for us quite a bit as I could not afford to pay that every time.	
110	Brett McWilliams	We need to enforce the chains/ snow tires/ 4x4 restrictions. Congestion is often caused by a car that's ill prepared for uphill travel on a powder day. I also wouldn't mind a toll being put in to encourage people to use the ski bus. At the very least cops should be issuing citations at the mouth of the canyon though.	Website
111	Matt Maley	I think that on road closure morning, I think that busses and employee shuttles should have priority to personal vehicles. you could close the road at Wasatch blvd and not allow anyone to wait for the road to open. buses and employee shuttles would have access to wait at the mouth. more people would ride the bus if that meant they would be the first to be up the canyon. I think a gondola would be a great idea with a large parking lot at the bottom.	Website
112	David Raue	More buses, wider road, tolls and all the rest are fine long term solutions. However, a very large component of the congestion during powder days is the laxity of enforcing the 4x4/chains/snow tires rule. On any given day you can count on idiots in 2WD cars, or no snow tires, spinning out and blocking the road. How about making a SERIOUS effort to weed out these people at the bottom? Or ticketing all the 2WD cars in the ski area lots that snuck up? This would even generate revenue. Get with it!	Website
113	Brenda Ruthizer	Do not put in a toll road! I support the creation of a parking hub and more buses for the canyons.	Website
114	Tolford Young	a "rumored 3rd lane" in LCC would be absolutely unacceptable, for several reasons: 1. Historically, 3rd /center lanes are very dangerous, with head-on collisions in the center lane the most leading cause of fatalities. 2. any widening of the entire roadway in this narrow canyon would be economically, astronomically expensive & environmentally destructive; 3. not worth the cost.	Website
115	Tolford Young	If the support towers could be designed in an environmentally conscious manner, a gondola system would relieve vehicular congestion during "ski season."	Website
116	Nanci Bockelie	Add parking structure at 6200 S and 9400/20th east lots. Add many buses. Run a bus every 5 mintues peak, 10 min off peak from early until midnight. Ban private cars except for homeowners, emergency, etc.	Website
117-118	Jeff Chatelain	The amount of traffic and high speed is out of control. New developments by Lacaille will significantly impact traffic and congestion, both canyons will be impacted by whatever decisions are Made , both canyons should be controlled by toll booths , park and rides should be mandatory.. not street parking	Website
119	Kim Herget	I enjoy running in the canyons, and having a shoulder along the road that is wide enough for me to run safely is a big priority for me. I would love to have a dedicated non-motor vehicle paved trail for runners and cyclists (like there is up Provo canyon), but I know that probably isn't feasible.	Website

Comment #	Name	Comment	Type
120-121	Kevin Dwyer	As I understand it, there is a proposal to pave the LCC/Quarry trail in order to accommodate uphill road cyclists. This arises because of the theory that a significant number of road cyclists face safety issues on SR-210. I believe that Strava data 9available from SLC, who purchased the data set) or other calculations will show that the usage is light and accidents infrequent making the ROI at $2.7mil/mi low compared to the alternative of widening the uphill route. Parts of that uphill lane could be used as a formal hitchhiking pullout, equipment parking, temporary snow storage and emergency access in the winter and when demand is high. These alternative uses address both safety and demand, year round. The bike lane project will probably result in a total cost of less than $2.5mil, in and of itself changing the cost side of the ROI calculation by a factor of 5, while providing a range of additional benefits/users on the return side, all with much less impact to recreation and the canyon riparian. One area completely ignored in the bike path proposal was maintenance and its corollary, down time. Because of winter sun angles, the proposed alignment's elevation off of the canyon floor, vegetation and steep canyon walls, as compared to a SR-210 bike lane, a bike path will require much greater maintenance (which would be separate from the roadway), and will function for a far shorter time period, I'd imagine by months. As you may be aware, LCC, especially with the darkness in the riparian, accumulates significant snow which would have to be regularly removed Oct-Nov and March-May. Furthermore, the area often has significant melt/freeze cycles, which would cause dangerous black icing, necessitating further maintenance and/or chemicals, probably incompatible with that area. And, in the May-June, the area receives substantial run-off, enough to blow out bridges and scatter mud, trees, boulders and debris making the area unusable by road bikes at times. Even to make such a path functional 2 months less than a roadway bike lane alternative (Mar-Nov), will cost tens, perhaps hundreds of thousand of dollars more annually. I did not see these costs and limitations considered with the bike path alternative. Looking at the SR-210 bike lane alternative in comparison to the bike path, with the whole scope of usage, cost, utility considered, the bike path seems like frivolous infrastructure. Furthermore, as I mentioned at the presentation, the impacts to a popular recreation site are substantial, likely displacing a significant number of users. I appreciate your good work, but know that our group, the FS and other groups and individuals have been working for 3 years to address the very real recreation issues in lower LCC, because that is where the principal need and opportunities arise. Please reconsider your bike path alternative to better accommodate the needs of the community. Thank you.	Website

Comment #	Name	Comment	Type
122	Alan Jones	Having UTA buses that travel frequently during ski season has been wonderful. One problem is when they are full and completely bypass the park-n-ride lot, forcing us to drive up the canyon anyway. Charging large fees to use the canyon could hurt access for the poor, but public transportation could be a great solution. What about a year-round train?	Website
123	John T Smith	LCC has many transportation obstacles that must be overcome in the next 20 years. Fees or tolling should be balanced with incentives to carpool, rideshare, and use public transit. Any money from fees or carpooling MUST be put back into the canyon for me to support it. Absent this, it is just a money grab.	Website
124	David Prey	Cell towers attract ones that don't even get out of their car, jamming the canyon. The cell towers are an outrage that conservationists like myself who dont want to carry their office into the wilderness areas is creating an EMR exposure issue. I get headaches when I pass each fudge cycle going both up and down LCC. Thanks in advance. No more cell towers! I plan on investigating the exposure issue more and maybe hire a radio expert. Thanks in advance for totally ignoring this issue.	Website
125	Steven Gilman	Getting used to the new intersection at Wasatch Boulevard and North Little Cottonwood Road. Could you reevaluate the no Right turn on red from Southbound Wasatch Blvd. drivers at that intersection. I turn Right there daily and it is easy to tell when traffic is through or turning via their lane choice. I don't see the need to wait for a green lite to turn right there. Thanks	Website
126	Tammie Bostick-Cooper	Electrification and other advanced fuels should be the mainstay of this project. We have excellent models including our neighboring state of Colorado that runs an excellent bus system of CNG and is adding electric. Snowbird is adding bio-diesel and electric. Contact Utah Clean Cities for more information, grants, incentives and high tech support from DOE.	Website
127	Tim Bennion	Do not pave it!!!! Add trails, don't eliminate. I can't believe this is even an idea. I will be furious if you kill this trail. It is a great close, in valley option. Please don't eliminate it.	Website
128	Marjorie McCloy	I do not feel the proposed toll road will help our crowded canyons. Most will pay the toll and nothing will change. We need frequent bus service connected to a large parking structure. Also, widened shoulders in BCC should be off-limits to parking and reserved for runners, cyclists.	Website
129	Jen Day	Please please please do NOT pave this trail!!!!!!!!! I grew up running and biking this trail. It is my HOME. My safe place. It is where I go to find peace and connect with nature. Please do not destroy my home. This is the trail I learned to love the mountains and everything about utah. My children now hike and bike on it. We spend time together and connect in ways not possible to do in urban areas. Paving this would destroy and integral part o our beautiful canyon and so manyof our lives. Please preserve the beauty and majesty that surrounds us.	Website
130	Taylor brozovich	Please do not pave this trail! I am a road biker and I would not like this trail with hikers and families and debris like rocks, sand and gravel from rain and snow storms. Keep it dirt! Thanks, Taylor	Website

Comment #	Name	Comment	Type
131	Robert Kennedy	Paving the Quarry Trail simply doesn't make sense. Even on foot, the trail is more valuable as an easily-accessible nature experience than as a (very short) road bike path. Anyone riding the road up LCC will be riding for exercise and a challenge and a paved trail that doesn't even make it to Snowbird just wouldn't qualify, meaning that at some point, road bikers would get back onto the main road and the point of paving the trail in the first place would be moot. Making some downhill-only trails would relieve trail user tensions. There are extant informal trails that the state government could formalize that would certainly fit the bill. As far as road conflicts, the only solution is to reduce summer motor traffic into the canyon since widening the road would be catastrophic for the canyon ecosystem. More buses stopping more places.	Website
132	Aaron London	I would like to see UPD actually enforce winter tire, 4x4, and chains rules to keep drivers who will cause accidents out of the canyons when it's snowing. So many of the weekend storm troubles were caused by idiots in "SUV"s (e.g., low clearance fake SUVs) without winter tires going of the road and ruining it for everyone else.	Website
133	Richard Pimentel	Solving the LLC traffic problem will not come easily or cheaply. I think the solution is multi-faceted. First, many more ski buses must be made available. More buses means more parking so a multi-story parking facility is needed with reasonable all-day parking fees. Perhaps the parking voucher could also be used for round trip bus fare. Second, the buses need to stop at popular backcountry trailheads such as Lisa Falls and White Pine Canyon. Third, avalanche snow sheds need to be constructed to eliminate road closures for control work. Fourth, electronic tolls need to be charged to help pay for all of this. I would also argue for a $5 surcharge on lift tickets and $50 surcharge on season passes at Snowbird and Alta. These would also help pay for the improvements. Fifth, a third lane up the canyon that switches from uphill to down hill at noon. Thanks for the call for comments.	Website
134	Dane Roberts	Better use of buses and shuttles would be a great way to improve the LCC traffic problem (think Zion National Park), but why should I use a bus if I can drive up for free (vs. pay a significant fare to ride the bus). That situation should be reversed. Provide bus service for free, and fund it by charging vehicles $20 each to enter LCC (LCC residents excepted).	Website
135	Jeff Grover	Have we considered something other than a road? I am a frequent visitor to Snowbird, and user of the Little Cottonwood mountain bike trail. What I would most like to see in the canyon is either a tram/gondola system from the base that could run year-round, or a (possibly partially underground) train/tunnel arrangement like is common in Europe. We need to move people without automobiles or buses on roads. They will arrive ready to ski/recreate without the massive "hike from the car" carrying skis, and road traffic will be considerably curtailed. I would also support a bike path/cross-country ski path (like the upper part of Millcreek Canyon, except closed to cars) separate from both the road and the mountain bike trail, perhaps intertwining with, although not at the expense of replacing, the natural trail.	Website
136	Carol Mahany	Little Cottonwood Canyon needs a better public transportation system. The UTA ski bus service should be more user friendly; more busses on weekends and holidays; better scheduling for busses coming from the North. Cars with only one occupant should be charged a toll fee.	Website

Comment #	Name	Comment	Type
		Not sure what can be done on road closure days but it certainly is a mess trying to get into the Canyon.....maybe don't even allow "one occupant" car into the Canyon....	
137	Kay Tran	Have web-based sign ups for all UTA ride vans modeled after the Snowbird Host Hauler. Snowbird Rideshare vans could be designated for 9400 or Wasatch and specific times up and down. It seems that they are under utilized in both directions.	Website
138	Klay Anderson	Have you considered widening the road to three lanes with provisions for 2-lanes up in the morning and 1-lane down? Reversing same in the afternoon. Many states use this method in congested areas.	Website
139	Jim Baker	Having driven the canyon for 40 plus years for work and recreation it is obvious that on peak days there is an issue with traffic. Peak days can range from powder days, Octoberfest, hiking weekends and wildflower viewing. The proposed toll road will probably help some, but most of the people that recreate in the canyon can afford to get their vehicles to their destination. Any number of costly improvements on 210 (additional lanes, light rail, etc.) will probably alleviate but not eliminate the problem Unfortunately the mind set of the valley and the west is not on public transportation. People need to be motivated to change. Until a enforced cap on the number of vehicles allowed in the canyon there is no motivation to change what they are doing now. Utilize what we already have.	Website
140	Thomas Lawrence	Put in legitimate mass transit that connects to Trax and FrontRunner down in the Valley. Being able to ski, rock climb, hike, or go to Oktoberfest all from the safety and conveneince of a mountain light rail system or something similar would set be incredible and more efficient than what we have in place.	Website
141	Jonathan Tran	I don't believe that paving the LCC quarry trail will alleviate any canyon traffic, as road bikers up-canyon are not a general traffic concern on 95% of days. Please leave this trail unpaved.	Website
142 -143	Todd S	Why don't they enforce the rules about 4WD and snow tires? 1. Checking each car on every morning would take a long time. Maybe they could put a little window sticker on cars that have passed inspection so that they won't need to be checked the next time. Maybe we could stop by a police station and get those stickers days before we go up. 2. How about issuing tickets to cars with the wrong tires in the Alta and Snowbird parking lots? 3. A toll won't help a car with bald tires make it up the road. On delayed opening days the police can check tires before the road opens. The cars are parked waiting for the road to open. It would be pretty easy for the police to walk down the road and look at tires. It wouldn't delay anything. It wouldn't cost anything since the police are already there and waiting for the road to open. The first couple of hundred cars could be checked this way.	Website
144	Mark Stavis	Please make this a safer canyon to bike in. Love the idea of having limited cars go up and down. Make a paved trail that connects to American fork canyon. Don’t allow cars on it.	Website
145	Andrew Reich	Carpooling must be incentivised by BOTH Alta and Snowbird Additional bus service must be considered. Morning and afternoon busses are full on busy days. Direct to Alta	Website

Comment #	Name	Comment	Type
		busses would benefit Alta skiers. Bus service to the 39S PnR lot could be useful If I drive I pick up people at the bus stop. Some sort of line queue would be helpful. This is a thing in California. Toll road must be explored	
146	Mitchell Taylor	As a cyclist and a skier, I look forward to improving Little Cottonwood canyon for both safety and traffic reduction. To do so, my recommendation is to ensure that cyclists have a lane when traveling eastbound (up the canyon). Additionally I hope to provide predictable, consistent, and accommodating bus traffic that makes taking the bus up to the canyon a more preferred alternate to driving to the top of the canyon (particularly during peak season)	Website
147	Sean McCormack	Traffic in the cottonwood becomes way to congested. I frequently drive up both cottonwood canyons at both peak times and when the canyon is empty in all seasons. I usually have a car full of people to reduce gas usage and limit congestion. I fear that one day the canyon may be tolled, I do not want this! This would limit many people's access to enjoy our beautiful cottonwood canyons. I take the bus on less busy days but when it is busy I have found riding the busses to be a nightmare. They can be too full of people for additional people to ride and getting to the end of your trip takes a long time! Something needs to be done to improve access to the canyons for all, including both backcountry skiers, and resort skiers.	Website
148	Paul Hansen	we need adequate parking at locations away from the mouth of the canyons, and frequent bus service. Access tolls for vehicles with fewer than four people. Provide free bus service subsidized by the tolls. Add a bus lane- up in the morning and down in the afternoon.	Website
149 - 150	John Knoblock	With respect to trails and bikes, road bikes should be kept on the road shoulder on a 5' wide bike lane with good shoulder grooming. That way it gets snowed plowed off and lengthens the road bike season. The Little Cottonwood trail should remain natural surface with mountain bikes going uphill only. A separate downhill bikes only flow trail should be constructed from the White Pine trailhead down to the canyon bottom. A nice two-way mountain bike-able trail should be constructed all the way up through Snowbird, Alta, and up over Twin Lakes Pass.	Website
151	Bo Foreman	We need more bike trails PLEASE!!!!!	Website
152	Sharon Draper	Please, please do not pave the quarry nature trail. This area already has heavy impact and crowding from many people. Adding paving will only increase the number of people using this trial and be detrimental to the ecosystem surrounding it. Please use these dollars elsewhere! Like making the flow of traffic in and out of the U of U and hospitals more smooth. Maybe putting a north south trax corridor to the university? We do not want the quarry trail paved. Please don't do it!! Thank you!	Website
153	Joel Zenger	As a road biker, who rides up Little Cottonwood Canyon at times and as a mountain biker who rides the Quarry Trail, I can unequivocally say that I oppose the paving of the Quarry Trail. The Quarry Trail is a unique and fun	Website

Comment #	Name	Comment	Type
		trail and paving it would take that away. I personally would not ride my road bike up a paved trail as I think it could be more dangerous than the road with cyclist coming down the trail dodging walkers, etc. I certainly wouldn't ride down it. The shoulder of the road going up Little Cottonwood Canyon is for the most part very safe feeling and on they way down, a road bike goes about the same speed as the car traffic, so it easy to stay in the middle of the downhill lane. My suggestion for improvement, would be more trails for hikers and mountain bikers. I would love to see better trails in the foothills between Little Cottonwood Canyon and Big Cottonwood Canyon. Not straight up and down trails, but trails that could be used by hikers and biker. I would love to see an extension of the Bonneville Shoreline Trail between Little Cottonwood and Big Cottonwood. This would be great for hikers and bikers. More trails connecting Big and Little Cottonwood would be great as well, particularly ones that would be multi-use for hikers and mountain bikers.	
154	Perry Hall	PLEASE do not pave the LCC quarry trail. This is a fantastic MTB trail that allows lots of multi-uses during all seasons.	Website
155	Garrison Asper	Mountain biking is the fastest growing sport in Utah and is helping thousands of children and adults find solace in nature and gain fitness while doing so. When done on established, well built trails, mountain biking has an extremely low environmental impact as well. What we need is a greater expansion of ridable trails to accommodate this clear desire from the community, not the destruction of a longstanding recreational hub. Thank you.	Website
156	Josh McAlister	Dear members of UDOT, I urge you to not proceed with paving over the Quarry Trail in LCC. As a mountain biker, the Quarry trail provides a great after-work ride that would be eliminated were it to be paved over. I understand the need to protect road cyclists, but I can assure you this is not the way to accomplish that. Instead of wasting public dollars paving over a local trail, focus on getting drivers off of the road. Increase funding for year-round public transit in the canyons and by all means collect a toll to pay for it. Hikers and cyclists are against this measure.	Website
157 - 158	John Bercaw	Please do not pave the Quarry Trail. It's an iconic mountain bike trail and should remain a dirt trail.	Website
159	Susan Bennett	Why would you want to pave the quarry trail !! This trail is used by hikers and bikers and it would be completely ruined if you pave it !!	Website
160	Dan Draper	Please do not pave the iconic quarry trail. Keep it a trail for hikers , mountain bikers, and trail running. Paved trails suck! They are not fun. Road bikes would not use the trail either way because they get going so fast down the canyon. Paved trails attract undesirable crowds. We should be discussing a dirt trail that goes all the way to snowbird.	Website
161	Zachary Larkin	I have heard rumor that under consideration is paving the old quarry road. This road is a mainstay for mountain biking and it would be a travesty if it were paved.	Website
162	Rich Winwood	Please add me to your project updates and information emails.	Website

Comment #	Name	Comment	Type
163	Joan Mills	I feel the canyon needs to be one way up and down on busy days of the year. Also storage for skis should be free at the ski areas to encourage people taking the bus. Deer. Alley does this and it encourages more people to take public transportation.	Website
164	Stephen Montgomery	Paving the trail will ruin the fun of the trail for mountain bikers. Additionally it will take away from the beauty of the trail. I am sure the money would be put to better use on some bridges that need work or potholes to fill	Website
165	Megan Kitchens	As a mountain biker and a road biker, I personally believe to leave the road the way it is. Although having a safer road for road bikers to use is great, what you don't see is that paving the iconic Quarry Trail, we get rid of an amazing mountain bike trail. Little cottonwood canyon has a lack of trails in the bottom half of the canyon, and I think it would be absolutely amazing to create more with the money. As a road biker I also know that unless you are an advanced biker it would not be wise to ride up little cottonwood canyon, with this in mind, the chances of those that don't know proper road etiquette riding on the road have diminished greatly. This means that putting in a new road will make it more safe, but the riders on the road are aware of their safety and what they need to do in order to be safe. Please don't pave our mountain bike trails!	Website
167	Willis Richardson	It has been studied to death. The answer is buses or rail only. Quit wasting time on another study. People can't use their cars end fo story. It is the ONLY solution. You have hacked this issue to death. Quit trying to please everyone with a fair solution so no one will be hurt. There is NO other answer. Buy the busses and have a large parking lot. Buses have to run EVERY 15 minutes not on the half hour. That is the reason people don't use them.	Website
168	Steven Sadler	LCC is what this valley is known for and it must be preserved. Building bigger roads, allowing more cars, and paving dirt trails will only ruin the nature within LCC. Building up the road to alleviate traffic is a short term fix and it is not sustainable. We need to think long term. Zion National Park has a bus system that could be adapted to work in our canyons. People who live and work up the canyon have a pass to drive up the canyon but during day hours everyone up there for recreation must use the bus. Temple quarry trail is a great option for families wanting to get out to enjoy an easy hike. The problem is it is also a really fun trail to ride bikes down which creates a dangerous situation. We need to build directional trails to avoid these possible dangerous stituations. Thank you for your time.	Website
169	William McCarvill	Purpose statement needs to incorporate the thought that communities along Wasatch Blvd should not be negatively affected. They should not bear the brunt of traffic generated by the rest of the valley.	Website
170	Jonathan Fay	Need toll and need to make sure cars have snowtires and 4x4 or have CHAINS on the car already.	Website

Comment #	Name	Comment	Type
171 - 173	Kate Bowman	Thank you for taking the time to address this issue. The traffic in Little and Big Cottonwood Canyons has become a serious issue and I appreciate the efforts to find a solution. While some improvements may ultimately be necessary, I think it is important to maximize efforts to reduce or improve the traffic problems using low-cost, low-impact solutions first before turning to more expensive investments. I drive up Little Cottonwood canyon one or more times a week, most frequently in the winter, and often on the snowy weekend days that pose the most serious problems. While some of the traffic results from having too many cars on a narrow road, a significant portion of the traffic results from accidents or people driving in cars that are not properly equipped for the road or conditions. I also think there is a lot of potential to expand ridership on the buses by improving service. Before making significant changes to the infrastructure or management of the canyons, I recommend the following changes which I believe are reasonable and easily implementable and will have a significant impact on traffic: (1) consistently enforce existing tire rules on weekend days when there is snowy weather. When one person slides off the road or loses traction, it creates a huge problem for everyone else driving up the canyon. Having seen the types of cars that are allowed up the canyon on very snowy days, and the numerous accidents that result, I genuinely believe that enforcing these existing rules would have a huge impact on traffic in the canyon, and likely save money due to costs associated with responding to crashes. Cops should be posted at the base of the canyon and consistently turn cars around if they do not have the appropriately rated m/s tires or chains. (2) enforce the existing tire rules with fines. While it is reasonable to issue a warning if someone is found out of compliance with the existing m/s tire rules as a first offence, people who cause accidents in the canyon should be fined if they are not in compliance with the snow tire rules. If these tire rules are enforce and people are fined when they cause accidents or slide off the road because they are not complying with the rules, word will get around fast and people will stop blatantly ignoring the rules. The funding from fines should be used to fund infrastructure improvements and traffic management in the canyons. (3) add external ski racks to the buses. The buses are a great alternative to driving up the canyon, but a few improvements could increase ridership. First, put external ski racks on the buses. The ski racks inside the buses are inconvenient and result in slow stops because riders on a crowded bus have to work their way over to the ski rack and then wrestle their ski or board out of a tangled mess of gear. Every other ski town I've been in has external ski racks on buses. (4) allow buses to stop at designated backcountry trailheads where it is safe to do so. I mostly backcountry ski, and there are many great ski tours in the cottonwood canyons where you can start at one trailhead and end at a different one. I would happily take the bus if they were able to stop and pick me up or drop me off at those trailheads. Currently there is no option to get to these trailheads except to drive. (5) survey canyon users to improve bus timing and frequency. Ensure that the bus schedule is sufficient for the way people use the canyon. For example, many people stay up at the resort after the lifts close to get dinner or go to the bar, so if there isn't an option to take the bus down at 6 or 7, they may not be willing to do so. If new lanes are built, it is essential to create a designated bus lane that allows buses priority access on weekend powder mornings. While the lane could be open to all vehicles on other days, a priority lane that allows buses to get up the canyon quickly will encourage ridership. I strongly believe that the recommendations above will have a significant impact on traffic without having to invest in expensive road upgrades or toll equipment. After implementing the recommendations above,	Website

Comment #	Name	Comment	Type
		some additional improvements to the road may still be necessary, but starting with the relatively low hanging fruit will have a faster, cheaper impact and help to reduce the cost of infrastructure improvements if they are needed. Thanks for your consideration of this issue.	
74	Kaerli Christensen	I have lived in the SL area for 40 years and it's amazing how the canyons are now constantly a snake of cars going up and down the canyons. This is the difference now living in a world with 8 billion people compared to 4 million people in 1980. It has certainly impacted our home and this area as well. While the mountains are no longer a place I can escape for solitude because there are so many people around, I still value the outdoor environment greatly and strongly feel it is our duty to protect these spaces in our ever expanding world. Having a light rail to get people up and down the canyons would be a great way to minimize the pollution and impact of cars on our beautiful canyons which we have the duty to protect.	Website
175	Colin Gregersen	Please note that I understand the challenges here. The days that traffic in LCC are few, but have a big impact. So, solutions options I am proposing reflect that this is an infrequent problem where I don't think expensive solutions (like trains) are practical. Traffic solution options I support: 1. Tolls on single occupancy vehicles 2. Improved bus service (MANDATORY to provide parking near the mouth of LCC or buses wont work) 3. Avalanche snow sheds! If you can eliminate closures for shooting, then you could resolve much of the traffic issues, I feel. 4. An HOV (3 or more people, buses) lane that goes uphill all hours except downhill only from 11am-7pm. Options I DO NOT support: 1. I don't support a tram up the canyon (I access trailheads year-round, not just go to the resorts) 2. I don't support trains (too expensive and will rapidly exceed carrying capacity of canyon) 3. I don't support an interconnect of any kind (tunnel, or trams between LCC and BCC)	Website
176	Geoffrey Crockett	Outside of Chamonix France there is a ski resort called Courmayeur. It is in Italy, actually. When you pull into the town, there is a huge attractive parking structure. Everyone skiing at Courmayeur parks here and takes an	Website

Comment #	Name	Comment	Type
		elevator to the main plaza where they may purchase a ticket to ride a continuously running gondola. This takes you up the mountain to a plaza from which you can then board other lifts and ski or hike and enjoy the area. This would be an excellent model for LCC. I envision a gondola system taking people from the base of the canyon to multiple stopping points in the canyon, like the shuttle stops in Zion. This gives people freedom to come and go as they please with a predictable time to get from point a to point b. It solves he parking and congestion issues. The only difficulty is in setting in the gondola system and finding it. Think about it though. It is a pretty solid solution and quite revolutionary. Good luck. Donthe right thing!	
177	Will Sherrill	Please start patrolling the mouth of the canyon on days where the light is on for 4wd and chains. There are so many people driving up with 2wd and no chains on snow days. You should post a sign with the fine amount at the bottom/top and actually enforce! It is dangerous and causes massive traffic jams	Website
178	Andrew Stone	The lack of lockers at Alta is a substantial disincentive to using the bus. It requires bus users to haul or wear all their potential gear for a variety of conditions while they ski. Additional lockers would be a relatively easy and inexpensive step in encouraging use of the bus.	Website
179	LeeAnn Ehrhart	Avalanche control and avalanches close the road every time it snows hard. Could we put in avalanche bridges of some sort so the road doesn't have to be closed? I'd like to see a train or monorail to take skiers/hikers up the canyon. I would love if it were underground so snow wouldn't slow it down, animals would not be hit on tracks, and the local plants could grow over the top of it. Another major reason for traffic delays on snow days is vehicles that do not have proper snow tires or four wheel drive. Cars sliding out of control have caused the longest delays this year. Getting these people off the road and on a train would improve traffic on Wasatch. I would like to see Wasatch Blvd widened to two lanes in each direction between Bengal Blvd and the High T. On busy snow days the ski traffic could be directed to the left lane and residential traffic can use the right lane. As a resident, it is frustrating when we can't get around the roads on busy snow days.	Website
180	Stephen Hales	Cars with 2 to 3 or more people only on powder days. I see lots of single drivers on powder days. If they would carpool or take the bus it would make a difference.	Website
181	Kevin Cummisford	People who own property in the canyon should not have to pay a toll	Website
183	Rod Kitchens	In your planning I urge you to place a high priority on maintaining the existing dirt trails at a minimum, and ideally expanding them. I and a lot of friends use the little cottonwood temple Quarry trail for mountain biking a lot and view it as a local gem. If this trail were to be paved it would elminate this great trail for a lot of people. Paving it would likely not make it desirable for road biking either, as most of the many people interested in riding road bikes in the canyon would avoid the trail due to the need to place a speed limit on the trail for safety. The demand for single track and dirt trails is currently exploding due to the popularity of mountain biking among youth as a result of NICA (middle and high school mountain biking). The league in Utah has approximately doubled every year since inception and there are now several thousand youth in Utah involved. This is spilling over into younger kids and parents involvement as well, and with the lifetime sport focus of NICA, the involvement in the sport will continue after high school, likely driving exponential growth in mountain biking for	Website

Comment #	Name	Comment	Type
		at least the next five years. There is also a huge growth in trail running by adults who are tired of the pavement and seeking a wilderness experience, and a trail close to home (like the quarry trail) is fantastic for that. Please consider these trends in your decision and do not pave the Quarry trail. Thanks	
184	Roland Gilmore	Please allow for summer travel to be carefree. No toll or restrictions	Website
185 -187	Michael Maughan	Thank you for opportunity to comment on solutions to transportation and congestion issues in Little Cottonwood Canyon. I have worked in the canyon for the past 28 years and have driven the canyon almost on a daily basis in the winter months. I have spent hours at the mouth of the canyon waiting for it to open, as well as, spent hours in a red snake trying to get out of the canyon. I have traveled the canyon in a wide variety of weather conditions and have first hand experience of issues that cause congestions in the canyon and the neighborhoods near the canyon. Based upon my experience here are a few observations and suggestions. 1. What are the causes of congestion at the mouth of the canyon? a. The road is closed for avalanche control work and snow removal (15 days of 150 days in the 16-17 ski season)- the later it opens the bigger the congestion issue b. Slower moving vehicles (buses, delivery trucks) c. Vehicles in the canyon with improper tires or people with little experience driving in winter conditions and the road is slick or it is snowing d. More people arrive at the mouth of the canyon at the same time than the road can accommodate (two arteries must merge into one) 2. What are the causes of congestion at the end of the day (the red snake)? a. Vehicles in the canyon with improper tires and weather or people with little experience driving in winter conditions and the road is slick - driving too slow b. Mid day road closure for avalanche control work – (7 times during the 16-17 ski season) c. More people are trying to go down at the same time than the capacity of the road d. Too many entry points for traffic going down hill (For example two cars together at the far end of the Albion lot may end up 8 or more cars between them by the time they get by Snowbird due to cars merging in) cars parking on the highway make the issue exponentially worse. 3. Solutions for consideration a. Add more capacity to the road (HOV lane or smart third lane that you can change directions of) b. Get the road open earlier on snow days and reduce or eliminate mid-day canyon closures – snow sheds, remote control avalanche devices, getting the work done earlier, consider transportation methods not subject to road closure (i.e. gondola) c. Create large parking structures or lots in the canyon – place for people not used to driving in winter conditions to park and use public transportation or carpool – use these areas as a place for cars to queue up on road closure days – keep the buses on the main line and out of the park n ride lots d. Don't let cars with improper tires up the canyon – need a place for them to park and use public transportation – would 4x4 required by an option during the winter months e. Reduce the number of merge points for vehicles going down the canyon f. Ski areas create apres ski events, family friendly, to stagger the exit of traffic from the ski area g. Increase parking at ski areas and get the parking off the highway h. Improve and encourage the use of public transportation and slug ridership 4. Other Observations a. In general, the demographic of those skiing is less likely to use public transportation. They generally are either	Website

Comment #	Name	Comment	Type
		coming with a group or are coming alone in a vehicle. Those coming alone in a vehicle are often season pass holders who can currently us public transportation for free and choose not to. In speaking with them many of them, they are pressed for time, work in their vehicle on the way to and from the ski area and have no interest carpooling or using public transportation. Currently less than 5% of the skiers visiting Alta use public transportation. b. To increase use of public transportation by those who would use it, it needs to be convenient and not take significantly more time than using a vehicle. Alta skiers who would use public transportation have indicated that they do not because of the time it takes to do the stops at Snowbird. c. Skiing is a social sport and part of the experience for many is the time they spend visiting with friends and family on the journey to and from the ski area. Many also use their vehicle as a storage area for layers of clothing, lunch and additional skis and equipment. Michael Maughan General Manager Alta Ski Area	
88	Carolyn Clark	Our beloved Wasatch Mountain Canyons are being loved to death. They are a true treasure that sets Salt Lake City many steps above most other urban areas. We need to preserve as much of their wildness as we can to keep SLC special and to provide many happy experiences in nature for our local residents. Please reduce traffic by limiting use to bus shuttle only. This will increase safety and efficiency. It will also allow cyclists and hikers to ride and walk along the road without as much fear and danger as we presently have. It will help us keep canyon access safer during winter weather. Thank you for preserving the uniqueness of our Canyons by reducing traffic.	Website
189	John Worlock	I don't particularly care about the highway, per se, but I am deeply interested in the "carrying capacity" of the wild and beautiful backcountry of the Central Wasatch Canyons. Transportation is good, but only if it brings a finite number of humans in to experience a finite amount of true backcountry and wilderness - not to mentions the beauty of the undeveloped canyons. Let's not develop the transportation so as to undermine the values of the landscape that it serves.	Website

Comment #	Name	Comment	Type
190	Lucy Smith	The traffic up Little Cottonwood Canyon can often be terribly congested. Alternative transportation options need to be investigated aggressively. One option for both canyons (although your request is just for LCC) would be to increase the amount of buses traveling up (esp. on weekends and snow days). A toll should be put in place where single rider cars get charged the most and the fee decreases with the amount of passengers you have in the car. Busses should be the least expensive options and highly encouraged through incentives. Busses should get priority going up the canyon and should be able to pass the line of cars on Wasatch to get the resorts first. Park and Ride lots need to be built out as well.	Website
191	Bryant Scrafford	All of the considerations noted in the EIS merit consideration however there needs to be significant parking options provided in proximity to the Littlle Cottonwood as well as increased frequency of buses servicing the canyon. Currently if one wants to use UTA to the resorts all the parking options are full or the bus is often already at capacity. It is unrealistic to expect skiers to take trax and buses with one or more transfers while carrying skis and in ski boots to get to yet another bus that services the resorts. Parking needs to.be the first priority. Turning the exiting commuter lot at 9400 south and Highland Drive into a multi - level structure would one parking option to consider. Others would be creating multi - level structures in the existing parking lots at Snowbird and Alta. This should be a requirement as part of and prior to approval of any resort expansion of operations. Finally, if current bus service doesn't make stops at canyon trails heads they should. All of these steps need to take place prior to Tolling.	Website
192	Tara Saucedo	Please do not allow vehicles to queue up on LC road at the intersection with Wasatch to wait for LCC to open. The vehicles block the road and residents in the area cannot access their homes, or the local school. I'm also concerned about the increased traffic from the new development across from La Caille.	Website
193	Scott Kafesjian	Please consider bicycle use of the roads in the area. This area and the canyon road in particular, are very popular for cyclists. Their safety and the ability to continue to use the world class canyon road should be given a priority in this study.	Website
194	Scott Kafesjian	Please consider that improving access, allowing greater numbers of vehicles (of any type), and continual promotion of the recreation in LCC will ultimately and inevitable lead to its degradation. The canyon and surrounding area is relatively small geographically. It is an "intimate" setting as far as mountain recreation areas go. It cannot support indefinitely the increased numbers of people who visit. It doesn't matter how they get there. The best solution to the traffic problems is to limit access to the canyon during peak use periods.Long-term, no other solution will maintain the character of LCC, which is what makes it so attractive and unique. Let's preserve it, not degrade it. Moving more people into the canyon is not a viable preservation option.	Website
195	Scott Kafesjian	Any proposals that would make LCC a through road (via tunnel or otherwise) should NOT be considered in the study. Making LCC a through road would only invite more vehicles, more people, more pollution, and more degradation to the canyon. It would severely limit any measures to mitigate the impact of vehicle travel in the canyon.	Website
196	Hazel Coffman	People love the canyons. Winding roads with narrow shoulders do the least damage to canyon itself. In my opinion, the best ways to accept that we have steadily more canyon users is to provide CONVENIENT Public Transportation and basic restrooms at trailheads. The public really will choose shuttle bus etc. if it runs OFTEN and is FREE or very low	Website

Comment #	Name	Comment	Type
		cost. I am OK with a modest fee for those who prefer to drive their own vehicles. Then you just need to have ample parking at the base and an aggressive education campaign to help create new habits.	
197	Carri Wullner	Pay for parking if you have less than 3 people in the car-make it significant enough to discourage single occupancy..(at both ski areas).—Jackson Hole does this it works. Offer a bus pass with your ski pass. Offer more quick ski route pick ups at base of the canyons.	Website
198	Maximilliam Valdes	One area of study that at least I think is interesting is the amount of single occupant vehicles. A single person in one vehicle ends up taking up the same amount of space as a vehicle that is filled to capacity. I would guess that having more people take the bus would alleviate some congestion. This perhaps could be done by enforcing a toll on vehicles that are single occupant. Two or more occupants should be fine. Another area that would be beneficial is extending the UTA ski bus services. Currently in 2018, the last day of of route service is April 7th. In my opinion, the service should be extended to at least the last day that Alta/Snowbird service.	Website
199	Ian Klepetar	It's probable that there is already an agenda in place. If there is not, more creative solutions should be brought to the table to achieve the set goals of the project. The standard "solutions" of such projects are to increase lanes. However, this is costly, not environmentally sound and unsuitable in based on this particular study area. A more appropriate approach would be to take action steps to dramatically decrease single and low occupancy vehicles up the canyon by 2 methods. 1. Toll booth at the base of the canyon from 7 am to 4 pm. Being a recreational canyon, there is no reason that this concept shouldn't be brought to life. 2. Increase bus service up and down the canyon and possibly have the UDOT pay the tab in order to make it free for the user. 3. Establish a legitimate hitchhiking shelter at the base of the canyon which would encourage hitchhiking. I hope Utah.gov and UDOT can see past the traditional lines of progress and increasing access by not feeling that they need to lay down more asphalt in order to solve a transportation problem. There needs to be more creative and practical thinking in the process and the above ideas are some of them.	Website
200	Katherine Lake	CONGESTION AND POLLUTION ARE BECOMING A MAJOR PROBLEM IN THE CANYONS. IN ADDITION, NOISE POLLUTION HAS BECOME A MAJOR DETRACTOR FOR VISITING THE CANYONS. PLEASE DO SOMETHING ABOUT MOTORCYCLES THAT RACE UP AND DOWN CANYON ROADS. THANKS	Website
201	Grzegorz Bulaj	Dear Sir/Madame, Thank you for asking for comments regarding LCC transportation, and for making Nature preservation and sustainability the highest priority. When discussing fee-based strategies, please consider fee structures based on types of vehicles as well. For example for SUV/trucks with less than 25 mpg city fuel efficiency (per manufacturer specs) may pay more than those with better fuel economy, and even more than electric vehicles - hence promoting responsible commuting in LCC. In summary, I suggest three types of fees for vehicles visiting LCC: (1) EV - lowest fee, (2) high fuel efficiency - medium fee, (3) low fuel efficiency - highest fee. Thank you for your attention. Best regards, Greg Bulaj	Website

Comment #	Name	Comment	Type
202	Miker Bower	Shuttles are the only long term solution. The parking can be converted to a park for summer camping.	Website
203	Stuart Willick	I have been spending time in Little Cottonwood Canyon since 1978 and have grown increasingly concerned about traffic in the Canyon. Here are two specific comments: 1. Build more mountain biking trails; 2. Build a high speed, confortable gondola up the Canyon, with stops at Snowbird and Alta. At the bottom of the gondola, build parking, shops (coffee shop, dining, shopping, maybe a hotel). Revenue from the development at the bottom will pay for the gondola, which will be the envy or mountain resorts around the world. What a cool way to get to the ski hill!!	Website
204	Brett Carroll	I think the focus for improving transportation in Little Cottonwood Canyon should be on improving public transportation. During times of peak congestion, public transit should be cheap or free, and frequent. This could be funded by a variable toll for private vehicles that increases during times of peak congestion. This would also require an expansion of park and ride areas at the bottom of the canyon.	Website
205	Bob Paxton	I would like to make some lengthy comments after the Tuesday meeting. However, I do have a question: will UDOT do a presentation of their ideas toward the end of the meeting, like 7 pm, so those of us that work until 6 can get in on the discussion. Truthfully, most working people, those of us that pay taxes to fund projects such as this, can't make a 4 pm meeting. Thank you. Bob Paxton.	Website
206	James Kucera	There must be some limit to the number of vehicles allowed in the canyon during times of very high visitation. For example, "powder days" and at the peak of the wildflower blooms. The current mass transit (ski bus) is inadequate - there is much room for improvement. Perhaps a canyon pass system could be initiated.	Website
207 - 208	Allene Lemons	I spend days year round skiing and hiking in Little Cottonwood Canyon. Weekends and Octoberfest are far worse than any winter day but the traffic gets spread out through the day so no line up but the increased traffic is there. I have resorted to what I call thinking out of the Little Cottonwood Canyon Box and so if it's a big powder day, I might head to Deer Valley or Snow Basin or Sundance and avoid the lineup fifteen minutes from my front door. During the summer and fall, I do a similar thing or hike late in the evening. If I think there's going to be traffic and no parking at Alta or Snowbird, I go to hikes that no one likes! So that solves my summer/fall problem. I live just off Wasatch Boulevard on 10700 South approximately. There has been an increase of traffic on my side of Wasatch as well. Some "powder" events, the line up from the Canyon has been backing up past the Boulders housing development which is something I am not sure that you are aware of. I believe it is "cutting the line" and not necessarily people who live on this side of 9400 South. So whatever you do will affect my side of the canyon as well. I am not an advocate of charging money to be in the canyon as that really makes it so those with lesser means and usually no air conditioning unable to use the canyon. I don't like doing that. This is the outdoors. It should be free to be out in it. I feel like the ski areas created the demand and they could tack a fee on their tickets and the "rich" who ski would not notice it at all and then build a tiered parking structure and also you could charge to park there. Vail does this and I pay it. More buses like all ski areas are doing on a consistent basis would be best, too. Most ski areas cover this cost I believe so Alta and Snowbird and the other ski areas are getting a free ride already and you have been allowing it. I like the season pass benefit of riding the bus free, too. The bus schedule for me has been very haphazard and that is why many of us don't ride it. It increases my carbon	Website

Comment #	Name	Comment	Type
		footprint because I would have to get on at the 9400 and Highland location as the mouth parking lot is always full of Snowbird and Alta early morning employees. The park and ride on 9400 that's further than driving to Snowbird for me. As I do every year, I call and request a bus coming from the South and a bench or two on Wasatch South...so whatever you decide to do, keep that in mind, too. If money was no object, I love how Sunshine Village runs a gondola from the parking lot and up to the ski area. So even if you are staying up there over night, you load up your luggage and go up the gondola. So there are no cars and noise in their canyon. Sounds lovely! Good luck at the meeting. I can't come and I might be one of the voices of reason that I hear. This is the Chavettz people and I feel like there is not a lot of reason in them. They are rich and have moved here just to ski and so don't really know anyone who is hispanic and lives in West Valley or Magna who picnic weekly in the canyon or come up to see the beauty of it as an outing and not ski. I hope you keep that in mind as you decide how to share the canyon with Utah not just the skiers not from here who have no clue about anything other than Wasatch Boulevard and east of it.	
209	Sherman Myers	I drive up and down Little Cottonwood Canyon two to three timps per week during the ski season and find NO traffic problems. Well, there is a problem when cement trucks are going up the canyon, but that wasn't too bad and not every day. Summary: there is no traffic problem on weekdays.	Website
210	Wade Williams	I would rather see no improvements than to limit access to the canyon. I am a weekly traveler in the canyon and believe the biggest issues is parking at the base and at the resorts. Car with out proper tires, 4 wheel drive, or chains also cause much of the problems on big storm events and high demand winter days due to new snow.	Website
211	Jared Winkler	I live on Little Willow Circle. Its only accessible by Wasatch Blvd. Ever since you installed the new continuous flow intersection at the split to Little Cottonwood road. The Northbound traffic from Little cottonwood has no breaks in it. It makes it very hard to turn left (North) from our circle. I suggest this area be a 2 lane road with a center turning lane. Carry it all the way from the split to Bangle Blvd. I feel it will help to spread out the traffic..	Website
212	Randy Johnson	We live in Sandy in the winter.Our first year was 1975,love Snowbird and Alta but the road has become painful. Watching your responses.Good Luck	Website
213 -214	Rocky Stonestreet	As a resident who regularly uses and rides up Little Cottonwood Canyon Road....now is the time to manage the number of vehicles that drive state route 210. Please begin limiting the vehicular traffic on 210.	Website
215	Matthew Parker	SR210 should make it a priority to increase lane safety for cyclist both up and down the canyon.	Website
217	Stacey Moody	I live in the Wasatch Resort area. If the employees that work up the canyon HAVE to ride the bus up or they can’t work, then the traffic will be only about a third of what it currently is. As a resident it is very important during stormy ski days to have the traffic pulled over to the far right of the road so that residents can pass to get in and out of our homes. The police need to understand and be kind to us residents that are just trying to get in or out of our homes. The idea of a parking lot across from our access road will be incredibly dangerous because we have blind curves at high speeds from each direction. Trying to get out during storms with traffic is already extremely unsafe and if	Website

Comment #	Name	Comment	Type
		you add more traffic from across the street, it will be deadly! Pedestrians will park and try to cross and already I've witnessed so many near hits with people that park illegally. It doesn't seem to be a well thought out plan.	
218	Bill Cutting	The traffic issues facing Little Cottonwood (and to a lesser extent, BCC) represent one of the most serious degradations to our urban canyon wilderness experiences, both winter and summer. I fervently hope several things will come from this EIS study: 1) Most winter vehicular traffic will be restricted, and skiers will be required to use public shuttles. 2) There will be absolutely NO parking allowed on UT 210, restricted entirely to the resort parking areas and, 3) the resorts will be required to contribute a meaningful subsidy to UTA, to help cover shuttle parking infrastructure and operating costs. They are the beneficiaries of the system; they need to bear a meaningful burden of the costs to mitigate damage to the natural environment.	Website
219	Jason Brill	It is my understanding that this is proposing to pave the trail up the LCC canyon. I hope this never happens. Currently, it is a multi-use trail and the upper single track is a heavily used mountain bike trail. Not only is it heavily used, it is known as one of the best trails in the SLC region. I drive to SLC every couple weeks in the summer from Ogden just to ride this trail. Above it states: "The transportation improvements will consider the character, resources, diverse use of Little Cottonwood Canyon". Nothing would detract from the character of a mountain canyon like paving an existing multi use single track and double track. The resources that it would take to construct such a project may not add to the overall experience of feeling as if you are hiking in a mountain canyon. Furthermore, I feel as if paving this area WILL detract from its current diverse use. The beauty of the SLC community is I feel that I can leave the city and in 5 minutes be on a beautiful trail ride or run in the mountains. Paving this area would certainly ruin this experience for the majority of the people that desire to access it. I certainly understand that this will add to the accessibility of the canyon for more people to enjoy but with that, the canyon loses its allure. While trying to increase the accessibility for the majority of people in the SLC area (most of which will never use this trail), you are essentially destroying the area for the MAJORITY of its current users. After it is paved, it is no longer "wild" or "adventurous" and it certainly won't attract anyone on a mountain bike to the area. I hope that my comments can be considered when future planning of this "trail" takes place.	Website
220	Danny Staten	I live just below the mouth of Little Cottonwood Canyon, and cycle the canyon regularly. There are stretches of the ride up where there is very little shoulder, and that can be unnerving and frustrating to cars as I have to take up space in the lane. A proper bike lane on the up-hill lane all the way up would be awesome. Truth be told, a bike lane is actually a hazard on the descent in a lot of ways because cars would act like cyclists aren't allowed to use the lane, and at the speeds that descent generates, you need more space than a bike lane offers. What I would really love to see is sharrow indicators, and signs letting drivers know that bikes can use the lane on the descent side, and a nice bike lane on the shoulder on the climbing side. The last year or two, the biggest concern on Little Cottonwood has been a seam that runs parallel to the road in the descending lane. It seems to have been left after crews laid a phone wire or something. It is just the right width, and deep enough to potentially grab a bike wheel in many places. The closer a seam like that is to paralleling the road, the more hazardous it is to a cyclist, and this one always makes me really nervous. Thanks, Danny	Website

Comment #	Name	Comment	Type
221	Andy White	Skier buses enter Snowbird entry #1 and proceed, with stops, to the tram (as they do now).They continue east through a single lane directionally monitored tunnel under a possibly modified Chickadee ski run and south of the Cliff lodge (tunneled or above ground) to the by-pass road. Negotiate with Peruvian Lodge to cut a single lane bus road through their north east corner to the southwest corner of Alta's Wildcat parking area. Bus then heads east to load/unload at the base of the Collins lift, proceeds to the northeast corner of the lot (current loading stop) and turns east through a tunnel under Alta Lodge's entryway stairs to rejoin the road before Rustler Lodge. After the current regime in the Albion lot, the bus does not return to Wildcat but proceeds to Snowbird using the single lane directionally monitored tunnel to the tram, entry #1, and back down canyon. Thanks for your consideration.	Website
222	Ma Kasner	Build a gondola going up the canyon, similar to the Canyons Resort. Obviously the structure would have to be out of avalanche territory and a huge parking lot will need built, but I would take it every single day if it was available	Website
223	Zev Rosenfield	Use the same method Zion uses. Close the road to cars and put in a free bus system throughout the winter months	Website

Comment #	Name	Comment	Type
224 - 225	Jenna Malone	I'm a concerned Big Cottonwood Canyon resident and District 8 voter, writing to you regarding the proposal to toll Little Cottonwood Canyon. I fear that our canyon, Big Cottonwood, faces the same congestion (if not more, during the summer months) that Little Cottonwood Canyon sees. In the summer months, trail heads are overrun with vehicles, and dangerous conditions exist for crossing the road at various points throughout the canyon. We don't have the infrastructure we need for summer and fall hikers and sightseers. This was clearly visible this past summer on Guardsman Pass, where illegally parked cars created a single lane for much of the through road. It's easy to imagine emergency vehicles having difficulty getting through this congested area in July and August. With Big Cottonwood road serving as a through way to and from MIdway, Heber, and Park City in the summer months, our summer traffic is heavier than Little Cottonwood Canyon. Our skier traffic has certainly increased and rivals Little Cottonwood Canyon now as well. I work as a Physician Assistant in the valley, a ski patroller at Alta and helicopter ski guide at Powderbird. I travel frequently between Big and Little Cottonwood throughout the year. Two years ago, I would have said that the skier traffic was worse in Little Cottonwood Canyon. I believe the morning and afternoon ski traffic is now equally heavy in the two canyons. I believe the recent feasibility study and proposal to incorporate introduced by the Big Cottonwood Canyon Association was prompted in part by residents' frustrations with the increase in summer traffic and the lack of infrastructure provided by the county and the US Forest Service for our canyon. A Big Cottonwood toll would help provide funding, which our local Forest Service representative tells us is lacking, to update summer trail heads and bathrooms, and would encourage car pooling and combined trips in the summer and winter months. If only Little Cottonwood Canyon is tolled, our traffic congestion will be amplified exponentially. I love living in a National Recreation and Conservation Area, and in a protected Watershed. Please consider a toll for BOTH Little Cottonwood and Big Cottonwood Canyons. We need help. Additionally, the funds raised from the tolls should be funneled back into the canyons' infrastructure.	Website

Comment #	Name	Comment	Type
226	Ryan Goff	LLC is one of my favorite places here in the the SLC area. I've been a season pass holder at Snowbird the last 4 years (every since I moved to the state). While I share in the traffic frustrations that many of my fellow skiers share, paving the Temple Quarry trail does nothing to alleviate this problem. People are not going to ride their bikes up to the ski resorts to ski in the winter. We're not going to grab the road bike, strap our skis and boots to the frame and ride up. It's just not going to happen. Temple Quarry is used by cyclists and hikers all summer. Paving it will reduce it's use, not increase it. It will also create a more dangerous environment on the path. Now cyclists speeds are kept in check by the dirt, rock, obstacles on the trail. A skilled mountain biker can achieve 30 mph on the trail, but we hardly ever do. Should it be paved, any cyclists can hit that speed. And a skilled road cyclist will double it on the descent, 60 is absolutely doable. This is an utterly dangerous on a mixed use path. Imagine hiking with you family as a road biker zips by, inches away, at 60 mph. Not something you want to do right? What LCC needs are more natural surfaced trails. This will open the canyon to many recreational uses, year round. It certainly does not solve the winter traffic nightmares, this I understand. But paving Temple Quarry won't solve it either.	Website

227 - 228	David Van Dame	Thank you for the opportunity to comment on issues in LCC. I would like to see the following issues/suggestions considered. · Parking along hwy 210 along and below Snowbird should not be allowed. This is a public safety issue and a major impediment to traffic flow. Especially when the Superior section is closed, vehicles going down from Alta basically can't proceed till Snowbird has cleared out. At times I have had to wait several hours for this to happen. · The intersection at the mouth of the canyon should be modified to allow uphill traffic to merge together at a reasonable speed. This would require a yield sign for right turns from Hwy 209 and an extension of the existing 2 lanes for a longer distance. · Priority should be given to public transit vehicles on busy days. There should be transit lanes that buses can use to bypass stopped traffic below the mouth of the canyon so they can get to the park and ride at the mouth. If the traffic is stopped because of avalanche control, buses should have priority once the canyon opens. This would facilitate getting resort workers where they need to be and incetivizing skiers to ride public transit. · The parking lot south of the mouth for the Temple quarry trail should be open in the winter. · There should be a transfer area at the mouth to facilitate car pooling. Drivers not wanting or able to drive the canyon should be able to park and car pool with drivers willing to transport other people up the road. · There should be parking or discount incentives at the resorts for car pooling. · LCC should not become a toll road. A toll will adversely tax local users. Alta recently stated that about half of their skiers are not local. Many come from both coasts where wages are much higher than Utah. They also are here for usually 3-7 days and a toll will not likely change their behavior. The challenges of improving the experience in LCC are not easy. Thank you for taking steps to address them. Please refrain from thinking that adding tolls or parking fees will solve the problem. The people that would respond to those pressures have already been priced out of skiing. The added financial cost would mostly affect locals who may not have the option to recreate elsewhere. David Van Dame Salt Lake City, Ut	Website

Comment #	Name	Comment	Type
229	Jared Williams	LCC has transportation needs. I understand that paving the LCC trail has been proposed to help with cyclist traffic off the road. I am opposed to this idea as many people prefer the gravel path in it's current state. I know many trail runners, hikers and mountain bikers that prefer the raw path and do not want it to be paved. There are some singletrack mountain bike trails that would probably be altered or lost if the trail was to be paved. If there is a way to do the paved trail in addition to leaving the gravel trails as-is, then I'm all for it. I just know that there are precious few trails that are sand and gravel like LCC that can be ridden after a rain and snow storm in the SLC area. Thousands of mountain bikers love the trail as is and it has a rich history and is a refuge trail that is almost always suitable to be ridden. Thanks for your consideration. Jared Williams, P.E.	Website
230	Jeffery Heyman	I like the idea of a toll road where the rates increase base on day of the week, time of day and special events. When I lived in in London this is how they controlled traffic. The sooner you bought paid your toll on line or at local stores outside of London the less expensive the toll was. There also needs to be better and more information about the free bus services going up the canyon from the parking lot at 9400 S and 2000 E.	Website
231	Denice Hyer	If a toll road is implemented I think all money collected should only be used for Little Cottonwood Canyon. This should not be a tax to fix other problems elsewhere.	Website
232	Sarah Weippert	I am a snowbird season pass holder, a backcountry skiier, rock climber, and mountain biker. Addressing the traffic issues in the canyons is very important to me. I would be supportive of mandatory shuttles/buses in order to access the resorts. However, at this time there is not enough park and ride parking, the buses are too full, do not run often enough, and do not have adequate storage for equipment. The buses feel unsafe when you are standing with your skis driving up the twisty canyon road. The last time I took the bus I had to wait close to 2 hours to get down canyon. This unreliability makes people want to drive their own cars. The person I was with said "should have driven" and I'm sure he will never take the bus again. Unfortunately shuttles do not address those that are accessing the backcountry. There are too many dispersed locations. I am somewhat in favor of tolls to help fund maintenance and improvements, but without a cheaper or free incentive I don't think it will impact traffic. Tolls will just make sitting in traffic more expensive and reduce access to those with less means in an already expensive sport. I think tolls need to be paired with an HOV discount to impact people driving up the canyon. I would like to see a cottonwood canyons ride share app. Kind of like digital hitchhiking or uber without fees to help pair people with other people heading up or down canyon. "I am leaving Alta at 3 PM, I have two open seats. I can drop you off at a park and ride." "I am heading up canyon at 8 AM with 3 open seats, I am leaving from sugar house." "I am looking for a ride to white pines around 10 am" etc. I think most people want to carpool but finding people can be tough. The proposed tolls could pay for this app. Tolls, HOV discount, better shuttles, and a ride share app could be a strong multipronged attack. People who have the money and are willing to pay for the convenience of driving will fund those who are willing to take the extra step to reduce traffic. HOV discount would encourage people to buddy up and the app would give them the means to do so.	Website

Comment #	Name	Comment	Type
233	Caleb Norman	I regulary use both the LCC road and quarry trail, both for recreational and commuting purposes. I don't believe it's in the best interest of either road to pave the quarry trail, as this would disrupt the condition of the trail and would not pose any significant benefits for the existing road. Although quite expensive, what needs to happen for the long term success of the canyon is a train/shuttle (potentially setup underground to prevent the interference of outside elements such as nasty weather and avalanches).	Website
234	Karen Travis	I've watched road congestion grow in my 51 years at Alta and hope future management accommodates our summer & winter guests with an enjoyable experience. UTA could play a huge part in this if their bus schedules were more frequent (maybe smaller buses) and express buses to Alta would bypass Snowbird, cutting the length of time it takes to get to Alta. Current problems are not enough north/south buses (UofU,, Cottonwood area, Olympus Hills, etc.) as not everyone as access to their TRAX routes. Friends no longer ride the bus because they are overcrowded (standing room only), run at inconvenient times, and spend too much time meandering through Snowbird. Maybe a variable HOV lane for buses? More valley parking facilities for bus riders (with a means of letting riders know when the next bus is expected to arrive & depart). Bus schedules convenient for canyon employees. Quick-Passes for those of us with 4WD and studs or snowtires to get through the bottleneck at the bottom of the canyon on avalanche control mornings, as well as a separate lane where we can line up and get through quickly. Essential Employee Passes don't seem to work. I've had 2 over the years, and Sheriff's patrol has no idea what they are.... I've also been hit by a pickup with balloon tires on an icy day when no one was patrolling the road at the bottom (my car was totaled). Roadside parking at Snowbird is a hazard, best seen during Octoberfest when people don't want to pay for parking and there is overflow. Maybe a parking pass signifying residents and guests (available when making a lodge/condo/home reservation). Free transportation between Alta and Snowbird all day and evening so guests can be convinced to not rent vehicles when they arrive at the airport. Restrictions on semis & concrete trucks as to when they can be on the highway. Dedicated bike lanes both directions. Snow sheds @ Tanners, White Pine, Little Pine.... Expanded parking at White Pine summer & winter (to keep cars off the edge of the highway).	Website
235	Thomas Boeger	I'm a bike commuter and ride 3-5 times per week from Cottonwood Heights to the U. The bike lane parallel to Wasatch, specifically, the portion that is crossing Ft. Union, heading toward the 7-Eleven, is a death trap, and is by far, the most dangerous portion of my commute. I recommend created a segregated bike lane while making this crossing. I have been sandwiched between two vehicles in this bike lane, a life threatening experience I don't wish upon any person. Also, from this point, heading up Wasatch, from the 7-Eleven to Bengal Blvd is the second most dangerous portion of the bike ride. I typically ride on the sidewalk where it's available because cars are moving 50+ mph hour up Wasatch, often moving into the bike lane. Large vehicles cross over frequently. I recommend creating a segregated bike lane starting somewhere before Ft. Union and ending at Little	Website

Comment #	Name	Comment	Type
		Cottonwood Canyon. Cars often cut in front of me in the road while making a right into Bengal Blvd because they are not patient for my bike to clear the intersection. This is a point where drivers and cyclists are sharing the same pavement. Many drivers do not want to wait for the cyclists and race around us. I have almost been knocked off my bike and slammed into cars in front of me while they cut in front of me at the last minute at this intersection. I don't feel safe biking up Little Cottonwood Canyon so I chose not to ride this scenic road. Big Cottonwood feels much safer on the uphill, yet during the downhill, cyclists are sharing the same pavement as drivers. I typically don't bike this either because of its lack of safety.	
236	Lukas Gruber	As a Cottonwood Heights resident I use LCC year round, multiple times a week for recreation. In my opinion, the best use of resources would be to extend the current Temple Quarry Trail all the way up to Alta as a multi use trail with a natural surface. There is a rumor going around that UDOT is considering spending insane amounts of taxpayer money to pave the existing Temple Quarry Trail. Besides the obvious issues of serious injury and deaths as a result of such actions, it would be an absolutely insane idea, as it would be a colossal waste of taxpayer money. The trail in its current form works just fine, it just needs to be extended all the way to the top. As far as traffic on the Road goes - I would be in favor to close the road to cars for 4-5 hours, alternating on Saturdays or Sundays each week to allow for cyclists to use the road without the nuisance of cars if there are car/bike issues that need to be addressed. I also have no issue with access fees for the canyon, similar to American Fork Canyon or Millcreek Canyon, as long as there is a reasonable annual pass option, like in th either two canyons mentioned above. Just whatever you do, DO NOT PAVE THE QUARRY TRAIL!	Website
237	Hayden Beck	I recreate in Little Cottonwood Canyon on almost a daily basis. I live in close proximity to the mouth of the canyon and grew up in the neighborhoods within the canyon. I believe that the canyon should remain toll-free in order to keep access to the canyon available to lower-income peoples.	Website
238	Christopher Biltoft	Developing a viable and ecologically responsible travel plan is a difficult but important task. It would be most useful to have a separate hike/bike trail separate from the road. A fleet of electric buses and/or self-driving smart cars for people to rent might be a useful solution. Avalanche sheds would help reduce maintenance issues and the need to "shoot" avalanches. All development must keep water quality as the issue of prime importance.	Website
239	Marc Lodmell	When it’s 4 wheel only there’s way too many cars on the road that clearly are not 4 wheel drive and make the canyon very slow.	Website

Comment #	Name	Comment	Type
240	Noel Koons	Please make bicycle lanes more salient along Wasatch Blvd. EX: Green strip, wider white line dividing car traffic lane from bike lane, "No Parking" signs where cars tend to park in the bike lane (east side of Wasatch near 3300 S.) Please provide bike lanes up/down the Cottonwood Canyons and make sure the MPH for cars is below 35. Thank you for your efforts. I love to bike and I love clear air. So expanding bike I infrastructure while reducing vehicle emissions is an excellent idea. --noel	Website
241 - 242	Kirk Nichols	Thank-you for taking on the Little Cottonwood Canyon Environmental Impact Statement (EIS) for the purpose of improved transportation safety and reliability and for improved visitors' and residents' experiences. However, the proposal as now stated restricts the S.R. 210 study area from the intersection of S.R. 190 (Big Cottonwood Canyon Road) with S.R. 210, the Little Cottonwood Canyon and Bypass Roads, south and east to the town of Alta. This proposed study area is inadequate to address the conjoined direct, indirect, individual, and cumulative effects that that will occur in Big Cottonwood Canyon and to a lesser degree, Mill Creek Canyon. All actions and developments in Little Cottonwood Canyon will trigger many significant, foreseeable future effects in Big Cottonwood Canyon. These two canyons are in the minds of many Utah residents and visitors nearly interchangeable. Both canyons are areas with two ski resorts, many miles of wilderness hiking trails, and multiple near-the-road family friendly picnicking sites. If one canyon is busy, visitors rapidly switch to the other canyon. If parking is increased or decreased in one canyon, a reciprocal decrease or increase occurs in the other canyon. If one canyon is temporarily closed for avalanche control or a highway accident, drivers flip their destination to the other canyon. The obvious interconnection of these two canyons is undeniable. If this EIS studies only the transportation and parking problems in Little Cottonwood Canyon, then the effects that accumulate in Big Cottonwood Canyon will be unknown. For example, if parking is restricted at the top of Alta and Cecret Lake, visitors will next time switch to Big Cottonwood and hike around Silver Lake. This EIS study area is inadequate to address this very foreseeable impact of changes in transportation safety, reliability, and parking in Big Cottonwood Canyon. If this EIS address only Little Cottonwood's roads and parking, any increase in visitation in Big Cottonwood secondarily affecting water quality in Big Cottonwood Canyon will be unstudied and unknown due to the inadequacy of the proposed study area. Again, these two canyons are conjoined, all development or actions in one canyon has foreseeable effects in the other canyon, both beneficial and adverse. Studying only Little Cottonwood Canyon will miss the incremental cumulative effects in Big Cottonwood Canyon. Another example; should one alternative propose a train and a tunnel between Little Cottonwood, Big Cottonwood, and Park City, the current EIS would be inadequate to address those effects on Big Cottonwood including the Guardsman's Pass area and an exit zone in Park City. The inadequate Little Cottonwood Canyon EIS study area does not address the current proposal to create the Central Wasatch National Conservation and Recreation Area (CWNCRA). This omission is not only foreseeable but	Website

Comment #	Name	Comment	Type
		also real in present time. Please address how this Little Cottonwood EIS is compatible with the current proposal for the CWNCRA. One of the objectives of this EIS is to study a tolling system for Little Cottonwood Canyon. Should a toll be enacted for Little Cottonwood Canyon, it is undeniable that a direct increase of visitation and all of its secondary effects will accumulate in Big Cottonwood Canyon, leading to the conclusion that the area for this EIS in inadequate to meet the requirements of N.E.P.A. Big Cottonwood Canyon road and Little Cottonwood Canyon roads may have different U-DOT numbers, however, in the minds and actions of most citizens, these two canyons can substitute for each other in many ways. This proposed study area is inadequate to meet the requirements of N.E.P.A. The study of one canyon requires triggers the requirement for the study area to be enlarged to include the other canyon.	
243	Amanda Parranto	So so so many cars driving up the canyon on big snow days and there is a serious lack of parking in order for people to ride the bus. Build parking ramps, add more buses and help people get up the canyon faster and stop polluting our already disgusting air by sitting in snake lines for hours!	Website
244	Bret Backman	I understand that one proposal under consideration is that of paving the Temple Quarry Trail. As a local resident and avid mountain biker, I would consider this an absolutely disastrous thing to do. While it might provide a very slight improvement for a very small group of the trail's users, it would completely destroy the trail's use for mountain bikers (probably the biggest users of most of the trail) and many hikers. PLEASE do not even consider this!!! Thank you.	Website
245	Evan Tobin	The biggest problem I have seen in Little Cottonwood Canyon is non-enforcement of laws. When a police vehicle sits at the mouth of the canyon when 4wd restrictions are in place and lets 2wd vehicles on the road they are accomplices to public endangerment. People who endanger the public by driving up the road when 4wd or chains requirements are in place should be heavily fined or even jailed! They are the biggest problem!	Website

Comment #	Name	Comment	Type
246 - 247	Kimberly Kraan	Unfortunately, littering parking lots along Wasatch blvd(sr210) won't solve any traffic congestion issues. It merely shifts the burden to cottonwood heights residents, who receive nothing in return from UDOT/UTA/Sate of Utah fo rincreased traffic congestion issues. Shifting the congestion along Wasatch simply invites more traffic congestion to the very areas you are trying to mitigate. These traffic issue needs to be address collectively, with surrounding communities, traffic is not just a cottonwood heights problem, but those special interest groups have made it just that. Tolling users will impose limits and restrictions upon all users. Avalanche threat has not yet been resolved, so no matter how many cars, mass transit buses, or trains are ultimately planned, avalanche is still a realistic threat to anyone traveling into the canyon during winter months. How does your study address securing funding for avalanche snow sheds to provide safety to all travelers/users of the canyon(LCC). The ski resorts demand more patrons, the solution seems to be limiting cars and creating more mass transit by tapping federally available funding for such projects. Creating reciprocal parking armaments with owners of business near 3000 E and 6200 S is looked over, because the transportation agencies cannot get federal grants/funding for these type parking solutions. Turning Wasatch blvd into a parking ribbon, and expecting it will not burden the adjoining residential areas along Wasatch, it to turn a blind eye. Why are the ski resorts not paying into the solution? While local residents will be negatively impacted by added traffic congestion(due to added parking lot projects and lane widening along Wasatch), all to appease the ski industry interest, what is the ski industry providing in return? How about demand the ski resorts create better parking, or stacked parking lots, and manage traffic on their end as part of the solution. Parking into the canyon is inconsistent; there are no mass transit stops for users that want to explore its many trails, and very limited parking near trailheads. In its current state much of the canyon is inaccessible to most users. Better trail head services, by mass transit, along with better off-road parking areas near trail heads will help alleviate traffic issues. Traffic issues come when cars are trying to navigate around poorly parked cars, or cars that have slipped off-road because hey were allowed into the canyon despite proper snow tire/chain requirements. Utah can do a better job here, with all of this. An improved park & ride at ht mouth of LCC is in order, but to speckle park & ride lots all along Wasatch only serves to create more traffic congestion issues along it's entire length, it has not solved anything to alleviate congestion. Thanks for taking the time to read.	Website

Comment #	Name	Comment	Type
248	Sue Harper	I don't feel a toll road is the best or most fair way to solve the traffic in this canyon. Canyons should not become the privilege of only those who can afford it. I think better bus service, with preference given to canyon workers going up first is one way to address too many cars using the canyon. Also buses that specifically go just to Alta or Snowbird as well. I was a canyon employee and could not afford the extra hour/s it would take to get up on the bus...and that is on a good day! More busses, better routes, low or free fares would encourage more people to ride. Carpools should be encouraged, and accommodated as well. These canyons belong to everyone and a toll booth or road is not the answer!!!	Website
249	Becka Roolf	Please keep the Quarry Trail as a dirt trail; no pavement. Dirt trails are also useful for transportation. I'd love to see shuttles or buses up the canyons - even in the summer - like Zion NP. Buses, bikes, and limited (ADA) private vehicles. Thanks,.	Website
250	Brian Zimmer	Create a system that incentivizes users to carpool or take public transportation. During peak times make cars pay a fee based on the number of riders (highest fee for a single person in the car) and there should be a bus system with a lane that allows buses to quickly get to the resorts. People will ride them if quick access to the resorts is reliable.	Website
251	Joe Moslander	There is very limited parking to access backcountry skiing. The White Pine lot is always full. The Grizzly lot is often full. Please add more parking for backcountry skiers.	Website
252	April Gordon	Please keep me posted on the study progress. I use the canyon all the time and am interested in what alternatives are developed.	Website
253	Dea Theodore	Do you have proposed plan details online?	Website

Comment #	Name	Comment	Type
254 - **256**	Ayja Bounous	I believe there is a way to solve our transportation problems along Wasatch Boulevard and up Little Cottonwood Canyon that would be less harmful than the previously proposed light rail system, though it would require effort adjusting transportation along much of the eastern bench of the Wasatch, not just the study area. Often the traffic for LCC begins at the base or further along Wasatch Blvd, but it can often extend past Big Cottonwood Canyon all the way to the freeway exit. Though the transportation problem manifests itself in the canyons, it's origins are the city, and that's where the efforts to solve this problem should be emphasized. While the current bus systems helps get residents from the valley to the mountains, a more fluid and efficient public transportation system needs to be implemented to not just get recreationalists from the base of the canyon to the resorts, but from the city to the mountains. Additionally, when considering the effects of pollution created by cars on both the valley inversion as well as local particulate matter on the snow in the canyons, we must consider the root of the problem - traffic patterns beginning in the city. I would strongly encourage UDOT to extend Trax around the Salt Lake Valley, connecting the University, SugarHouse, Murray, Millcreek, Sandy, and Draper locations to the Cottonwood Canyons. I suggest an efficient route that would begin at the University of Utah and travel along Foothill Boulevard (solving traffic problems along that road as well) and Wasatch Boulevard, with additional lines that would travel from the center of the valley to the East Bench (I would propose continuing the Sugar House line up to either Foothill or have it cross under I-80 and join up with Wasatch along 3300 South, another line along 4500 South, another along Fort Union, another along 9400 South, and from 123000 South going north along Wasatch.) This system would not only help solve the transportation issue up the canyons by encouraging people to travel via Trax from the start of their journey to the finish, but it would help ease traffic all along the Wasatch Front, as well as other parts of the Salt Lake Valley, and greatly help reduce inversion-contributing particulate matter in the winters. It would also help residents of west of I-15 access the canyons, and not rely upon needing a car to experience the Wasatch Front. I realize that what I'm proposing is daunting and would be a very long term project. But the harsh reality of the situations in the canyon needs to be a long term solution. With Utah's population growing rapidly, the pressures on the canyons will keep increasing and short term solutions won't be solutions at all. That being said, some immediate action can and should be taken regarding the actual traffic in the canyon. I don't necessarily support the extension of Trax or a new light rail system up the canyon, but I believe if UDOT can encourage more people to access the base of the canyon without using their car an efficient bus system in the canyon itself should help solve much of the traffic problem. Zero-emission buses, capable of carrying twice as many people, should replace the current buses immediately. For an example of a rapid, efficient bus system that could help influence what the canyon transportation could be, I recommend examining the city of Curitiba in Brazil. Though the system has been implemented in a city, I think there's much room for improvement in the canyons by adopting some of the practices of Curitiba's system. Here's a link to a case study about the system: http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp90v1_cs/Curitiba.pdf, and here's a video: https://www.youtube.com/watch?v=B9YJ4xDRIiA)	Website

Comment #	Name	Comment	Type
		I recommend a toll system be put in place for cars to encourage the use of these buses (perhaps excluding those who own property up the canyon). This would require more parking space at the base of the canyon (as well as the locations of the new Trax stations), and I would strongly encourage downward development, so that a parking garage is built down into the mountainside and doesn't affect the viewshed of the canyon. This bus system, which should be implemented immediately, would then complement the Trax extension, and the expanded parking area at the base of the canyon could become a station where Trax and Canyon Bus meet. The reduction of cars in the canyons would mean that the resorts wouldn't require as much wasted asphalt space in designated watershed areas, and much of the parking lots could be converted back into wetlands (which the Forest Service and Save Our Canyons would likely approve), or converted into energy-efficient "locker buildings", where season pass holders could have lockers (perhaps included with their purchase of a season ticket) to change and store their items in. Though this might seem like an irrelevant part of the project for UDOT, lockers would encourage more people to opt out of driving and instead take public transportation. By working with the resorts to create these spaces for customers, mountain-goers would feel as though they are being rewarded for utilizing public transportation, rather than feel as though it's an inconvenience.	
257	David Marlaire	Make the LCC Quarry trail uphill only for bikes and multi directional for hikers and continue that trail up to Snowbird. Then have a separate descending downhill only for bikes that would descend from Snowbird down to the existing trail that starts a Tanners campground...build a new descending trail just for bikes that runs along the side of the existing LCC Quarry trail to the bottom TH. Another option for the LCC quarry trail would be to divide it in half(since its so wide as it is)...have the right side be multi directional for hikers and uphill only for bikes and have the left side for faster descending bike traffic. Communicate with signage similar to what they did at the Draper Corner Canyon trail network, on the main gravel road that starts from the lower equestrian center. This would alleviate all of the user conflicts on the very popular LCC trail. Put in a paved road bike climbing lane along side UT 210. Possible reasonable toll for UT 210. Introduce incentives for carpooling. Summer bus services to Snowbird with bike racks. Winter bus services/stops/pullouts at Gate Butress, Great White Icicle, Lisa Falls,	Website

Comment #	Name	Comment	Type
		Tanners, China Wall, and White Pine trail heads....Could Snowbird and Alta include free bus services with their passes do they already? Mandatory 4 wheel drive cars on storm days....no chains or 2 wheel drive cars allowed. Too many 2 wheel drive cars sneaking by checks and slowing stopping traffic!!!	
258	AC Roy	Allow Alta to determine what sort of roadway US 210 will be in their township in order to accommodate the vision for the revised city center area	Website
259	Mark Allen	First and foremost. LCC private property needs to be surveyed and placed on maps. Hazardous mines and tailings identified, and the owners to provide a clean up plan. Presently private owned mines put heavy metals into the watershed and the public pays for clean up. 2. Central Assessing should not be valuing the private mine claims unless they are actively mined. In 1989 Central Assessing designated the counties to take this responsibility. If the counties follow this procedure, then private lands get mapped and are on county plat maps. Otherwise it all looks to be public lands. Boundaries can be enlarged by the private owners and the public has no clue. 3. The resorts should solve their own transportation issues, buy parking areas in the valley and transport via bus their own patrons. 4. Increasing throughput will harm the canyon, the carrying capacity needs to be understood before we pack more people up the canyon. The choke points can be blessings in disguise. 5. Mine adits which are leaking heavy metals should be required to have discharge permits on them. Lets not put the cart before the horse. Take care of these other items before trying to put more people in the canyon. Lastly, get an accurate count of true visitors, not canyon visits, as it seems the numbers are inflated to justify projects like this. AF Canyon actual numbers are closer to 40,000 visits, but the FS says 1.3M visitors... its closer to 40k people who access the canyon 30 x's a year.	Website
260	Tiffany Gregory	I am completely opposed to paving the LCC trail. It is such a beautiful area to mountain bike, trail run, and hike and this would completely ruin this quick access trail for the Cottonwood Heights residents like myself. PLEASE listen to the voices of the area residents. Thank you for giving us a voice is this decision!	Website
261	Lynne Kraus	I think it is important to consolidate the park and rides or any parking lot on the outer edges of Wasatch - for example, gravel pit on the north side and south of 9400 on the south side. We need to discourage car traffic between Ft. Union and 9400 South as this is a residential area.	Website
262	Todd S	I don't think a toll is going to significantly reduce traffic on powder days. 1. Nobody is going to stand in a bus for hours to save the price of the toll.	Website

Comment #	Name	Comment	Type
		2. You won't be have enough buses for the thousands of extra people that show up on those 10 or so powder days. 2000 people would take something 40 buses. Could you justify the cost of having there every weekend just in case it snow? 3. Half of Alta's customers are out of state tourists. They are already spending hundreds of dollars/day; they will pay the toll. If the toll was high enough to bother them they will stop coming to Utah. 4. If the toll does anything it will redirect people to another resort.	
263 - 264	Christopher Pond	INclude in the EIS a trail all the way to snobird form the bottom. Get the resorts to provide lockers at the lifts for pass holders so they do not ahve to lug their skiis to the bus and back. Siimple ski only lockers, no big deal. with a shower etc. Seanol snow park pass to park at the resorts and public parking, fund free busses with this. Toll BCC as well, especailly the part that runs over the guard pass.	Website
265	Greg Gavin	I would like to see more bus stops on the way up the canyon. Specifically stops are the Gate A Parking lot for climbers, White Pine Parking Lot for hikers.	Website
266 - 267	Rob Voye	at very little cost, we should pursue the option of both lanes uphill in the morning and downhill in the afternoon. this should be done on a trial basis before dollars are spent on large projects	Website
268	Preston Constantine	Train, gondola, canyon fee, parking garages.	Website
269	Donald West	I would like to see more mass transit options for people to access the canyon. I'd like to see a bike path so road riders can avoid riding next to traffic. I'd like to see a single track trail made specifically for hiking and mountain biking.	Website

270 - 271	Eric Rich	Transportation problems are one of the number one reasons that I'm not utilizing my seasons pass as much as I'd like. I know I'm very privileged to live so close to the mountains, but congestion has become increasingly worse over the past several years. I've been going up and down little cottonwood canyon for over 30 years and over that time our population growth is creating a demand on a changing system. I've heard talk of adding tolls, which I am in opposition to. Majority of folks that I know either carpool, hitchhike up the canyon, or pick up hitchhikers. Not only adding additional parking spaces at the mouth, and increasing bus trips and improved routes, but what if there was a pull out area designated for 'ride sharing'. People who are driving up and down (rideshare areas could be placed near bus stops with signs) could more easily accommodate someone traveling up the canyon without a vehicle (traditionally a hitchhiker). Many times when I'm hitchhiking or picking up a hitchhiker, the main part of the problem is not getting a ride, but being in a place that won't disrupt the flow of traffic when pulling over, and where I can clearly be seen. I think the most exciting idea I've thought about for transportation is to install a rail system. I heard someone saying that there is a proposition for a hyperloop in LCC. I checked into it and couldn't find anything, but found people arguing for a hyperloop hub in SLC. If SLC were to be a real possibility as a hub, it would make sense to look into investing in bringing that tech to the canyons; getting folks up to the mountain as efficiently as possible in a matter of a few minutes. The reality is that our population is going to continue recreating in the mountains accessible via LCC and we should be investing NOW in the best long term solutions. It's frustrating living here and feeling like the only way for me to escape the inversion and head to the mountains is to add to it with my vehicle, suffer the poor air quality via bike (and take far too long getting there, and expend more energy than I'd like) or by public transit (takes longer than biking!) I'm aware that there would be a huge cost in implementing these new technologies in our canyons, but we have to look beyond our fossil fuel mindset and to the future of renewable energy. High speed electric rail is the most efficient way to move the most amount of people with the least amount of pollution (and it's the most expensive solution I imagine). As a user of LCC I would be happy to see taxes going towards this kind of technology. Thank you for conducting this study and trying to enact positive change.	Website

Comment #	Name	Comment	Type
272	Lisa Dae	Little Cottonwood Canyon is my favorite on the Wasatch (for recreation in all seasons). As the winter car congestion has become almost intolerable in recent years, I'm in support of a Train, or Snow Sheds, or even a Gondola from the base (with multiple drop off stations/angle stations for multiple uses, much like the Sunshine Ski resort in Banff, Alberta, which was a surprisingly great experience). I am an avid resort skier, a beginner AT skier, a backpacker, hiker, and MOUNTAIN biker, all using trails in LCC, in all seasons. I am in support of keeping the Temple Quarry Trail DIRT. For MTBers, the Temple Quarry Trail is unique on the Wasatch. It's a great trail for a technical ride, shady on the hottest days, and dry and ridable (on wet days, or in both shoulder / mud season months). The idea of paving it for the Road Bikers is the only part of the proposed plan that make me cringe. I am a road biker too, but not in LCC. Road bikers are not a big enough user group to justify paving the Temple Quarry Trail. If the Road is considered being re-routed in favor of overlapping the Quarry Trail, I'm in support of that, but certainly not for the Road Bikers alone. Thanks! UDOT, you're doing great great work! ~Lisa	Website
273	Scott Cresswell	No increase in road capacity. Maintain current feel of canyon road. NO increased parking foot print in canyon. Expand public transportation. Expand park and ride. Explore gondola or similar transportation mode to move people through canyon.	Website
274	Dan Meldrum	I am infavor of avalanch sheds in Little Cottonwood Canyon and increasing bus service, unfortunately where are you going to put the increase parking needed for the increase bus service? I live off of Wasatch Blvd. and the parking lots near me are always full. I am against making SR210 a toll road, Utah has a long history of not funding roads by tolls and I would like to keep it that way. Because so many tourists come to the Wasatch to ski and snowboard thus bringing tourist dollars to the state the road improvements should be funded state wide and by the tourist themselves.	Website
275	Deb Hafner	Please do not consider putting tolls in. They will not help at all - they will make the back up worse. Also it is not fair to make people pay to go up the canyon. Have you ever waited at a toll going into a canyon before - it is a huge line. Terrible idea. Please do not consider tolls.	Website
276	Karen Claridge	Limit the number of cars, carpool or charge for parking	Website

Comment #	Name	Comment	Type
277 - 278	Richard Foote	Thank you for the opportunity to submit my comments concerning the use of Little Cottonwood Canyon. My wife and I live in Cottonwood Heights, Utah from January 1st to April 30th. Over the past five years I have been a season ski pass holder at Alta and ski approximately 80 days each year. Part of the solution to protecting the canyon is to reduce the amount of automobile traffic in the canyon. I am a frequent user of the UTA ski bus service but am finding that carrying skis, boots, etc up the mountain most of the time is a real hassle. I, as would many other people, would like to rent a ski locker for the winter but this currently is not possible. The issue is the lack of ski lockers at Alta. I believe that additional ski lockers would encourage many people to ride the bus if they were able to leave the skis at the mountain each night. This would reduce the number of the vehicles that drive up the mountain. Thank you for the opportunity to comment.	Website
279	Eric Kraan	Terrible concept. Treats the symptoms rather than the problem itself. The problem at the mouth of both canyons is that 3 distinctive users utilize this corridor, all of them in conflict with each other. 1) Recreational traffic, 2) Commuter traffic, & 3) Residential traffic. This plan is myopic in that it addresses the needs of only one group of users while largely ignoring the needs and conflicting nature of the other two, which will result in worsening the problem of bottlenecks at the bottom of the canyons for commuters and residents alike. Couple of observations: a) The Canyon Centre or the "old canyon raquet club" will not have 600 parking spots "400 & some" are planned for the entire project of which only 80 will be available for public use. The new Hotel, restaurants, and office buildings will utilize the majority of parking spots. In some weekends the 80 stalls might increase to a larger number depending on the occupancy of the hotel and such. Troubling to think that UDOT mischaracterized this number when the Cottonwood Heights city council was approving the project on the same day across the hall from this Open House. It makes me doubt the accuracy of the entire presentation. b) Although this might alleviate congestion up the canyon, the scattered placement of the parking lots along the Wasatch corridor means that traffic for residents and commuters (non-tourists) will be impacted negatively in favor of recreation traffic. Being that by their own admission over 60% of recreation traffic is by people that live in the Salt Lake Valley (not out of state tourists), means that we are just shifting the problem's location rather than solving a valley-wide transportation problem. Hurray for expensive solutions that solve absolutely nothing!	Website

Comment #	Name	Comment	Type
280	Jeff Hoggan	The Wasatch Front population and popularity of the Cottonwood Canyons has out paced the capacity of the existing roads to handle the influx of traffic year round. I feel like I have heard this before, but a monorail system seems to make sense . A circular system that would go up and around Little Cottonwood and down Big or vise versa would serve as a low impact mode of travel. Moving passengers in and thru the canyons in any sort of weather and offering an expierince like no other place in the world. Incurring fees that would restrict travel does not change the long term effect of a burgeoning population. The environment and safety impacts of limiting vehicles in the canyons and offering the accessibility to everyone should be considered in all decisions. I would be very interested to participate in further hearings forums etc.	Website
281	Tom McFarland	Short comments: Protect the quarry trail and extend from the mouth of the canyon to Snowbird. I am opposed to toll roads on principle. They produce revenue and bureaucracy, not limit significant usage (my bias). Widen the road from 7800 S to the new T intersection just north of the Giverny development. Good luck determining how to manage the back-up of traffic from the mouth of Little Cottonwood canyon to north of Big Cottonwood along Wasatch Blvd. I don't think I favor snow sheds above Tanners (due to aesthetics). The new T intersection on Wasatch abt 8400 S works. Good job. Bus service from Bengal Blvd to either canyon doesn't work. Convenient bus service, up and down, during the day needs to be communicated and "sold" to the public. Don't change the UTA name. Parking structures may be a good idea but I'm concerned about loosing the space at the start of the quarry trail. Consider digging one into the north side of the canyon at the mouth of LC.	Website
282 - 284	Del Draper	Utah Department of Transportation, Et. Al. Re: Little Cottonwood Canyon EIS 2018 Identity of Commenter I am a 67 year old male who drives up and down Little Cottonwood Canyon approximately 90 times a year. I am a season ski pass holder at Alta and I am familiar with the traffic situation in the canyon on winter days, especially when there is new powder. I am also a home owner in the Town of Alta and use the canyon year round. There is no need to widen the road in LLC. The solution to improved traffic flow is to devise a system to get skiers in car pools or on mass transit, and technology can plan a big role in the system. 1) The existing canyon road is adequate nearly all of the time. While the canyon can be extremely backed up on some winter days, especially weekends and days when there is fresh powder, this only occurs about 40 days per year. If the canyon is extremely congested for about three hours in the morning and three hours in the late afternoon on these 40 days, this means the canyon is only congested about 3% of the time. (40 days time 6 hours = 240 hours/8,760 hours). Conversely, the canyon is not congested 97% of the time. Even at the height of Octoberfest there are no traffic issues. 2) Even during the worst congestion, there are no traffic delays once about one mile up the canyon. I have waited in traffic nearly an hour to get from 7200 South to the mouth of the canyon. Oddly, about one mile up the canyon the traffic begins to flow again. The jam ups occur where multiple lanes of traffic merge. The last of these mergers is at the final “Y” intersection at the base of the canyon. About 1 mile east of this Y intersection traffic	Website

Comment #	Name	Comment	Type
		flows, as the compression at that intersection spreads out, like opening an accordion. The same is true heading down canyon at the end of a busy ski day. – the traffic begins to flow about a mile west of where the Snowbird traffic joins the Alta traffic. 3) Any perceived need to widen the road is outweighed by the environmental damage that would be done to the canyon. I truly believe the damage outweighs the benefit, and in this case the benefit of a wider road is extremely small. What is the benefit of skier getting to the slopes quicker? Not that much. This is not a road between two cities or two commercial hubs, this is a road with only two businesses at the end of it and those businesses are focused on recreation. A road between two cities or two commercial hubs might warrant sacrificing the natural setting to accommodate more efficient travel, but that is not the case here. 4) The solution is to force carpooling and multi-person transit, not widen the road. The traffic congestion on powder days could be greatly reduced if more people would carpool. People will carpool only when there is a proper incentive. I once pulled into the parking lot at Aspen Snowmass and the attendant at the booth said "That's $20. No wait, I see you have four in the car. No charge." This is the type of incentive that would get people to drive together or take the bus. 5) The charge for non- carpool vehicles could be collected either at the base of the canyon or at the resorts. This is a tricky issue. First issue – how to get the Ski Resorts involved. Currently, even though Alta and Snowbird are the only real two businesses in the canyon, and almost all winter traffic up the canyon benefits them, they are sitting on their hands and expecting UDOT and the Utah taxpayers to solve the problem. Second, if they did agree to collect the parking charge, the might get to keep the money, while funds collected at a booth at the base or electronically might be used to serve other needs in the canyon, not just further enrich the resorts. 6) A traffic toll collection booth at the mouth of the canyon could work. Maybe two lanes wide and two booth, one for carpools and busses which would just get waived through. A second lane would be for cars with just one or two passenger that would need to pay. People would scream and complain that you are delaying their access to the resorts, but any waiting to pay at a booth would not be any worse than the current wait on powder days. 7) The toll could be flexible. It could vary by time of day or season. Perhaps the toll would only need to be in place part of the winter. 8) Technology, Technology, Technology. The solution to the traffic problem in the canyon is not a more asphalt, it is technology. There could be a technological solution to a toll booth at the base of the canyon. There could be a technological solution to collecting fees at the parking lots. There could be a "Ski Little Cottonwood" application on phones that facilitates ride sharing. Technological solutions are better than more asphalt in this situation in this environmental sensitive area. 9) Perhaps a dedicated bus lane from 7200 South to the mouth of the LLC. As noted above, however bad the	

Comment #	Name	Comment	Type
		morning ski congestion is, the uphill traffic begins to flow about one mile up the canyon. One solution would be to have a dedicated bus/carpool lane between 7200 South and the mouth of the canyon. Unlike in the canyon itself, there is room for such a lane here without undue ecological damage. The site of buses and carpool vehicles passing the very slow traffic might help drive more skiers into carpools and buses. The downside to this solution is that the canyon is only congested about 3% of the time, and likewise this dedicated bus lane would only be effective about 3% of the time, which may not warrant the expenditure. Thank you for considering these comments. Sincerely, Del Draper	
285	Vanessa Pierce	I've had an Alta ski pass for 11 years. Each year, traffic becomes more of a concern. Power days are intolerable to deal with. This year, I waited in traffic for 2+ hours on a powder day. We carpool. We would even take public transit, but now, parking is an issue at the bottom of the canyons. The lots are full by 8 a.m. on a powder day. Providing free public transportation, specifically on power days would incentivize people. Even making carpooling mandatory ... I think everyone agrees that making major changes to the roads to accommodate more cars isn't a good environmental decision, but something needs to change. Best of luck!	Website
286	Mike Gladbach	Must add SR209 west to Highland Drive. It's a major traffic feeder and has a large UTA facility at the SE corner of Highland and SR209. Could/should play a big role in the park & ride solution.	Website
287	David Brown	Carpooling and taking the bus would be substantially easier if there were lockers available to store skis and poles. They could be simple outdoor kiosks and rented out. I'd like to see this as a possible consideration to supplement the alternatives development.	Website
288	Brad Dickter	Any and all improvements need to be designed to discourage single-passenger vehicles up and down the canyon. I'm all in favor of increasing park n ride lots... only so long as that means increasing the frequency of public buses running the canyon.Why are there no better bus connections from the city of Salt Lake? Why no park n rides/regular pickup locations for ski buses in the city like downtown or Sugarhouse? Other options need to be considered to discourage single occupancy rides such as tolls. Drivers and passengers need both incentives and threats to both carpool and take public transportation. No matter what, the priority has to be safety. If realigning lanes/adding traffic lights increase safety, then I fully support.	Website
289	Bryce Crawford	I love the canyons and enjoy skiing in the winters and hiking in the summer. I have heard of a proposed toll for the road to alleviate congestion. While I believe the goal to alleviate congestion is needed, putting a toll on the road should not be a consideration. While it may generate revenue with all the traffic during the skiing season, it unfairly taxes those who wish to visit other areas and enjoy hiking and camping in the mountains during non-peak traffic times.With buses being the only public transportation offered, a better system may encourage more public transit. Something like the trax light rail or a monorail system that could shuttle larger groups at a faster rate up the canyon could be beneficial. They would be more appealing since they would not be subjected to the same traffic that buses and cars are subject to. A monorail system could also be built above ground with enough	Website

Comment #	Name	Comment	Type
		clearance that an avalanche with potential to block the roadway would still be able to be cleared by a monorail. This would eliminate a lot of congestion during the winter months during the peak ski resort seasons.	
290	Bob Paxton	Thank you for the most recent public meeting in Cottonwood Heights. I recreate in LCC all 4 seasons of the year, skiing, hiking, road and mountain biking, sight seeing, etc. I have skied at Alta for 50 years, know the canyon well, and wish to be involved if serious changes may occur. I appreciate the Values you have stated and I concur. I would like to add to your values: 1. we value our local residents that represent 50+% of the skier days for the resorts, and much greater percent of the other seasons. Local residents also pay the bulk of the taxes for public transit and road work. We must value this component and not over burden our locals. 2. There is great value in the quality of that which we seek. For myself, I value deep, light powder snow in a resort that's not shoulder to shoulder with people. We must agree that SLCounty is growing as are marketing endeavors for the Utah ski industry. I hope we don't market our product so vigorously that value is lost for those of us that choose to live here. In my opinion this has already happened with Zions and Arches national parks. Your Goals in trying to reduce congestion during peak travel times through transportation improvements is the complicated factor. Again, may you consider the local residents who live here, that we may enjoy our beautiful settings. I would like to define the problem from my perspective of 50 years in the canyon. We have a heavy 'rush hour' type of problem associated with good snow days and the major holidays. That is certainly not an every day occurrence on week days or weekends. To 'Address' your goals much of your focus appears to be with public transportation and management of vehicles. The buzz word/idea in Utah is 'public transportation'. I agree that a few more busses may move additional customers to the resorts. However, once the people arrive, what do they do with all their gear: bags, extra clothing, extra skis, etc. The resorts have a very limited amount of storage space/changing rooms and this is an issue that is overlooked by UDOT and other government agencies. And why are many issues overlooked - because we need a panel of citizens that heavily utilize our canyon businesses and activities to make recommendations based on their many years of involvement. I keep hearing the desire of government to limit the cars going up the canyon. I believe this philosophy would prove fatal to the resorts. Most people don't want their free time/vacations manipulated and controlled by bureaucrats. People I know want to drive to the canyon as family or friends, arriving and leaving on their time schedule, and storing bags, gear and equipment safely and at no charge in their car. A cost analysis will definitely show private transportation is not only most cost effective, but it moves more people up the mountain faster than any public system. UDOT published such results several years ago attesting to this fact. And yes, there is a tram system that is a people mover, but you will never get that through the multi-million dollar homes at the mouth of the canyon. And, how far west would you need to build the base tram station to accommodate 5,000+ vehicles. Then comes the cost factor. Do those utilizing the system bear the entire cost of build and operate. Or do the non skiing tax payers bear that burden. Then, what kind of environmental destruction would come from a tram. Snow sheds may help to a degree on avalanche days, however the esthetics will be compromised. 'Tolling' is a punitive action to keep people out of what is rightfully ours. It punishes local people's access and sends a negative connotation that we as tax paying citizens are not welcome. If you want to reward car pooling, which generally happens on weekends, do something positive like giving 'resort bucks' to those with 4+ people per car - distributed by parking attendants. This would be positive, inexpensive and fun to receive. Overall, I believe the most cost effective and value driven concepts can be	Website

Comment #	Name	Comment	Type
		relatively simple. Allow vehicles as presently done, while encouraging carpooling in a positive fashion, add a few more buses, but not so many that the resorts become over crowded - unless there is a proportionate expansion of the resort skiable terrain (which I doubt could occur). I would like to be on a citizens committee. I'm aware of perhaps dozens of special interest groups adding their philosophies to the issue. There must be compromise but let's try to maintain value and not merely figure out how to heard the masses. We have other resorts in this state that don't experience this congestion. Perhaps those areas need the marketing exposure. Thank you. Bob Paxton,	
291	Doug Krause	My concerns are around the number of people who are driving in and out of the canyons on a daily/weekly basis. In your assessments and plans, I hope you consider reducing or restricting vehicle traffic.	Email
292	Don & Liz Miller	As you seek solutions to Canyon congestion, please consider that our only goal should not be how do we pack more people into the canyon. Part of the effort needs to be directed at protecting the canyons Great	Email
293	Brandon Farley	Not only is our the skiing legendary in Little Cottonwood Canyon but the views are something I hold just as dear. I think any additional structures degrade what I and many of my friends and family value so much an amazing view. I think Baldy has become a symbol of a achievement to ski for all people who come to snowbird world wide to concore this canyon. The idea that people have a place that they can hike to and feel a since of achievement and connect with a in the wilderness is what is so valued in this peak. There is a safe environment that people can journey to the edge and still feel a since of secularist. There are plenty of places to allow for a lift in this canyon please do not make it Baldy. Not only does the view from top take your breath away but the hike does to. Thanks Brandon Farley	Email
294	Kelly Boardman	Hi! I think it's great that UDOT is looking closely at the future of transportation in LCC. As a resident of the Top of the World neighborhood and a resort employee, traffic issues in the canyons are a daily concern. It can be very difficult to get in and out of our neighborhood on powder days. It can also be difficult to get to work at the resorts on snowy days. I would encourage UDOT to continue studying options that allow people to efficiently use public transportation from localities throughout the valley that are near people's homes. The traffic just getting to the park and ride lots at the mouth of BCC and LCC can be frustrating to local residents, resort employees and skiers. One thing that I have observed as really dangerous and annoying this past season was people making illegal U turns to turn right up BCC and avoid waiting at the light to turn left. Drivers have discovered that they can cut in line by continuing south on Wasatch past the light at BCC and making a U turn, or turning into the neighborhood and taking Prospector to Mine Shaft. Cars traveling to LCC will often cut through our neighborhood to bypass lines. It creates problems with traffic and unsafe driving in the residential area.	Email
295	Wendy Zeigler	My comments for the Public scoping: First, only having one public meeting was not enough! The website is difficult to see and understand as there are photos with no explanations.	Email

Comment #	Name	Comment	Type
		1. Bus service needs to increase now. More buses, 4 season, or at least summer and winter. Have improved parking access, more buses, one bus direct to Alta and 3 min later another bus to Snowbird direct, the a bus that can stop at all stops. Give incentives to ride the bus. Do not wait 2 years to implement this phase. You need to start training people to take public transportation now. 2. While this is happening, continue with this EIS, more parking, study other alternatives. 3. I am concerned with the pattern of building lots but we actually have fewer spaces to park. This is especially true at White Pine. I am concerned the presented proposal does not increase parking spots and bus access. 4. One major problem now is how long it takes to leave Alta while the snowbird lots empty. The problem with the stop lights is it furthers this problem. 5. Do not allow ski area expansion until this problem solution is implemented.	
296	Pierre Pearson	I understand that the focus of this study is LCC. However, I feel that BCC should be involved also. Anything that is done to LCC will affect BCC also. If there will be a fee imposed on the use of LCC that will cause a greater usage of BCC. It too is very crowded and heavily used, both winter and summer. It is very important to take a good look at studying BCC.	Email
297	Joe Bateman	I LOVE the cottonwoods but the traffic on powder day is insane.I moved here for the mountains and specifically Snowbird. I average around 50 days a season while riding the bus for the majority of those days. However, this season has been the worst traffic I've seen. I've waited 4 1/2 hours just to get up the canyon by far one of the longest waits I've had. Granted this was when the canyon closed, but it opened at 8 am. This doesn't include the 2 plus hours to get down the canyon when the canyon was open. The term "snake" is something locals know and loathe. Other times, I waited 3 hours when the canyon didn't even close. Some proposals include build a tram of sorts to the big cottonwood park and ride and another parking structure at the mouth of little cottonwood. I think these are flawed decisions. Traffic into little cottonwood/sr 210 is backed up to the 7-11 or almost to the 9400 park and ride. Having these options I don't think will reduce the traffic into the canyons. Why would you park at the mouth and then take a bus that is most likely not on schedule due to the traffic. I think traffic signalization (assuming this would limit/ban downhill traffic on peak uphill times say in the morning), more buses (not just from sandy. there used to be a bus(951) that took passengers/tourists from downtown area hotels for the last 12-13 years I lived here. The last two years the bus was cancelled in favor of sandy/midvale buses. Bringing this bus, which was almost always crowded, would let tourists and people living downtown take the bus instead of driving) and run buses into the spring (having the buses end in early April when lifts are still turning is silly. perhaps a reduced spring schedule would be ideal rather than buses every 15/30 minutes), give buses priority when the canyon opens (maybe 30 minutes earlier than cars), ban cars from sitting at gates when the canyon is closed (this was done one year and it worked great), toll cars with single riders (perhaps forgive the toll for 3/4 people in the car are some of my ideas). This last part I think is crucial. From my own observations, it seems single passenger vehicles are the reason the traffic gets so bad. Another issue is that when the canyon	Email

Comment #	Name	Comment	Type
		does close mid day for people that ride the bus, it's a mess trying to get back down the canyon, the road is filled with cars and buses aren't on schedule, the snowbird center is packed with 2-3 bus loads of people waiting. Instead of sending all buses up to Alta to then fight through the traffic, send a few buses to alta and a few buses to snowbird. Additionally as I mentioned earlier, it would be rad if buses got priority over cars in these situations, that would really get people into buses and out of their cars. Moving the chain inspection up to another location would be ideal. Also, when storms are coming/forecasted the canyon should put on restrictions even when it's not snowing. Since the storm could hit while cars without the necessary requirements to make it out of the canyon safety. Often times, resulting in accidents harmful to themselves as well as backing traffic up. Thanks for your time and I look forward to a better ride into the canyons.	
298	Stuart Silloway	Thank you for taking comments on this important project. I am a forty plus (a beginner) year enthusiast of the Canyon and the Town of Alta. I trust you are looking to manage the expected increase in human traffic while, at the same time, preserving one of the last "as it was made" areas in the Wasatch. The top end of Little Cottonwood Canyon has been only marginally developed but still runs the risk of being over loved, particularly in the summer. My goal for your project is to see to the increased traffic managed in such a way as to limit vehicular traffic while allowing managed human traffic to enjoy the natural watershed and animal habitat. What to do? My solution comes in several parts but all of them must be put together and done simultaneously. All try to treat the issue of the automobile. In both summer and winter access is by auto. Locals and visitors from around the world have no other way to conveniently get to the top of the canyon, let alone park when once there. While the manifestations of the auto differ somewhat in winter and summer, on the best days there simply is no place to park. I believe, also, that the solutions found for LCC must be replicated in BCC. Highway 210 starts at the mouth of BCC so solutions should just run up that canyon as well. Both are inter related with one another The many separate steps agreed upon must be taken in lock step. Both are over run by autos, both have important watershed and animal habitat. Both should be preserved to the maximum extent. To allow for the expected growth in human traffic, autos must be diminished.All of the following must be taken together and have a high degree of confidence that they will be completed and be integrated as a whole.1.Widen SR 210 in LCC. Three lanes must be operated the length of the canyon and managed such that two lane traffic will operate up and down the canyon as time of day dictates. 2. Sheds must be constructed over the sections of the road that history dictates as the most likely to experience avalanches. This will also allow for a higher likelihood that the canyon will not be closed for any great length of time. 3. To discourage some auto users, a toll should be instituted and operated by some kind of "fast pass" technology. Discounts would apply to residents. The toll on all others should be high enough to make the bus alternative attractive. See next.4. Create a fleet of coaches, not the elephantine creatures that are used now. They should be natural gas propelled, be comfortable, have a toilet and perhaps coffee in the morning. They could pull a trailer for skis which would make loading an unloading easier. Bags could go under the bus. Key to the use of buses is scheduling. Express buses to only Alta or only Snowbird should be scheduled in the winter with perhaps several stops at each individual resort. The schedule would be re-worked for summer traffic to stop at various trailheads. Perhaps the bus fee should be discounted as to the auto. Downhill traffic might be set such that an empty bus stops at several places until it is full and then is	Email

Comment #	Name	Comment	Type
		express to parking. Downhill buses would have to be staged at the top of the canyon and be released every few minutes as needed. Also, in the canyons, larger and better shelters will have be created to protect passengers while they wait. 5. Thought should be given to a hitch hiking pickup place. There should never be a single occupant car going up hill. The same could be allowed for downhill traffic. 6.Lastly, none of this works without adequate and convenient parking. Parking must be as close to the bus line as is possible. People will not abandon autos if parking, buses, express runs and tolls on the canyon for autos are not in place. Pricing for these alternatives must be set to encourage the desired behavior. I am sure you have heard much of this. Please do not succumb to the train which will devastate the canyon and ruin this wonderful place. The road will not go away so lets maximize its use by encouraging buses, parking and hitch hiking and the use of tolls. Respectfully,Stuart SillowaySLC, Utah	
299	Susie Albertson	The online form was not working. I have lived in Little Cottonwood Canyon for nineteen years. The only time LCC has a traffic jam. Is a few days a year, for a few hours during Ski season. These usually occur on Avalanche mitigation days. Resort Employees line up in the Canyon in their Automobiles. This is the start of the traffic jam. Snowbird and Alta have around fifteen hundred Employees. That is a lot of Automobiles. The traffic jam could be minimized by Employees being required to ride the Bus. Avalanche sheds would mitigate the problem. Under no circumstance should the Road be widened. No one ever talks about widening the road through Zions, to accommodate the growing use. It should not happen in LCC either. The Carry Capacity in LCC is at its maximum and maintained by the current available parking. To add any more parking is to endanger our precious drinking water. Thank you, Susie Albertson Granite Community Council Representative	Email
300	Brian Hutchinson	UDOT Little Cottonwood EIS- Next-Gen Transit (Plan-A) 1. Integrate Canyon transit system with long and short routes of neighboring county transit systems 2. Create valley-wide system of long-route Park & Ride locations with focus on existing parking lots at schools, shopping centers, and similar sites 3. Establish optimum occupancy levels at trailheads, resorts, parking lots and other zones that factor air and noise pollution, congestion, erosion and other contributors to environmental degradation 4. Design Smart Canyon Pass Reservation System that responds to occupancy/use capacities (i.e. maintain < ”5000 person canyon capacity” on 12,000 person day) 5. Replace some existing resort car parking space with expanded transit centers 6. Create 3-year plan to reduce resort car parking lot footprints by 75% 7. Incentivize Resorts to create 2, 3, 4-hour ski lift passes with time-slots that distribute the crowds evenly throughout the day (with some flexibility) 8. Integrate Smart Canyon Pass reservations and ski lift pass activity to Intelligent Transit system 9. Create “Bus First” Canyon transit system 10. Open tollbooths (at off-peak time intervals, only) to limited # of automobiles 11. Provide tollbooth HOV lane for buses, shuttle vans and service vehicles 12. Study traffic behavior and potential bottlenecks of high-capacity Park & Ride lots 13. Create new Avalanche Canyon Closure Protocols for 2018-19 season- Wasatch Blvd-Hwy 210, Little Cottonwood Rd- Hwy 209, Ft Union- Traffic openings to Buses and Vans (only) on lanes leading to canyons /All cars to road shoulder until authorized to enter toll booth lane 14. Study effect of HOV lanes leading to canyon base 15. Study effect of HOV and Direction-Switch lane for LCC and BCC canyon roads 16. Create Pilot Private/Public Shuttle Van system for 2018 Summer- Service Albion Basin, Silver Lake, various trailheads and resorts (Hiking, Mt Biking, rock-climbing, resort activity, etc…)	Email

Comment #	Name	Comment	Type
301	Mike Terry	We need to look how to reduce auto traffic up the canyon. There are so few safe places to park. Park and ride ststems can work if we charge day use cars enough to make taking the bus an alternative. I know many feel charging limits access to the poor, but county wide taxing does no reach all who use the canyon. If someone uses the canyon frequently then multi use passes should be available for driving or park and ride. Also any buses traveling the canyon should be low emissions, electric or natural gas. We should encourage employers to have van pools or have their employees use the same systems. We need everyone to help by willing to use alternative transportation. Otherwise we eill love our canyon into gridlock.	Website
302	Tod Young	Snow sheds? Yes! Do it -- asap. They would help to reduce the impacts upon our Granite Community caused by avalanche control highway closures. Improve resort exits? Another one to do asap, please, and while you're at it, take a serious look at the SR-210 merge left situation at the "High-T" intersection in Cottonwood Heights. Thank you - you could be saving my life with signals & signs.	Website
303	Mike Campanelli	As both an employee and resident in Alta I see and hear of the traffic problems in LCC first hand on a daily basis, even though I rarely have to drive in the congestion. The biggest problems I see are: 1. The 'red snake' congestion when people are leaving Alta and cannot do so for hours as Snowbird parking lots are emptied, cars are turning around from their shoulder parking from Snowbird to White Pine and there is little flow of traffic down the road. Possible solutions: a. Signaling at the Snowbird entries b. No roadside parallel parking allowed - or improved flow for roadside parking (pull arounds, only downhill parallel parking, etc.) c. Road surface widening with a flex lane to accommodate the swings in traffic flow. 2 uphill lanes in the AM, 2 downhill lanes in the PM, 1 lane in each direction with bike lanes in the summer. 2. The limited parking at Alta and Snowbird. Both resorts have greater uphill capacity and ski-able acreage than parking capacity. Possible solutions: a. Increase parking in Alta and Snowbird b. Limit uphill traffic quantities to the number of parking spots (no roadside parking) - after that one in one out policy. c. Create long term parking at the mouth of the canyon for Alta residence to use. So many cars live in Alta and are never moved/used. Removing 100 of these to the base of the canyon and residents can take buses, or hitch rides down to them when they drive once a month would free up 100 more spots in Alta. Lastly I would like to add that I am an avid biker and would like bike safety and bike lanes or decent shoulders (continuous) to be included in the plans. I am not the only biker in the summer and I have seen the number or bikes in the canyon grow significantly over the last 9 years I have lived in Alta.	Website
304	Joyce Sanford	I read the study by University students that was recently published. I have a few questions in regard to their suggestions. First, where along the 9400	Website

Comment #	Name	Comment	Type
		South bus route is there parking for an additional 3,000 cars so people can ride the bus??? Now the biggest parking lot is at 9400 and 2000 which gets packed and Walgreens has signs that your car will be towed if you park there. (Study says 6,000 cars a day go up LLC) Next, Let's say that 3,000 cars with an average 2 people per car select to ride the bus, equaling 6,000 people. Each bus carries about 50 passengers so that is 120 bus trips that will be needed. The hours between 7:30 and 10:30 in the morning when the skiers are going up will need a long line of buses lined up to carry the skiers, as well as for the busy hours on the way down. I am an older daily skier at Alta. Some older people I know ride the bus now , and say frequently they do not get a seat and have to stand for the half hour to 45 min ride, which is difficult. Several people I know have to go out of their way and drive to the Trax station to get on the bus just to get a seat. Joyce Sanford	
305	Andrew Altice	Thinking that you can change the behavior of thousands of locals and tourists by charging a fee is idiotic. Charging a fee will directly reduce individual spending and will alter consumer choice. Dont be short sighting on this one. Either add parking capacity up at the resorts or truly add an alternative transportation method by putting in a ski train. It costs more but is the right thing to do. Adding a toll is the flavor of the moment and will not solve the problem.	Website
307	MIndi Hamilton-Novasio	It is CRITICAL we get the speed limit through the neighborhood ingress/egress streets to Wasatch Blvd reduced to NO MORE than 40 MPH... and preferably 35 MPH since the HIgh-T intersection is so incredibly dangerous by Golden Hills. It is a MUST to change it to 35 MPH by the blind corner at Kings Hill Drive. It is so incredibly dangerous at the current speeds! We need to turn the Northbound light back on at the High-T Intersection... even if it is only a temporary solution until the full plan is implemented, it NEEDS to be done to prevent injury and potentially even save lives. Long-term, you MUST keep commercial developments, parking structures and parking lots AWAY from all the neighborhood areas between Big Cottonwood Canyon and the High-T intersection. This is critical to maintaining safety and neighborhood areas in Cottonwood Heights. It's fine to put those types of developments at the gravel pit where it doesn't affect the neighborhoods and the street can handle more traffic, although... I would really prefer you look at more solutions to draw the traffic out further and disperse the traffic into several areas vs. this single corridor.	Website
308	Christine Garrett	It seems that if the majority of canyon users are residents from the valley than there should be efforts made to utilize park and ride lots along 1-15 and trax. Incentivize catching transportation further out rather than just creating more cement structures at the base of the canyons which will create more congestion when entering and exiting these areas. Are we just shifting issues from the canyons to the surrounding residential areas?	Website
309	Susan Bennett	Is there a wY to provide mores buses up the canyons? Every time we ride the bus it is standing room only! If we had more public transportation available it would help decrease the amount of cars on the road and be better for the environment	Website
310	Nikki Cavin-Grace	Traffic from the south bench is pushed up on to Wasatch and conflicts with local traffic and Canyon traffic. Other arterial routes should be opened for this traffic into the city. Highland Drive, 13th East and 7th East for instance.	Website

Comment #	Name	Comment	Type
		Wasatch is against the fragile mountain area. Wildlife and deer are slaughtered on Wasatch. Speeds should be reduced on Wasatch. Our freeway system was poorly designed from the beginning with I-15 running down the middle of the valley. Let's not destroy the Wasatch mountain corridor.	
311	Kris Longson	Please consider rail that connects Little Cottonwood, Big Cottonwood, and Park City and has a base for parking, hotels, retail, restaurants, billboards and other advertising, higher density residential and even Office. The current gravel pits on Wasatch Blvd could provide these opportunties. The development of the gravel pits could have taxes and fees associated with the uses that could help offset some of the costs along with the ski areas, Utah tourism board, state funding, federal funding, Delta and other private transportation services. etc. I would be happy to discuss development and other opportunities that could help with funding. Do not the miss the opportunity to solve a larger problem than just Little Cottonwood.	Website
312	LeeAnn Ehrhart	Regarding the Cottonwood Heights Park n Ride image, while I generally like the additional entry, the north end of the current parking lot is a swamp with a sign that says "Lab Alive Outdoor Classroom". I thought it was protected land. Something for you to check in to.	Website
313	Bill Hunt	The smell of burning brakes is ever-present at the mouth of Little Cottonwood all summer. Please put up better signage in the upper canyon. When I lived in Alta in the 1980s and 90s I made the suggestion many times to put up signage like is on the Pike's Peak road in Colorado: Three pairs of signs about 100 feet apart; the first one says "Use Lower Gear" with a picture of a mountain. The second one says "Hot Brakes Fail". Locations could often use existing signposts for the avalanche slidepaths, meaning that new posts are not needed for most signs, and the signs are relatively safe from avalanches. 1. In Alta near Peruvian lodge, to give truck drivers their first warning. 2. Below White Pine trailhead, to inform users of that trailhead, before they get to the Tanners turn where many crashes and brake failures have occurred. 3. Below Tanners, above "7 turns", where many crashes and brake failures have occurred. 4. A fourth pair of signs could be located below Lisa Falls, since many summertime users only go to Lisa Falls or the trailhead across the road there, and the road is still steep below there.	Website
314	Sheila Deyette	1. Alta and Snowbird could offer 5 to $10 credit on food purchase if people take the bus. 2. Charge a $5 per vehicle entry fee during peak periods Dec 15 - March 30 and June 1 - Aug 30. ($3 for two people and No fee for Three People in car)	Website

315 - 316	Cliff Curry	I am an Alta resident and have lived here for the past twenty years. The world and our society are on the threshold of a revolution in transportation. Networked and autonomous vehicles will change transportation as much as the automobile itself has over the past hundred years. We can't know what transportation will look like ten and twenty years from now, but we can be sure it will be much different than it is now. It is essential that we anticipate the coming changes in vehicle technology as much as possible during the Little Cottonwood Canyon EIS process. One thing that will change is the need for parking – it will be much less. One thing that will not change is the need for pavement – autonomous vehicles will run on asphalt. Another thing that will not change is the need for avalanche protection on Highway 210. We should use the limited available money for road improvements and avalanche protection – which will be needed no matter what form transportation takes – not on parking structures that may become obsolete. Road improvements and avalanche protection may take the form of avalanche sheds, Gazex and other avalanche devices, bridging and straightening the roadway, and realigning the roadway, including adjustment of the wilderness boundary. For the near future, we should make carpooling incentives such as SOV tolls, preferred parking, carpooling networks and apps, and convenient carpooling pickup and drop off locations. Carpooling incentives are light on infrastructure and will offer a great return on investment. For the near future, adding surface parking capacity in Sandy and at the Big Cottonwood Canyon gravel pit would help with transit and carpooling. Improvement of existing parking lots and access lanes would also offer good returns. Within Little Cottonwood Canyon, the road should be three lanes: one uphill, one downhill, and a third lane separated with hard barriers. May through October, the third lane should be a two-lane dedicated bike path. Bike lanes could become an attraction instead of a hazard, and with the evolution of e-bikes, could become a viable summer transportation option for a wider range of people. November through April, the third lane should be a reversible lane for transit and emergency vehicles only. Passing lanes and pullouts should be added and improved. Slow vehicles delaying five or more cars should be required to pull out. Thank you for leading this project for the good of our communities.	Website

Comment #	Name	Comment	Type
317 - 318	Mike Bockelie	The following are comments & recommendations for the planned road improvements to Little Cottonwood Canyon – Fort Union BLVD to Alta – presented in a public meeting at Cottonwood Hts City Hall on April 10, 2018. FYI: • I attended the public meeting & discussed some of this info with your representatives. • I am a resident of Sandy, UT (since 1993). • I am an avid, expert skier and have been skiing Alta and Snowbird sine1974. • I typically ski ~40x per year. • On weekends I drive to the resort & have multiple passengers. • On weekdays I typically drive to a Park N Ride lot and then take the bus to the resort. When I use the Bus, I carry/wear all needed ski gear for the day. COMMENTS 1. The modifications to Snowbird ENTRY 1 & ENTRY 2 significantly improved traffic flow Up the canyon in the morning and down the canyon at end of the day. Suggest you talk to Snowbird personnel for further details to coordinate your efforts. 2. Greater use of public transportation will be important for your modifications to the road to be viewed as a success. * how to encourage greater use of bus – not obvious! * time to travel from Little Cottonwood Canyon Park N Ride to Snowbird Entry 1 is about the same on Bus or driving personal car. * Time to travel from Snowbird Entry 1 to Alta (Gold Miners Daughter parking lot) by Bus is much longer than driving personal car due to the many intermediate Bus stops at Snowbird and Alta locations. * on days of big snowfall, bus ride to Alta can require ~2hr due to slow moving traffic and the large no. of Snowbird bus stops. 3. do NOT need bus system to provide lockers for riders to store their gear at resorts. Both resorts provide lockers for gear storage that can be rented ($$). 4. Little Cottonwood Canyon Park N Ride and Swamp Lot are full by 8am on weekends/holidays/Big snowfall days. 5. The Park N Ride at 9400 south 2000 E (by Walgreens) always has parking. 6. cars parked along road at Snowbird, Alta, Lisa Falls, the ice sickle (ice climbing) rock climbing, bouldering are traffic hazards due to pedestrians walking near & crossing the road. * all are a problem in winter * Lisa Falls, rock climbing, bouldering locations are a problem in summer also * How will bus service accommodate non-skiing patrons to these locations? 7. I agree that adding Snowsheds over road at known slide areas will improve traffic flow. Can use historical data for where to place Snowsheds RECOMMEND: 1. your project team include skiers & snowboarder 2. your project team RIDE THE BUS up/down canyon on high volume ridership days to experience bus travel first-hand 3. PROHIBIT Right-Turn-On-Red for traffic entering from South into intersection at Wasatch & 9400 S. On big snow days intersection becomes blocked due to cars from the south performing Right-Turn-On-Red at the light. Often requires multiple Red-Green light cycles for traffic on 9400 S to get through	Website

Comment #	Name	Comment	Type
		intersection 4 Conduct feasibility study to evaluate pro/con/cost/impact of Snowsheds to cover road at known slide locations. 5. keep public informed of your progress through issuing public reports, open meetings, etc..	
319	Eric Kraan	Please take into account neighborhood safety concerns along the Cottonwood Heights section of SR-210 as you do for the safety of ski resorts patrons - SIGNALIZE Golden Hills Dr. & Kings Hill Dr. intersections	Website
320	Cheryl Miller	Something needs to be done at the corner of Kings Hill. In the winter, we can't get out to even make a simple trip to Smith's. The cars go to fast around the corner and you can't even make a left turn, for fear of being hit. I feel like the canyons issue should be put on hold and get this issue resloved first, before one of our neighbors gets killed.	Website
321	Jesse Malman	Adding/increasing parking at the base of LCC is only going to create more traffic and congestion in this area. Additional parking lots need to be located away from the canyon mouths, such as empty church and school parking lots in Sandy, Cottonwood Heights and Holladay. Traffic cops on the ground directing traffic at these four locations during peak times would help tremendously, primarily at mouth of LCC and BCC in the mornings and at top of canyons in the afternoons	Website
322	Paul Godot	Parking is paramont: -- Expand and/or utilize existing Park & Ride lots to create transport hubs. -- Partner with local school districts to use their parking facilities as they are designed for bus ingress and egress. -- Keep "general public" parking away from mouth of BCC & LCC to mitigate congestion. Provide UTA ground transportation: -- From parking hubs referenced above and TRAXS. -- Use smaller equipment such to "shuttle" designed with seat belts for safety, everyone seated, no standing, skis outside vehicle. -- Schedule service no later than every 15 minutes. -- Alta direct service, no Snowbird stop. Bike Lanes: -- Designated lanes up & down segregated from auto traffic with barrier for safety. -- Design down bound bike lane for safety such that bike riders obey speed limit such as installing speed bumps. Close canyon to auto traffic under certain conditions for first two,(2), hours:	Website

Comment #	Name	Comment	Type
		-- "Powder" days with huge demand for access to resorts. -- Weekends when snow and weather conditions create access demand.	
323	Erik Kish-Trier	Hi, thank you for undertaking this process, the need is very great. I would just like to make a few points. Formalizing White Pine shoulder parking is a great idea. Please do not pave the LCC trail, it would devalue the experience of using that path. Alta and Snowbird should be required to provide and pay for transportation to their facilities. They are making considerable money at the expense of other canyon users who get stuck in the traffic they create.	Website
324	Susan Rampton	please consider Kings Hill intersection (north of the curve of Wasatch) Traffic is very dangerous coming around the curve and cannot be seen until it is right there, nor can they see someone pulling on to Wasatch	Website
325	Susan Nelson	Thank you for the opportunity to submit comments relative to the EIS to be conducted by UDOT on Little Cottonwood Canyon Road (SR210) and the SR210 Bypass Road. We are longtime Little Cottonwood Canyon residents and live on a slip road that runs along SR210. Our feedback is based on our broad experience with canyon traffic and driving patterns during all seasons of the year and Canyon geology and ecosystem. We have prepared the following comments: 1. We agree that minor road alignments and improvements are needed. 2. We don't agree with adding another lane for the following reasons: a. Strong negative environmental impact to the narrow "glacial trough" canyon. b. More lanes will encourage/allow vehicles to travel at even greater speeds than already realized in the canyon i. Canyon traffic isn't strictly enforced relative to speed or chains. ii. Speeding vehicles have, on numerous occasions, careened off SR210 to the steep embankment – twice in our yard – resulting in property damage, injury and death. 3. Expansion of guardrails. 4. Since Snowbird (e.g., Mary Ellen Gulch) and Alta (e.g., lifts, terrain access, accommodations, dining) are expanding, consideration of another recreational access point via American Fork Canyon should be strongly evaluated and hopefully implemented. This would allow an additional access point and increased parking facilities to what is clearly a growing and year-round recreational area. 5. With so much construction, we would recommend signs prohibiting trucks from using jack breaking techniques. Thank you for your consideration of these comments.	Website
326	Anna Keeling	With ever increasing traffic in LCC & as a bus user, I'd like to see better UTA service - a system for pre purchasing tickets at stops, express buses that go direct to Alta or Snowbird without the endless dawdling through Snowbird to get to Alta. The bus service currently is hopeless.	Website
327	David Van Dame	Comments on traffic in LCC The following ideas should be considered	Website

Comment #	Name	Comment	Type
		· In order to improve use of public transportation more people will have to use it on a regular basis. Because parking is a problem people should be able to make the whole trip from near their home. TRAX works well for riders on the west side or near the center. Riders in the NE part of the valley don't want to go west to get to TRAX. There are currently good bus routes on 33,39 and 45 south that go to Wasatch. The frequency of the #72 should be increased to every 15 minutes in the winter and a route added that starts at the PNR @ 39th and Wasatch that goes along Wasatch to the LCC PNR. With this in place there are multiple ways to get to LCC. Going north and south are TRAX, routes 200, 209, 220 and the new route along Wasatch Blvd. Going east and west are routes 21,33, 39, 45 and 72. It is not ideal to have to change buses but it would at least give people an option to not have to drive to a ski bus route. Ski bus schedules should make people aware of these alternatives. Ski bus routes need to be more economical. Four people in a family currently costs $36 for a round trip. · Have a ride sharing app that could help carpool from the canyon mouths to the resort for both BCC and LCC. · Change the ski storage on buses. The old buses had racks outside that allowed many people to store their skis at the same time. It also made it easier to board the bus without carrying as much. The bins inside the bus take up space that used to be available for seats. The current bins are not user friendly. It is very hard to get equipment in or out when they are anything but empty. Many people hold their skis or prop them against the side of the bus, which is dangerous. · Expanded economical season lockers for ski equipment at the resorts would make it more convenient to ride a bus. Overnight ski storage for tourists would also help.	
328	William Champneys	I understand and am sympathetic to the private land owners in Little Cottonwood Canyon. However, after decades of watching and working in or near the canyon and observing the dramatic increase in traffic. I hope UDOT give serious consideration to enhancing public transit in the canyon with additional UTA buses (year round) and highly recommend a light rail system that would not only transport a considerable numbers to/from the resorts, but also relief terrible traffic congestion as well as greatly reduce emissions in the canyon. These public transit enhancements should be coupled with significant tolls for those who think it's necessary to drive their personal vehicles up the canyon. Somehow there needs to be drastic steps taken to make the roads in the canyon safer by reducing traffic, congested parking, and pollution to our once pristine canyon environment.	Website
329	Roger Bourke	The focus of this effort is to make travel up Little Cottonwood Canyon easier. But to do so will invite more people up to this delicate and easily damaged environmental treasure. Summer visitation exceeds the carrying capacity of this canyon now—why would anyone want to bring even more people in? It is well known that some of our national parks are being loved to death. The popularity of Zion, Yosemite and others is destroying the experience that tourists go there to seek. The Wasatch is on its way to the same destiny. There are plenty of good reasons to get out of the Salt Lake Valley—in the winter to escape the air pollution and enjoy snow sports, and in the summer to escape the heat. But pouring more and more people into a limited area is not the answer. If the Wasatch front grows as projected, new areas for mountain recreation are needed. UDoT should examine improving access to alternative destinations, i.e., disperse rather than concentrate people. Are	Website

Comment #	Name	Comment	Type
		there opportunities at the north and south ends of the Wasatch front that might be explored? Possibly Mts Timpanogos and Nephi to the south and/or Mt Ogden to the north. Or possibly to the west? Look at the big picture: The goal should not be to provide easier access to Little Cottonwood Canyon, but to improve the quality of life for the people of this region.	
330	Amalia Andrews	Hello! Can you please have the PI person contact me? I am hoping to chat about adjacent projects. Thanks!	Website
331	Eric Fuessel	Dynamic tolling would be an appropriate way to limit the number of single occupant traffic, however it also may contribute to congestion at the mouth as people are surprised at the amount required, making second guesses, or finding a place to park at the mouth in an effort to consolidate or hitch hike up. Are there improvements to be made for ample parking? What about a season-long toll pass for regular commuters or employees of the resorts?	Website
332	Donna Smith	Being able to live so close to these mountain trails is pure bliss. It seems like there are some people living/owning land in the canyon who would consider selling their land if the state will pay fair price; and of course, what is that? But if deemed reasonable, this could create more allowance for driving conditions. I believe our canyons provide entertainment on a grand enough scale we can use some of that income to improve needs in the canyons. We also need to develop a volunteer organization to help care for the canyons - underbrush, road improvement, water access in case of fire.	Website
333	Linda Lee	I thoroughly support closing the canyon to SOV and beefing up public transportation. Curtain ski resorts' parking lot expansion as well. They don't need to encourage more traffic.	Website
334	Cindy Rothfeder	In order to protect the canyon which is not only part of the city's watershed but also small and relatively undeveloped, the number of people allowed in the canyon should probably be limited. I am not in favor of making the road bigger and better in order to allow thousands more people to be in the canyon on any given day; it also seems that widening and improving the road would wreak environmental destruction and negatively affect the water quality in the creek. Charging people to drive up the canyon might help limit numbers. A creative solution could limit canyon access depending on license plates--even/odd numbers or placement at beginning or end of alphabet. Also public transportation access could be vastly improved if the state was serious about it as a viable option to reduce traffic.	Website
335	Bob Pruitt	As a property owner in Albion Basin, the end of U210 used to be the Albion Basin campground. The state legislature called out a ROW over Catherine's pass. The 1938 deed from SL County to USFS retains free special use in Big and Little Cottonwood...will this deed be used to spot transportation improvements. The Shrontz parking structure should be brought down tot the winter gate area. A wider turnaround at the winter gate would help, as would lighting (since OSV travel is 5pm to 8am) I think the EIS should include to old U210 to Albion Basin Campground.	Website
336	Jonathan Splinters	Every project like this involves trade offs and priorities. In my opinion the rank of order of priorities is 1. Preserving the natural beauty and environment of Alta 2. Making access convenient. In that order.	Website

Comment #	Name	Comment	Type
		And so I think finding a way to encorurage fewer people to come is actually what we should do. More roads, busses, ans so forth bring more people. I want fewer people.	
337	Nancy Hardy	A transportation hub at the Gravel Pit, with plenty of parking that will offer convenient non-stop bus service to BCC and LCC ski resorts, with an outdoor and indoor waiting area with coffee shop/restaurant/restrooms. Non-stop bus transportation to Park City, SLC, airport as needed. Hotel with conference room, so a business could have meetings in the morning and take bus to ski in the afternoon. (Hotel guests could take bus from airport.) Guests staying up BCC could ride bus to hub and transfer to bus up LCC for skiing, or transfer to bus to PC for skiing, or transfer to bus to SLC for sightseeing, etc. Transportation hub location could include a visitor center with information on ski resorts, hiking trails, bike trails, local restaurants and things to do in Holladay, CH, Sandy, SLC. Include gift shop with local art, pottery, honey, etc. Bike parking at transportation hub. Hiking trails up the mountain behind transportation hub, also connecting with the Bonneville Shoreline Trail in the future. Space for a Trax stop in the future. A larger parking area at 9400 S and Highland Dr. with convenient and non-stop busses to ski resorts up BCC and LCC for skiers traveling from the south and west. Thank you!	Website
338	Margaret Bourke	The central component of the study ought to focus on congestion head-on by limiting recreation to a sustainable level. Population growth forecasts for the Greater Wasatch front will eliminate the possibility of each and every one of us who want to visit Little Cottonwood Canyon, each and every day, from being able to do so. The resource is not infinite and can not accommodate exponential visitation growth. National Parks, Recreation Areas, National Forests and Wilderness areas, and state parks as well, are all experiencing increased volumes of people. Only some areas are managing to protect the resource from overuse. UDOT should not ignore the lessons learned by others, but must act to protect a unique, natural and limited resource. The fist action is to conduct carrying capacity studies for the canyon. Such studies must come before determining how to facilitate transportation access. Absent knowing the level of visitors the natural areas can accommodate and remain resilient, "blind" planning could lead to devastating loss of wetlands, elimination of precious habitat and the loss of resiliency the forests need to remain a vital part of the ecosystem. Global warming will also require this region to be smarter in its water use. Projections are that while the amount of precipitation may stay roughly the same, more will fall in the form of rain and less as snow, hence the increasing need for reservoirs over the next few decades. Focus on long term health for the Wasatch and her population for now and generations to come, not smoother, faster access for today and tomorrow.	Website
339	Edward Mitchell	Light rail now	Website

Comment #	Name	Comment	Type
340	randhir jhamb	as a homeowner since 1996, i have concerns about increasing the amount of people that can access the town easily, and the effects of unlimited access to Alta. Those of us who own a home in Alta enjoy the peaceful, semi-isolation it allows currently. The amount of skier traffic in the winter, and wildflower seekers and hikers in the summer, is constantly increasing. The needs of the public must be carefully balanced with the needs of the residents of the town of Alta...call me anytime to discuss	Website
341	Paul Gongaware	As a resident of Alta I think cars in the canyon should have to pay to use SR210 and the parking in the canyon. Sort of like the Snopark permits in Oregon. Maybe on a season or one-time per car basis to start. Eventually morphing into something like EZ Pass. Season passes would be needed as well. If you want to control the number of cars in the canyon, cost to drive will be a major factor and maybe the only thing that will actually work.	Website
342 -344	David R. Smith	As you consider options for U210, I would suggest that your priorities should be: 1. preservation of water quality 2. minimal new development 3. no additional parking in the canyon 4. reducing the number of private autos in the canyon, 5. Improving/expanding bus service 6. The snow sheds would be a great improvement! 7. A possible "reversible" lane should be considered. 8. An "express" us to Alta in the morning would dramatically reduce the transit time and could lead to increased ridership!	Website
345	David Robinson	I like most of the options presented at the open house. However I do not see the gain in making the roadway wider in the canyon. We area able to handle most of the traffic on dry road days, the red snake is most apparent on storm days. More width on the road is not going to help on storm days unless there is also a effort made to increase snow removal. Storm days are simply too big a challenge for many drivers, and their slow movement, or loss of control are what bogs things down. The other known cause of traffic congestion is merging from 2 lanes to 1. it happens in the morning merging bellow the "C" gate at entry one, Snowbird. It happens again in the afternoon when down hill traffic merges at the top of 7 turns. Reduce or eliminate the merges. Public transportation is looked to as the big solution. No doubt more park and ride capacity is a good thing. However if UTA is really moving forward with the idea that they will not continue to make stops in the resort base areas, but only stops along the highway, then the usefulness of public transportation becomes less viable. Snow sheds are a great idea and should also be considered for the main line under Mt Superior. When the main line is closed, and all traffic is routed to the by-pass road, all highway users suffer and safety is compromised. The by-pass road is too steep, too narrow, and has too much roadside parking to be a viable long term solution. All roadside parking along the highway and by-pass road should be replaced by the addition of more parking at the base areas of the resorts. Multi agency work is required here. one final thought: there has been work done in the past on a total highway re-alignment from Tanners up to entry 1 to avoid many of the upper canyon slide paths, is this also being considered? Thank you.	Website

Comment #	Name	Comment	Type
346	William Trojan	Plan for the future. Develop a rail based mass transit system in LCC to eliminate most vehicular traffic. Secure bike lanes.	Website
347	Jim Williams	LCC is busy enough, please disallow the parking on the sides of the road at the resorts. Make Snowbird traffic merge the old fashioned way. (the new way adds time to the down canyon commute) Please consider buying the available 50+ acres at the base of the canyon for sale, add parking lots, perhaps split the large parcel and go for a high density zoning. You would own it for free. Please put in parking lots on the south side of hwy 210 at the mouth of the canyon. Call me for details.	Website
348	George Chapman	The Wasatch Canyons should not have tolling without alternatives available. It is wrong to force everyone who has been able to use the canyon for recreation without charge (I think that it may be in the Utah Constitution.) to now be forced to be charged without, up front, having a discussion about where the money will go. A parking garage at 9400 S and Wasatch is not really a solution. I think that the issue comes down to an effort to discourage personal vehicle use which is wrong. The alternatives in the EIS should include year round bus service, and in the winter, since the ski resorts contribute, increase the frequency and convenience of the ski buses. The EIS should also include a lot more restrooms and water storage areas to fight the coming canyon fires. Avalanche road protection should be a priority before tolling. That would eliminate most backups. Instead of using the roadway for bicycles, pave the soft shoulders and put in a concrete divider/separated bicycle path on the shoulders for bicycles. The $2 million a year that the proposed toll will provide should be contributed by SLCO Parks and Recreation and ZAP since we use the Canyons as parks. We don't pay for access to parks and we shouldn't pay for canyons that we use as parks. Again, there should not be restrictions on historic use of Canyons for recreation.	Website
349 - 350	Brad Gilson	I applaud the visionary effort to expand bicycle facilities in the Canyon (since this is, second to our watershed, a pristine recreation destination) and the effort to accommodate more parked cars at the mouth of the Canyon. I think that some real plans for imporved economic developed, coupled with vehicle parking facilities could, together, trigger more carpooling and transit use. Give em a reason to get out of the car. And once out, hey, let's just take the bus! And in the mean time, we can certainly benefit from some more sales tax! Maybe even a special recreation overlay tax in addition to the sales tax! This can be used to maintain these facilities and search for more ways to reduce the apparent impact to the local community!	Website
351	Thomas Loken	I am in favor of a toll road concept to help reduce canyon congestion. However, I am a resident of Big Cottonwood canyon (Silver Fork area),and if a toll road is implemented in Little Cottonwood and not Big Cottonwood at the same time,, the traffic would be completely out of control in BCC. From my understanding, the current study of the toll road concept is just for LCC only. If this is the case, any toll road for BCC would be a least a few years behind LCC. The environmental impact and safety would be huge issues for the visitors and residents of BCC. during this time frame.	Website
352	Diana Bennett	I 'm a hiker. I love wandering all the trails. I live close to the canyon and sometimes I will drive up the canyon just to eat my lunch. I would support a monthly or yearly pass but not a per visit toll. I am also worried that little guy	Website

Comment #	Name	Comment	Type
		users will bear the burden because the ski resorts will cut a deal and avoid any tolls for skiers. Remember, there's lots to do for everyone in the canyons besides just ski!	
353	Leighann Gilson	I love our Canyons and the pristine beauty they house. I would love to see more parking at the base of the canyons and better bike access through out the canyons. Perhaps allowing public transport to make stops at frequently visited trails where lots fill up and spill over during the summer. Most importantly I would like to see the canyons be able to be used but not to see the human impact on those uses - more parking at the base of the Canyons to encourage les cars and traffic up the canyons. More bicycle and hiking trails, more trail heads, etc	Website
354	Marcus Dippo	It seems like parking in the valley with regular transit connections needs to be part of this. Making the gravel pit parking and Sandy lot as the main transit points will be key to reducing traffic. Having a reversing contraflow lane that is restricted to transit options (buses, shuttles, real HOV-with weather appropriate tires and 4WD) gives visitors a choice that is competitive with single vehicles. Alternatively would a gondola/tram option starting at the LCC park & ride be cheaper to build and provide a faster alternative. Instead of snow sheds is re-contouring the slope outside the wilderness +/- a wall less complicated than a structure that requires fire protection?	Website
355 - 358	Robert Wright	Background: • Retired Engineer • East Sandy resident since 1982 • Skier since 1981 (intermittent until retirement in 2012; average 72 days/year the past 6 seasons) o Ride UTA bus 994 from 9400 S Highland most days; walk 0.9 miles from home to bus stop o Shared locker at Alta Albion base • Canyon road bicyclist since mid-1980s o Logged beginning 1/99: 3,500+ total rides, with 3,100+ rides on the canyon road I will provide my comments based on my own season-appropriate canyon activities: skiing in the winter, road bicycling in the summer. Impressions: I have observed through the years that the overall canyon usage has increased dramatically, especially in the past 10 years. This increased usage has changed the character of the canyon experience, making it more dangerous, and generally not as enjoyable as it used to be. For me, much of this comes down to – quite simply – that there are too damn many cars, SUVs, etc. in the canyon and, therefore on the canyon road. Our long-term goal should be to dramatically reduce the number of private vehicles in the canyon. Winter (primarily ski traffic) Most days (i.e., non-weekend, non-powder days), the existing traffic is not so heavy as to impede the buses, and they typically stay on schedule. On peak weekend days and on any powder day, forget it – the uphill buses are queued up along with the hundreds/thousands of private vehicles and, on powder days, the bus schedule is meaningless. “Up” buses that cannot reach their destinations cannot become “down” buses (or dead-head) and get back to their starting point to go back up. People who try to “do the right thing” by attempting to ride the bus find that the parking lot at the canyon mouth is full (if they can get there at all), and the buses are unavailable. Thanks to UTA’s web and phone transit-tracker applications, we can all easily watch the bus positions and see what is happening. When, finally, the uphill buses flow, they are quite often packed to the gills before they even reach the canyon mouth. First-time bus riders are not likely to see this as a desirable alternative to driving their own vehicles up the canyon. As an alternative to the masses, the present bus service is inadequate for a number of reasons. The bus service works very well for me, as a retiree and Alta season pass-holder who lives close to a major stop on the 994 route	Website

Comment #	Name	Comment	Type
		and has use of a seasonal ski locker at the Albion base, but I recognize that it does not work for most people: • The bus schedules are inflexible – no ability to adapt to expected demand on snow days • The bus fare is excessive (presently $4.50 one-way) • The buses are – at best – no faster than private vehicles • The ski racks onboard the buses are cumbersome • The bus route through Snowbird's linear 1+ mile parking lot is tedious • When the buses are most needed (weekends, powder days), they are the least reliable and most crowded Unless we can provide a way for the buses to have an advantage over other vehicles – especially uphill in the morning and downhill in the afternoon – the buses will continue to be a disaster on busy (typically powder-) days. Summer Here, there is a dramatic distinction between weekend and weekday traffic. As a bicyclist on the road, I adapt my ride schedule according to sun angle (all those dirty windshields…) and expected traffic. I grudgingly put up with the noise, noxious exhaust, dust, and general repugnance associated with the increasingly-massive wheeled sarcophagi that roar past me. Thanks to UDOT's re-striping of (effectively) an uphill bike lane in the last major re-paving cycle, I generally feel safe while riding uphill. Going downhill, bikes typically move at approximately the same speed as cars between mileposts 5.3 and 8.5. Most all drivers respect this. Outside those limits, any reasonable bicyclist expects to be passed by cars and therefore stays as far to the right as possible. On weekdays in the summer, at the time of day that I ride (typically mid-day), I rarely encounter drivers who are unreasonably aggressive. I suspect that many if not most of the drivers on the road at that time are either canyon employees or canyon "regulars" like me who know every detail of the canyon road and are not obsessed with passing downhill bicycles only to see them close behind in their rear-view mirror for the next 4 miles. Weekends are different. As Snowbird has increased weekend "festivals" and such, traffic has become increasingly chaotic and hazardous; I feel at risk. Oktoberfest weekend afternoons are the absolute worst time to bicycle on the canyon road. Belligerence is very rare, but I see a lot of clueless driver behavior that endangers me, them, and everyone else on the road. I don't know if this is due to their ignorance, inattention, or incompetence – I just know that I don't want to be anywhere near them, and all I can do at present is to adjust my ride schedule accordingly. Suggestions: It seems to me that if the canyon road stays in its present form (i.e., 2 lanes), there is no reasonable solution to the winter congestion problem. Without a workable alternative, tolling will only serve to anger people, and would not substantially reduce vehicle count unless the toll is very high (e.g., $20). I suspect that tolling at this sort of price would be politically untenable. We should encourage carpooling, ride-sharing, etc. to reduce canyon traffic in the near-term, but in order to meaningfully reduce the number of vehicles in the canyon – which I consider the long-term goal – we need to make mass transit the primary means of moving people in and out. With that in mind, I suggest the following: 1. Somehow create an auxiliary canyon road or auxiliary lane on the present road, not accessible to private vehicles, that UTA buses can use on a one-way basis (up in the mornings, down in the afternoons) in the winter,	

Comment #	Name	Comment	Type
		and bicyclists can use in the summer. 2. Establish a canyon transit hub close enough to the auxiliary canyon road to provide dedicated access for buses. If the hub is not at the canyon mouth, provide a similar auxiliary lane from the hub (e.g., 2000 E 9400 S) to the canyon. 3. With a reasonable mass transit alternative available, toll the canyon road to help support mass transit, road maintenance, canyon improvements, and mitigation of user impacts. 4. Establish year-round bus service in the canyon at reasonable intervals – much more service on summer weekends. In the summer, with much less overall traffic than winter, the buses could use the main canyon road.	
359	Zane Morris	I think having a safe bike lane it critical for both safety and environment. A toll both seems very problematic from a traffic stand point. There must be other ways to charge users. Some mass transit option other than bus would make the most sense.	Website
360	Vicki Turner	Thank you for this opportunity. I am a 4 season user of LCC and have accessed the canyon by car, bus, and bike over the years. As we continue to discuss transportation and land use in LCC it is important that we do not lose sight of the volume of input over the years regarding these issues in any planning. The overall health of our public lands and watershed should be #1 on the list. Any transportation improvements must be coordinated with public agencies that have vested interests in maintaining these lands and have coordinated public input over the years. The increasing pressures that ski areas and certain other private interests have and continue to put on transportation cannot be ignored. Cars could easily be curtailed by not opening up shoulders in no parking areas, for example. More effective, convenient, public transit is the only way that resorts should be able to increase sales. With the advent of all wheel and increased #'s of SUVs, in addition to opening up more parking, a problem has been created on only a few days of the season. The overall transportation plans of UDOT are thus important to planning. More direct hotel shuttles to canyons from certain hubs to curtail car use. Unfortunately, little has been done to improve transit. And, some have abandoned it because it became more inconvenient. As we face a changing climate, those dependable big powder years and great, dependable snowpack may be fewer and far between. A holistic, realistic approach is necessary. Catering to increasing cars on those few high volume days is not the answer.	Website
361	David Ream	I agree with the purpose and need statement. The road needs to be rerouted around the White Pine, White Pine fingers and litttle pine avalanche paths. Snow sheds would also work. The road generally to steep. A road reroute would help lessen the grade a bit. Any design changes to the road alignement that would lessen the grade would be beneficial. A better merge at the bottom of the canyon between 9400 south and WASATCH blvd in both directions is needed to improve conjestion. The whole road system between the 6200 freeway off ramp and the mouths of big and little cottonwood canyons needs widening to accommodate increased traffic demands. The intersection of 7200 and WASATCH BLVD. needs redesigned to deal with increased conjestion. The wilderness act creating the twin peaks wilderness needs to be modified to accommodate new static , state of the art , avalanche control systems to eventually eliminate the need for military weapons to reduce avalanche hazards in the canyon. There needs to be a limit placed on the number of people allowed in the cottonwood canyons on especially busy days. A viable and affordable public transportation system needs to be developed during peak summer and winter	Website

Comment #	Name	Comment	Type
		periods. Convenient park and ride lots are vital to any public transportation system. Thank you for this oppportunity to comment.	
362	Iron Blosam Owners' Association	Little Cottonwood Canyon is wonderful recreational resource for all of us that visit and live along the Wasatch Front and is becoming more popular each season. The Iron Blosam Owners' Association has a vested interest in maintaining our property as a desirable, year-round destination for individuals and families. We understand that a long-term solution to Little Cottonwood Canyon's traffic congestion is needed. We would also like to make it known that we believe property owners in the canyon need to be evaluated differently than day-use visitors.	Website

363 - 365	Larry Walker	5/3/2018 To Whom It May Concern, regarding the Little Cottonwood Canyon Environmental Impact Statement: I appreciate the efforts from all those involved in trying to propose a comprehensive solution to "substantially improve the reliability, mobility, and safety for residents, visitors, and commuters who use S.R. 210…" and to "…strive to mitigate congestion of S.R. 210 and improve recreation and tourism experiences for all users of Little Cottonwood Canyon." These are worthy goals. Many of the proposed sites and proposed solutions seem to offer a balanced approach. However, I have strong objections to the "Little Cottonwood Canyon Park & Ride" and I respectfully disagree with your preliminary selection of this site. This will be the focus of my comment and counter-proposal. As I write this, I am sitting at my home just a few hundred feet from the intersection of North Little Cottonwood Rd (S.R. 210) and Little Cottonwood Rd (S.R. 209), the proposed site for the Little Cottonwood Canyon Park & Ride. Although having a residence for decades in the vicinity of several of your proposal sites, and additional family members having lived here beginning well over a century ago, does not necessarily give my comments any more value than those of other people who dearly love and frequent Little Cottonwood Canyon, I hope to provide a perspective that might be helpful. Here are some thoughts, and proposed alternate site solutions, regarding your "Little Cottonwood Canyon Park & Ride" proposed site: The intersection of the 210 and 209 is currently terribly congested with automobile traffic at various times of day and season. The last thing we need at this location is a destination site proposal for more cars, more traffic accidents, more noise pollution, more exhaust pollution, and multi-level parking structures detracting from the unique beauty of the location. On busy days, I routinely smell canyon car exhaust fumes and burning brake linings from outside my door, and requiring air filtering for indoors. During the winter, it is periodically impossible to access the road even for emergencies, sometimes for hours at a time due to traffic congestion. This can be dangerous for numerous residents and for travelers needing urgent access. The canyon at its mouth acts as a megaphone for sound, with traffic noise bouncing off the canyon walls and into the neighborhood. We can hear people talking in the existing parking lot from our homes. Spend a full day/night out here during different seasons and you will see. More cars and a multi-level parking structure eliminating sound-attenuating natural vegetation will make this far worse. Hwy 210 before the 210/209 intersection seems to have more widening possibilities; 209 is less viable due to the creek, historic bridge, and other obstructions. The proposed multi-level parking structure proposed at the 210/209 intersection will demolish the current scenic trail and walking park, popular with the neighborhood for 360-degree vistas and community recreation. Although the multi-level parking structure proposed will be "at-grade" with the road to the north, it will be multi-stories tall when compared to creek bank and trail to the south, from the west, and any possible trail along the creek will be overshadowed by a long and lengthy view-obstructing concrete structure on the entire length. Will the multi-level parking structure be monitored 24/7? What about crime and safety for nearby residents and for users of the structure, particularly during off-hours? What happens at night, particularly on weekend nights between 10pm and 8am? The current parking entrance gate says closes at 10pm, but it virtually never is closed, and residents can hear middle-of-the-night cars and partying up there, with concrete walls packed with graffiti still present for more than a year. Will security lights flood the structure and, consequently, the neighborhood skies? Will the multi-level echo-chamber parking structure turn the both the neighborhood and the world-class canyon view into a concrete jungle of downtown sounds, sights, and smells? What about other environmental impacts and other consequences to neighbors such as run-off, ground water, well water, creek water, etc. In	Website

summary, I am very concerned and vehemently opposed to this proposal site.

However, I prefer not to criticize without offering a counter-proposal, one that I believe has been suggested by others after careful thought and

study. For the first part of the counter-proposal, I suggest eliminating the Little Cottonwood Canyon Park & Ride, and keep that side of the road "as is." In its place, I propose that DOT purchases one to three properties currently for sale, comprising of several acres, ½ mile to 1 mile northwest from your proposed site down Hwy 210 on the north side (MLS# 1430592, MLS# 1397365, and/or MLS# 1353900). These locations together or individually could likely provide or surpass most or all of the parking needs of the 210/209 intersection without the issues impacting the very sensitive area of the 210/209 intersection. In fact, it will likely reduce the current impact at that intersection. In addition, these locations also provide trailhead and park possibilities as a multi-purpose approach to community needs.

The second part of the counter-proposal, also eliminating the Little Cottonwood Canyon Park & Ride, is for DOT to purchase other land for the park & ride and multi-level or single level parking structure. This land is due west on Hwy 209 to the southeast intersection (or thereabouts) of 9400 S and Highland Drive (2000 E). This area appears perfect for the intended use. Abundant current parking, development, commercial, retail, and public space. Good for the local economy by bringing more people to restaurants and other adjacent retail establishments. There are large multi-lane roads accessing and connecting to freeways to the north and west. Then, bus transportation to the east as the road narrows to the Little Cottonwood Canyon resorts, and possible optional access to Big Cottonwood Canyon and resorts.

With this two-part counter proposal, all needs appear to be met, negative consequences are avoided, and additional benefits are provided.

Thank you for considering these comments and ideas.

Sincerely,

Larry Walker

Comment #	Name	Comment	Type
366	Chris Poynor	I am opposed to building a parking structure on the south side of LCC road where the Quarry Trail parking lot is currently. I would favor expansion of the north side parking lot. I would favor tolls and single passenger car restrictions. I would love to see noise pollution restrictions from motorcycles that use LCC road as a race course. They are incredibly loud when you are trying to hike through the canyon and enjoy nature. Parking at the Gravel Pit is a must in my opinion. I would avoid expensive construction of overhead “people movers”. I would avoid widening of LCC road and construction of avalanche sheds.	Website

Comment #	Name	Comment	Type
367 - 368	Dan Arndt	I'd like to submit this as a first step towards investigating the abuse of a natural resource that is near and dear to us all along the Wasatch Front. I hike along the stream there nearly 3 times a week, I am seeing terrible things along the stream that are disturbing. Seeming to be getting worse. No less than 15 fire pits in a 1 mile area. Many trees cut/chopped down for no reason left to lay. Garbage all over the place. I saw a huge bag of trash on the stream side left behind from kids I actually saw camping there on my hike a week ago. I told them to make sure they clean up. But they cut down trees and left the Garbage. No one is patrolling the Little Cottonwood Trail area at night. The kids come to drink, camp and probably engage in drug use. They will burn the forest down if this continues. The fire pits and garbage are all about not just in a certain area. I have photos of the crimes, and I want to take a crew up to film this and to show your viewers just what's happening. To prevent this in the future. To ensure that the police, DNR, Forest Service start fining and arresting to people. This forest could burn. These acts are not on the fire road, most of the destruction can't be seen from the main fire road trail. Please contact me asap to take a closer look. I'll meet the crew up there any time. I'd like to submit this as a first step towards investigating the abuse of a natural resource that is near and dear to us all along the Wasatch Front. I hike along the stream there nearly 3 times a week, I am seeing terrible things along the stream that are disturbing. Seeming to be getting worse. No less than 15 fire pits in a 1 mile area. Many trees cut/chopped down for no reason left to lay. Garbage all over the place. I saw a huge bag of trash on the stream side left behind from kids I actually saw camping there on my hike a week ago. I told them to make sure they clean up. But they cut down trees and left the Garbage. No one is patrolling the Little Cottonwood Trail area at night. The kids come to drink, camp and probably engage in drug use. They will burn the forest down if this continues. The fire pits and garbage are all about not just in a certain area. I have photos of the crimes, and I want to take a crew up to film this and to show your viewers just what's happening. To prevent this in the future. To ensure that the police, DNR, Forest Service start fining and arresting to people. This forest could burn. These acts are not on the fire road, most of the destruction can't be seen from the main fire road trail. Please contact me asap to take a closer look. I'll meet the crew up there any time.	Website

Comment #	Name	Comment	Type
369	Bart Rueling LLC	I particulary agree with the point that multiple transportation modes should be considered. The main consideration is that it only takes one vehicle off the road to block other vehicles from coming up the canion. 2nd - Both big and little cottonwood canyion are dead ends in the winter time. Having some means to getting out of the canion in case of earthquarek, etc. shoule be considered multilple mode of transportation with some carpooling incentives, bus and van modes would go a long way to help congestion. I like the tunner emerging out of the lower snowbird parking merging with other downhill traffic and straight out of the corner of the raod below the lower snowbird entrance. Not sure the expanse of the snow sheds is worth it. another transportation mode should be considered. (Tram or gondola plus cost of land aquisition at the bottom of the canyon.Buses, vans, (particularly for summer mode to trailheads) carpooling incentives, tram or gondola as additional access contributors. Environmental concerns should be considered. If there were to be any impact from the changes, hopefully they could be minimized and then remedated at the impact both the overall impact to reduce environmental impact on a longer term basis.	
370	Richard Saurer	Yes, to decrease traffic & enforce noise restrictions to comply with environmental laws; especiialy on Wasatch Blvd. Between big & little Cotton Wood Canyons! Speed reductions, strict enforcement of speed limits, and compliance with laws. Adherence to preserving watershed laws in Little Cottonwood Canyon Preserving aesthetic viewshed of out mountains. Above all, maintain safe and noise free roadways with resepct for home owners along Wasatch Blvd. Thank you for your consideration of our environmental concerns in your study.	

Comment #	Name	Comment	Type
371 - 372	Mary Young	In most of the recent meeting discussions about parking outside of the canyon, we've avoided alluding to the possible use of church parking lots. I remember discussing this at times during the Mountain Accord discussions, at the Transportation System meetings. While walking our dog today, I saw the UTA Park & Ride sign at the LDS Ward parking lot at 9400 S. and 3100 E., and thought that maybe this should be mentioned as an very inexpensive option for additional parking. Not all of them are collocated with a UTA bus stop, but at least some are, like this one. See the attached pic. John--Tod talked to several people at the Cottonwood Heights LCC EIS open house who were interested in what the ski resort exit tunnel might look like, but there weren't any sketches of the design. So Tod (who obviously is looking for a job, as he doesn't have enough to do!) did a sketch, which is attached. Savanah--Tod and I are very much enjoying reading and editing your early draft of the feasibility study. You have some great history of the canyon there. Tod was surprised that there wasn't a reference to his favorite book about the canyon, The Lady in the Ore Cart. I wondered if you've seen that. You may be interested in taking a look at it. Tod is still trying to find his copy, but it seems to be readily available. Thanks to both of you for the wonderful job you're doing.	Email
373	Nancy Hardy	Submitted by Nancy Hardy, April 12 2018 I don't know if you have seen the results from the Wasatch Blvd Open House #1 that was held at CH City Hall on November 16, 2017, but they are posted on the CH City website. Also, Wasatch Blvd Open House #2 was held on March 19, 2018, the results of which are not yet posted on the City website. I am attaching a 'summary' of the first Survey Results. Perhaps the results from the Surveys and Open Houses at Cottonwood Heights could be taken into consideration when UDOT is planning this corridor	
374	Gary Pearson	Much of the problem of Watatch Drive is not the Canyon traffic or it is the traffic use it to commute to and from the Draper and Sandy. People turn off the Watatch at the newly redone intersection to get to and from Sandy and Draper. Highland Driver needs to be completed to off load the traffic that use the south end of the Watatch Driver commute to and from work. This is a bigger issue than the canyon traffic. Sandy and Draper need to steup and ... as planned. Finish Highland Dr.	
375	Higinio Gonzalez	Yes. Traffic up and down the canyons needs better management at the least, the number of buses needs to be increased with an improvement in the parking to match it. I think better parking at the bottom of BCC could solve	

Comment #	Name	Comment	Type
		this purpose to start with. 1. Paring at the base of BCC 2. Getting in and out of my neighborhood in wasatch Blvd. drving rush hours. increase the number of lanes and improve parking at the bottom of the BCC at the least. I would try to minimize the impact in the uppoer canyons, without compromizing the environment in that area. Try to buy the land and build 7-11 for parking, if possible.	
376	Tod Young	Yes, the congestion is not just "SR 210" It is more of a problem on Wasatch Blvd and SR 209 and "Old Wasatch" Blvd. and 9800 S. Right in the hear of the granite community. Let's make this "system" work for all of us. Oin the Canyon and pull outs and signs for slow traffic imapcting drivers. No high speed transits. Closures for avalanche control - all issues you are addressing. Thank you! I like the carpooling incentives. I like even better the remote parking lot concepts. I like even more the very attractive idea of a 550 passanger per hour gondola. Environmonetal considreations - watershed disturbances	
377	Mary Young	Yes, I agree, it's well written and inclusive. Motivating drivers to carpool/use transit. I think that tolls are a necessary and like the idea of "there for free" (f. Sen. Maderhauses) and would love to see funds go towards USFS needs. Snowsheds are a good idea,l social edia effects and videopgrapher, improving/increasing pick up, all great ideas. The team of UDOT, UTA, USFS & HDR are doing a great job of taking their message into the communities and listening to us.	
378	Rob Voye	I agree with most.. We need more parking down canyon and better public transpo and exapnded pick up right Rig Wtch. Necessary Pls swamp lot, white pine, lisa falls. Need 3 lanes and sheds. Fee both at bottom of canyons? For single occupancy vehicles. Water must be protected forever.	
379	John Kennington	Yes, but should be careful not to bring too many people into the cottonwoods. Complete long term planning should consider all canyonwood into the SLC valley, inclduing those on the west side. Havae all year mass transit options that are affordable Tolling is Ok, but would like an affordable annual pass option. Human powered vehicles (bicycles) should have a reduced or no toll. No trains in the canyons please. Another ROW in the canyons would ruin them - too narrow and would impact canyon .. (hikes , climbers) Complete 20th lane across Dimple Dell park to take traffic off wasatch Blvd. Make road shoulder wide, provide up and down bike lanes. Use buses/shuttles on existing ROW's, No trains! Shuttles are much more flexible w/load and schedule. Water quality should be preserved Don't overload the canyons with too many people Do things to improve air quality	

Comment #	Name	Comment	Type
		USe the funds wisely Plan county-wide for all canyons - not to overload the cottonwoods.	
380	Kay Fowler	Extend Highland Dr, complete the bridge idea that got started 20 years ago regardless of cost! That way wont have to widen Wasatch road. The people using Wasatch Blvd com from Sandy, Draper commuters causing the congestion problems on Wasatch Blvd. Mr. Tand from UDOT came to my home Jan. 2018 to review the Wasatch Blvd. intersection and little Cotton wood. They listened, took my maps, and still did the intersection their way! People still make U-turns behind my house. Mr. Tang said it would be a problem resovled, it wasn't. I want to talk to Mr. Tang- UDOT about this matter. I need consideration for 6-8 Jersey blocks to be installed behind my wall and wasatch blvd. Call me please.	
381	Doug Bledsoe	There should be several uphill passing lanes in the lower canyon. The first places is at white pine as the one at the campground was closed off several years ago. Having made several thousand trips up L.C. Canyon in the past 47 years and having seen enough accidents to know there are some serious safety issues. Thanks.	
382	Ronna	Cointain regular use: satisfies 90% of users outdoor experience, 1/2 mile loop, white pine loop, similar to silver lake, Mill Creek. Adaptive train at snowbird. 8mi. Paved to benches, viewscapes.	
383	Kimberly Kraan	In part, yes. In all the plans I've seen, I do not see local residents needs for ingress/egress safety addressed. Adding parking lots along wasatch serves only to add to the problem. Wastch and Cottonwood Heights, create a safe corridor for local residents. Local residents are taking an burden of ski industry issues. No parking lots alogn Wasatch/SR320 through Cottonwood Heights. Create a better parking faciliy and design at mouth of LCC, Sandy and Hollady areas! Create a mass transit stops for trailheards and run servives during summer months! Respond to avalanche conditions and create snowsheds in the high safety areas. maintain low impact roads (single lanes) all along SR210 - reduce speeds.	
384	Steve Princiotto	The snow avalanche sheds are a good idea. So are the parking garages and ski by pullouts. If tolls are insisted, please allow locals to buy cheaper toll season passes rather than have daily billing. A sticker showing the police/sheriff that out vehicles have passes a winter inspection (tires, 4x4, etc.) would speed up checkpoints.	
385	Cliff Orton	Turn to Knigs Hill Drive is to close to the bend in Wasatch Blvd. A stoplight needs to be installed at Kings hill. Keep speed down on Wasatch. Eco-friendly bus routes starting at the gravel pit north of Big CWC. I resist widening Wasatch. The reason is the elevated noise levels. Sound walls would be ineffective because the east side of Wasatch would be above the top of the walls. A 4 lane highway offers Sandy residents a good quick access to I-215. Keep Sandy residents on Sandy roads.	
386	Margelia Jones	I agree traffic is an issue that won't be easy to fix. The solution will need ot involve changes to UTA buses, perhaps private ski buses, year round bus service, etc. Adding lanes to Wasatch Blvd. won't help until the capacity of the canyon (LLC) road is increased. Add a tjord ;ame om :CC tjat os a reverse lane. Could be used as a bus lane to make bus riding more worthwhile. What about a gondola up the canyon? Service would be continuous, less impact on the environment, a tourist attraction.	

Comment #	Name	Comment	Type
		UTA Bus route 953 is worthless now! Not enough buses, buses fill at the trak station so people on the east and north have to drive. INcreasing traffic capacity should be done in a way that will have a minimal impact on the environment, what about a gondola? UTA needs to improve bus service. Add more buses in the busy morning times and on the 953 route. People will take the bus if they can get on reliably, now is it not so we drive.	
387	Jeffery Lunt	Yes, I think the statement does a good job describing the purpose of UDOT serving the public. Peak ski day traffic backup. During the summer or even non-peak ski time, the current system is totally adequate for my needs. Incentives for carpooling on transit use owuld be my preffered solution as opposed to wideding and additional parking. We should try to preserve the land as much as possible. It is much more sustainable to better utilize what we have than try to alwasy build more asphalt. A way to get cars off the road and into buses well before the traffic backup begins. Once backed up, there isn't much incentive to get into a bus and lose my spot in line. It isn't any faster at that point so why would the average driver do it? Traffic noise and visual pollution are the biggest impacts for me. Capacity of the road won't do much in my opinion except increase noise and take up valuable space. I am happy with an economic solution the congestion. I would rather have a vairable toll based on utilization than a long line.	
388	Bart Rueling LLC	Yes, althoug it should be consirered in stages. 1st I would be to setup a demand drived transportation system utilizing apps to coordinatte people for car pooling orient buses based on larger group sizes and see how that works for severs years. 2nd phase would be to consider a base grade tram at the bottom of the little cottonwood and go to snowbird, alta and a separate raind tover to solitude and brghton or a hyperloop that Elon Musk has proposed. The second phase might be more expensive but hopefully enough time has passed to solidly consider what works the best. Snow sheds are expensive, it only takes one car at the side of the orad to back traffic up for miles. An alternative to the road resonable cost, efficient fast transportation to resorts and back county or hiking destinations. Construction of whatever solution should be done with environmental consideration, once a transportation solution has been implemented, remediction should clean up everything from there and be environmentally sound from that point. Foreest service and SLPU shoudl strive to have exempilally toiled facilities that reflect their concern for water quality flush toiltes and portable drinking water at the most transit nodes would show respect for the water quaslity that we all have stated is the highest priority.	
389	Brian Nordberg	I agree. However I see few mass transit options on the table. I would love a shuttle bus up big and little cottonwood canyons. UTA is too expensive and does not stop at hiking destinations. Canyon shuttles! Feels like ski resorts are profiting from and creating these congestion problems. Resorts should help foot the bill since they are causeing the problems and reaping the benefits.	

Comment #	Name	Comment	Type
390	Jamie Fendler	I agree we need to work on the ski traffic issues. I would like to see it done and minimum amount of large parking structures along wasatch blvd. Whyu can't we use all the commercial parking at 6200 business park? It already exists and is empty on weekends. Safety of bikers and pedestrians using trailheads and road the speeds. Safer sidewalks along wasatch for bikers from BCC to LCC and runners. Use existing parkign at business park 6200. More frequent bus service. Impalt of users on golden eagles, coyotes, wildlife etc, decrease helicopters for pleasure in LCC.	
391	Patrick A. Shea	The statement is missing a fundamental capacity of the central Wasatch to "host" visitors. The "carrying capacity" needs to be studied before any transportation plan is adopted. For instance, to build a train and the accopanying tunnel would disturb the capacity of an number of visitors to the natureshed. The train and tunnel must be taken off the table or there will be likejitea. Preserving the watershed while at the same time offering sustainable use.RBT, toll road, and a system of mnitbanle trails.Don't allow last minute entries pushed the OIlympic ... train and tunnel to the transportation master plan.	
392	Shae Tardif	More buses and parking in canyons. Maybe gondola. Seems like there is a lot of traffic on Wasatch that are commuters into pepperwood and draper. More development going in an road by Lalai. That is a problem - needs to fix that.	
393	Lucy Smith	Traffic congestion up LCC and BCC is horrible! I totally agree with the purpose statement and need of the ELS. We really need to invest in additional alternative transportation options. We should look at increased buses, increased park and rides and ideally a tram goign up the canyon. The traffic conjestion up LCC is terrible during the winter on powder day! weekends. Thank you for trying to do something about the conjestion. i have spend hours in traffic going up to the canyons many times. Increase buses, larger park and rides, especially during weekend peak times. Increased pollution from more cars up the canyon, contributes to climate change, and SLC air pollution. We need alternative transportation options that also lessen negative environmental impacts. Thank you for wokring on this.	
394	No Name	Concerns on Night intersection - speed increasing without stopping, enforcement could be improved, high speeds at "Y" intersection. Add electronic tolling0 could reduce traffic 10-15%. Shuttle system - 9400/highland terminal and gravel pit. Graffiti, burgulargly, emergency response in c ongested conditions. Transit vehicles, rand of seg. Zion transit allows for commuter of crowds by Headway/No. of buses/Schedule Transit stops at ski area include lockers. Emplyees speed in Canyon.	
395	Parker Reed	I agree with all that was included, althougth I would add reduce air pollution and maintain the natural beauty of LCC. Fast connections to TRAX, I take the train from downtown SLC. Bus priority lanes on Wasatch blvd. before canyon to incentive transit . Transit connection to trailheads in LCC. year round transit. Schedule sync between TRAX ski bus connections. Frequent bus service. Better ski/bike storage system on ski bus. Frequent bus service.	

Comment #	Name	Comment	Type
		Better ski/bike storage on ski bus. More comforatble ride on ski bus. Fare price and speed to pay fare and off board collection. Bus speed, keep it fast. Bus priority along Wasatch Blvd is less important in the canyon. keep buses runing smoothly and it will encourage people to take the bus. Fund transit thorugh new toll. Right now frequently max out parking - transit is the only solution not road widening. Minimal exatra development in the canyon itself, no large parking garage structure at the mouth of the canyon. Minimize impact in the canyon itself. I ride the buz whenever I am going up by myself. I take TRAX from downtown. Right now the connection is timed horribly. I'm concerened that by add al lthe improvement on Wasatch blvd. that my bus trip will take longer and have more stops. Bus priority (at least peak direction) would really speed up the bus as well as make it faster than driving. RIght now on high traffic days, buses get stuck with the backup and can add 45 min to bus time, which is miserable. The increased frequency that was added last year of all bus service was an amazing improvement and made the bus more useable.	
396	Heidi Goedhart	Yes. It seems to be broad enough and encompass the variety of users and diverse needs. Transportation equity, how do we ensure that members of salt lake city/valley that are from ethnically diverse or economically disadvantaged are able to access (without unnecessary financial hardship or excessive waits or hassle) the canyons, it's good air quality and recreation facilities. Many people come live here in Utah and never the means or ability to visit this area. transit should be useful and abundant for those who are transit or active tranporation reliant. Active transportation impvoements should be focused at how we can get the highest return. facilities should as low-stress and safe as possible given constraints. parking should no tbe allowed off asphalt. Permeability of such srfaces can allow auto debirs and refuse to impace rom floral fauna, and the watershed many bathrooms should be considered to mitigate impacts on watershed.	
397	Nancy Hardy	Make it a destination. Gravel pit - make it one big transit hub with restaurants, coffee shops, conf. center , hotel. With connections for transit to airport/oark city, etc. Visitor center, info on winter actively for ski areas, summer activities, maps, info for shopping, biking. Like Zion. Hiking trains. Make it train ready for future tax expansion.	
398	Peter Corroon	Some. Multi mode may not work for LLC. The red snake is the biggest issue. Need dedicated reversible bus lane. Avalanche danger can be improved through snow sheds. Let's start building. Enough studies have been done.	
399	Lauren and Chris Hronek	Yes, there are traffic issues in the canyons in big, little and mill creek. More parking, specifically park & rides at the bottom of the canyons. I think big and litte need to be tolled. An	

Comment #	Name	Comment	Type
		electronic toll that reads license plate numbers. Tolling is my #1 suggestions. It would be nice to create a year pass like Mill creek canyon. My family and husband and I are more than happy to pay a yearly fee to use the canyon. It could also incensitize - lik carpooling, etc. i think tolling alleiates unnecessary traffic. A lot of graffiti and pot smoking up temple quarry trail. i think that would deter that activity. money could be used to maintain trails, bathrooms, parking lots. etc. We as a community need to take more responsobility in taking care of our canyons that we enjoy recreationally. Tolling could help with that. Also consider just a summer toll becuase ski resorts/skiing. Do not pave temple quarry trail! Tolling, bigger parking lots, not enough buses, etc. Do not pave little cottonwood trail/temple quarry.	
400	William McCarvill	I feel concentrating parkign at the base of the mountain will seriously impact Cottonwood Heights. Parking should be further out.	
401	Kristen Wight	Yes, I agree. I think this is a worthy goal. I live east of SR210 (Wasatch Blvd). The intersections that concern me are Benfal Kings fill and Golden Hills. At the intersection of Bengal and Wasatch there is a right turn heading north that expands to the second north bound lane. Dangerous! As I am turning north off of Honeywood over to Wasatch it is dangerous northbound drivers suddlnly switch lanes. Make a right turn only until after the intersection Leaving kingshill and turning right N.B. onto Wasatch is often dicey. The speeds are too high and cars coming from sourth around are often aggressive. (i like around about at this point) The other tricky place is Goldheill.s IWth the NEW arrangement on SR210 care are traveling too fast northbound from the canyon. They often honk when i turn east onto Golden hills (even with plenty of blinker and slowdowns). Slower speeds, round abouts, better merging and lane expansion. Slower speeds, more bus service, My son often took the bus up to ski, but the bus schedules times were not always plentiful. Priority parking for carpools at the resorts. At the entrance to little cottonwood, I would prefer to see the current parking lot expanded rather than using land on the south side of the road. keep it all in one spot, you can build into the mountain and it won't interfere with the cool granite boulder park/quarry trail, and the running/biking trail.	
402	R. Cameron	No. Big cotton wood should be considered at the same time anything done in little canyon will also impact Big canyon. Tolling in LCC will increase congestion in Big canyon. A tram or AVN in little canyon wil adversely effect the big cc resorts.Tax payer supportet free buses in the both cottonwood canyons until a better solution can be implemented (like Aspen and park city)All major trail heads along HW210and 190 need potable water and flushing toilets.Lift or decommission wilderness along Bonnevile shoreline train, strom mounting, picnic area and any other areas is is empeding trail and infastructure development. Do not create any oxymoronic urban wilderness.	
403	Robert McEvoy	There definitely is a need to mitigate traffic congestion in LCC. The most cost effective way to reduce congestion is to have greatly increased bus service and the parking to accommodate the increased ridership. The parking must be kept away from the mouth of the canyon as cars cannot get there on busy days.	
404	S. Eyerkraufor	Yes. Traffic on SR210 is like a highway. The road is used a lot by commuters in adddition to the tourists. Not enough bus service, increase bus service, reduce commuter traffic and decrease speed limit to allow	

Comment #	Name	Comment	Type
		residents to use the road. Increase bus service. Put parking lot far away from canyon entrance as possible. Multi level parking structure will decrease appeal and livestring for residents.	
405	Silvio Kovach	Congestion on SR210 on Satrudays an/or powder days. On busy ski days it can take a very long time to drive up SR210 to the ski resorts. Also as a road cyclist the quality of the road is important for the uc+mph road descents.) A bus lane during the winter ski season. Also increased number of buses on weekends/powder days.	
406	Bill Schwartz	Yes I agree with the need of the project. I ski 80 days a year at Alta and am directly affected by access and travel problems. I tried the bus system last year but after many delayed, over crowded bus trips that took too long I stopped using the bus system and only drive. I try to carpool. Traffic usually due to cars without snow tires or proper snow equipment. These cars get stuck, block traffic, cause accidents! I'm happy to come out early to line up prior to road opening but last time we were sent away and not allowed to pass on the road sides. This caused mass confusion. Enforce proper snow tires and equipment especially for rental cars. Add a 3rd lane for cars, 2 lanes in the morning then switch in the afternoon. I am impressed with the study and ideas shown here today. I am greatly concerned with any proposal to impose a toll on the road. I don't think a toll will correct any issues but it will put a financial burnen on skiers like me who will continue to drive up every day. How about mono rail? Some people only go up for a couple hours a day a bus is too slow and a toll would discourage them from coming up.	
407	Tee Tyler	Our Wasatch Blvd. traffic is primarily Sandy, Draper daily commuters. If High land dr. were extended sourth from 9800 so to 12300 so. Over traffic congestion would decrease greatly - can this ever happen? If not please widen Wasatch Blvd from 7800 to La Caile trun off to 4 lanes. 2 lanes on Wasatch for thousands of commuters is not enough. Extend highland driver south please.	
408	Barbara Cameron	Safety. Avalanche snow sheds should be part of the project. Electronic tolls houdl include big cottonwood. All major transit stops should have access to flush toilets and potable water. An aerial gondola would be efficfient and beautiful. Aerial tram should be on the table for consideration because of it's environmental impact. Roadside trailheads, transit stops, should have more flush toilets and potable water for filling water bottles. This is a watershed- a sanitary sewer is an important part of watershed protection.	
409	Lee Bethers	Buses don't run on schedule alwasys late or missing stops. 953 - there's no down buses in the morning if something happens. During peak times and on snow days if possible, instead of one bus there should be 2 buses side by side to pick up people, one bus is already fulled at first stop all other stops are left with more filled standing and waiting for next bus that is already filled again from first stop. Run more buses side by side on busy morning times. Too late for this, damage is done. How many congegation and politicians are going to picket this money and then say weon't have enough money to finish, same story every year no matter the situation.	

Comment #	Name	Comment	Type
410	Dennis Goreham	Yes. But it does not mention the quality of experiences and environment. Summer access and parking must be improved by additional parking for short term with buses for long term. Until there is reliable summer bus service, parking at all trail head must be improved and available 7 days a week. Need to pay attention to all trail heads not just Lisa Falls and White Pine. Small buses to let people off and pick up pepople and a good solution	
411	Tali Bruce	A third center lane dedicated to buses only - directional w traffic needs, motivating bumper to bumper loads to park and utilize buses. Please protect the air tolls for the canyons is sad, this will inhibit young, poor families.	
412	Steven Sadler	Yes, we need to keep these canyons wild. Bumper to bumper traffic make the canyons feel like you're still in the city,. It also has huge negative impacts on air quality. Bus system needs to be put into place similar to Zion national park. Increase parking at the mouth of the canyon and require all recreational to use it. or a wife full width lane for cyclists in the summer that becomas a bus lane in the winter. I dont the bus because they get stuck in traffic with all the cars. Creating complicated overpasses for snowbird parking will be invasive to the landscape. Do not make modifications to the canyons to increase car traffic. we need to increase public transit/	
413	Steve Princiotto	Yes. It makes sense. Biggest problem is people driving ill-equipped vehicles on snowy days. These people slide and ski and block road so good 4x4 good snow tires get stuck behind them going up and down the road. Steep fines should be levied to dissuade people from driving 2 wheel drive vehicles and cars with "all season" tires as opposed to true snow tires. road conditions change and some people went bright enough to head down earlier when they managed to get up earlier when it wasn;t snowing. So called AWD rental vehicles usually only have all season tires, not winter tires. Encourage winter rentals to be equipped with winter tires.	
414	Don Despain	I do agree. It has been a long studied transportation effort that is now culminating in an action plan. The presentation is understandable and well thorugh through out. Praise for the effort. Reworking parking and access will be addressed by this study. I would like to see more sstudy on a gondola option. This would be a great solutioin to moving people, improving safety, reducing avalanche risk, reducing emission and appears to be a very vost effective. I know viewscape, speed of gondolas and access points are concerns but 80-90% of users would go to the developed resorts anyways. Dispersed recreation would still be possible and safe, A good effort by all developing this plan. Thank you!	
415	Ulrich Brunhart	Yes. More and more people using the canyons. Congestion, safety, parking, mass transit, travel time, cost. A mass transit system that is convenient, fast. Buses are only a stop gap measure. A "progressive: toll to get single occupant vehicles off the road. Parking structure at canyon mouths. Impoved security at parking areas. Water quality, wildlife, noise, views, pollution. Big cottonwood will be heavily impacted of what happens in LCC. A toll road, longer travel times, more	

Comment #	Name	Comment	Type
		congestion at stop lights will force people to the other canyons, just pushing the issues elsewhere. whatever happensin LCC needs to be considered for big cotton wood, millcreek as well..	

Comment #416

From: Stan Rosenzweig
Sent: Thursday, March 15, 2018 1:14 PM
To: Izzo, Vincent
Subject: UDOT Wasatch ski traffic progress update

Wasatch ski traffic progress update.

At our most recent meeting on January 11th with representatives from UDOT, UTA, U.S. Forest Service and newly retained contractors, you and I shared our ideas for improving traffic and capacity to and from the ski areas in both Big and Little Cottonwood Canyons.

This included parking, transit, on-demand vans, roadway capacity, intersection improvements, bike lanes, snow sheds, casual carpool, and tolling.

Meeting informally with the LCC EIS (Environmental Impact Statement) Team, has given each of us a unique, wonderful continuing opportunity to discuss ideas with people who are moving to effect changes based on our input.

We are keeping this group relatively small and manageable (36 people) by extending the invitation only to those on the original group list. This enables the team to make progress on these same topics, progress they will now share with all of us who have been participating in helping them since the fall.

The team asks for our input one more time before they extend this out the rest of the community. The have developed preliminary sketches of concepts for our review. Your input now in our personal and collegial setting will help shape alternatives and how these concepts and sketches will be further developed.

Please attend Round 3 at our home:

Please R.S.V.P. when you read this so we can plan to accommodate those of you who wish to join us and see this process through to the finally.

Best.

Stan Rosenzweig and Ronna Cohen

Website: Information added to the website frequently:
https://www.udot.utah.gov/littlecottonwoodeis/

Comment #417

From: Carl Fisher
Sent: Friday, April 6, 2018 8:37 AM
To: John Thomas; Brandon Weston; DeLoretto, Mary (Sr. Program Mgr Environmental); Izzo, Vincent; Lance Kovel
Subject: Thanks

I just wanted to say thanks again for your time and sharing the info on the project the other day. I know that everyone in our groups is appreciative of the time you've taken to keep us informed.

I know things got a bit passionate. I think there are a few major concerns from the group.

1. Is that there is frustration that the purpose of the project should not be to increase the number of visitors, especially Single Occupancy Vehicles, rather make transportation choices that support protection of the land, wildlife, plants and waters of the canyons.
2. I think people felt that the projects were focused more on cars, than on transit.
3. A lot of time, energy, and passion was spent on the Mountain Accord and it seems to us that you are abandoning that. I think that the concepts and the purpose statement can do a better job incorporating work that has already been done.

I'll have more for you in the coming weeks, but thought it important to follow up with you now.

Many thanks,
Carl

Carl Fisher
Executive Director
Save Our Canyons

www.saveourcanyons.org
www.facebook.com/saveourcanyons

From: John Thomas
Sent: Monday, April 16, 2018 8:14 AM
To: Izzo, Vincent; Pisani, Frank; Jon Nepstad; Mary Delorreto
Subject: Fwd: Usage of church parking lots as park & rides
Attachments: IMG_0475 UTA sign.JPG

Comment #418

FYI

John H. Thomas, PE
Project Manager
UDOT Region 2

---------- Forwarded message ----------
From:
Date: Sat, Apr 14, 2018 at 9:46 PM
Subject: Usage of church parking lots as park & rides
To: "Whitaker, Savanah" _____

In most of the recent meeting discussions about parking outside of the canyon, we've avoided alluding to the possible use of church parking lots. I remember discussing this at times during the Mountain Accord discussions, at the Transportation System meetings.

While walking our dog today, I saw the UTA Park & Ride sign at the LDS Ward parking lot at 9400 S. and 3100 E., and thought that maybe this should be mentioned as an very inexpensive option for additional parking. Not all of them are collocated with a UTA bus stop, but at least some are, like this one. See the attached pic.

Mary

----- Forwarded message from
Date: Sat, 14 Apr 2018 17:53:01 -0600

To: "Young, Mary"

----- End forwarded message -----

Comment #419

Utah Department of Transportation (UDOT)
State of Utah
Salt Lake City, Utah

April 7, 2018

I am submitting comments regarding the LITTLE COTTONWOOD CANYON ENVIRONMENTAL IMPACT STATEMENT.

We are property owners in Little Cottonwood Canyon.

We need free access to and from property we own and rent at Snowbird. Charging fees and/or trying to get owners and their families to take public transportation from the mouth of Little Cottonwood Canyon would not work. These would be enough of a hassle to cause us and our family to investigate other family gathering places which are not burdened with these. Families with children couldn't possibly unload vehicles at the mouth of the Canyon into public transportation.

We have owned at Iron Blosam Lodge for 30 years. We need normal access to our Time Shares as well as the additional units we rent from Iron Blosam Lodge & the Inn. Iron Blosam and the Inn have sufficient parking. Our family gathers in the last week of August, days after school starts.

Last year, for example, we used our 2 units, rented an additional Iron Blosam unit, and rented 8 in the Inn. Attached are copies of Inn receipts for rooms for our August 2017 family gathering. In addition to renting rooms, we spent $1,290.00 on 30 Snowbird All Day Activity Passes for the family, and we made other purchases at the Snowbird Center.

In driving to Snowbird, we have not had traffic peak congestion in Little Cottonwood Canyon. Typically, schools have begun, and we're there Friday thru Sunday. Some rooms are for young married grandchildren and their small children. And small children require a lot.

In conclusion, we ask UDOT to help by avoiding actions that may harm this good kind of use of Little Cottonwood Canyon. We ask that no fees be imposed upon property owners, their guests, and those who reserve rooms in Snowbird. We also ask UDOT to not adopt provisions that would make it difficult to get to and from activities and accommodations at Snowbird.

Thank you.

Joseph & Jeanette Ingles

Attachments on file at UDOT project office

Comment #420
LCC EIS: Interview Transcription
Date

Patrick Morrison
Millcreek, SLC
0:00-2:50

Interviewer: What do you think of this event tonight and what brought you here?
Patrick: The non-profit I work for is pretty involved in land management issues and a lot of trail stewardships. I'm here representing them. Our work is primarily in the canyons as well so all the issues in the canyon affect what we do. As a worker and a resident.

Interviewer: What kinds of things do you use the canyon for?
Patrick: Yeah kind of everything. I rock climb, hike, fish, and backpacking. I'm constantly in the canyons. It's where I get most my recreation. I lived on the East coast for a long time as well after being raised here, so coming back it's that much more important to have the access and have clean, responsible recreators and being part of that.

Interviewer: What are some of your concerns that stand out to you?
Patrick: The big ones are obviously the parking. The things that affect me the most is parking, and the traffic because you are constantly trying to find a place to park. I find that the transportation is constantly an issue because it's tough to get around that. Busy ski days you want to take the bus but it takes so much longer, there's not great service there. The graffiti right now is a huge issue that really affects me visually. I think it has a cascading effect, people see graffiti so they assume they are just going to treat it horribly from there on out. Those are definitely some of the bigger issues I see.

Interviewer: What are some things that UDOT can do to approach these issues?
Patrick: I think this is a great step, it seems, just talking to people. John is an amazing guy. I've got to hear him speak a few different places. I think they are doing steps in the right direction. Getting good, intelligent people to think about this. I always worry that we're not planning, if we are planning, we're not planning for 20 years from now. It's something very sustainable. If we could build more parking, we could do a lot of these bridges and things, but in 20 years if we're just at the same point as now. Thinking long term, always prioritizing public transportation, carpool for the health of the canyons and the health of the air. I'm really impressed so far with the leadership and with what everyone has done so far.

Comment #421
Bill Shorter
Salt Lake City
3:15-8:26

Interviewer: What brought you here?
Bill: I saw an ad in the paper. The announcement in the paper and I'm frustrated it's been taking 5 years for these studies. Mountain Accord, the county council, nobody will make a decision to do what needs to be done the canyon. Which is toilets and parking, please do it. Somebody make a decision. You are leaders of our whatever, UDOT, the county, somebody make a decision.

Interviewer: So you said this has been going on 5 years and nothing's happened?
Bill: Nothing. Studies, that's all. Nobody has made a decision. A Senator or legislature said they were wanting to charge to go up the canyon. Charge us, but fix the canyon. Get toilets and parking so its convenient, easy and nice to drive up the canyon. Public transportation is going to be tough. The buses have to be free to get people to get on them. Charge us to go up the canyon.

Interviewer: A whole lot of people say why would I pay for public transportation, this is public venue.
Bill: They might pay for the bus if they have to pay to get in the canyon. I don't know how much it would cost to go up the canyon.

Interviewer: You're suggesting a toll?
Bill: Yeah, just like Millcreek. Look how nice Millcreek is. They have been doing it for 20 years. They raised a lot of money, fixed the stream, fixed the parks, same thing. It needs works. The canyons need work. They need money. They just don't have money. Nobody has any money to do what needs to be done. So charge us to go up the canyon.

Interviewer: So you say you've been a skier for how long?
Bill: Since 62'. I managed the Alta lodge since the 60's. And the cliff lodge at Snowbird. I've been up and down that canyon a lot of times.

Interviewer: So what changes have you seen, growth, population?
Bill: Oh yeah, unbelievable. Nobody used to up and down the road in the summertime. I don't want to tell you I used to race in the canyon in 62' in my Porsche.

Interviewer: So those are major concerns, that UDOT needs to address.
Bill: The other things that really worries me are the people that ride the bikes up and down the canyons. It really worries me. I admire them for wanting them to ride, but they are taking their life in their hands. I can't believe there haven't been more accidents

Interviewer: Do you think UDOT should get rid of them?

Bill: Widen them or make them better. Make them wider. Some of them are pretty narrow on the corners. The bikers need to be a little more responsible. They ride too abreast sometimes and they shouldn't.

Interviewer: Congestion going up the canyon. Is that something you sit in while going up?
Bill: I don't even go up on weekends. I don't even go close to the canyon on the weekend. Because the traffic. I'm very fortunate I can go during the week.

Interviewer: What do you love about LCC specifically?
Bill: I love it. Just going up the canyon. It's like being in Europe, somewhat. It's beautiful, gorgeous! It needs to be preserved. Both canyons need to be preserved.

Interviewer: Anything else you'd like to say?
Bill: I think I did a pretty good job of it. Something has to be done now. It should have been done 20 years ago. The snow sheds should have been done 25/30 years ago. Now they are so expensive they can't do them, but that would help a lot with keeping the road open. That's probably a dead issue and too much money. But if they charge, maybe there would be enough money to put the snow sheds up.

Comment #422
Dr. Kathie Allen
Cottonwood Heights, UT
8:30- 12:15

Kathie: To give a little background. I've lived in this community close to 25 years. When we first moved in our relator told us that the gravel pit was on its way out. Well, it's still here and I'm personally tired of looking at it. I'm glad it's coming to the end of its useful life. I would like to see something put there that really enhances the beauty of our community. And a continuous way with the canyon like a community garden, or a park. I certainly don't want to see it built with asphalt that isn't any more scenic than a gravel pit.

Interviewer: Is there any, particularly LCC especially, Any concerns that you see? Congestions?
Kathie: I think that there is a lot of traffic there. I think that it might be dangerous for bicyclists and hikers. I personally am willing to look at these solution of mass transit up our canyons. I think it lowers the carbon footprint. If it can be done efficiently like they do at Zion National Park. I think it's something we should look at.

Interviewer: Would you be willing to toll?
Kathie: I think a modest toll. Like at Millcreek canyon. It's not really different than Millcreek canyon.

Interviewer: Are there any opportunities you see that UDOT can do better?
Kathie: They can plan better. There is nothing more frustrating to go and choose one particular route and then finding it's blocked and then finding the first alternate route is also blocked for

road construction. It seems like they could plan their road construction throughout the year. To keep alternative routes open better than they do. Maybe a computer program would be helpful? I don't know.

Interviewer: What do you love about the canyons? Skier?
Kathie: I used to rock climb up there. I don't really ski. I like to hike and sometimes when I'm just frustrated with the inversions I like to drive up there and have brunch and get out of the bad air. I think the wilderness lifts my spirit and renews my energy. I certainly want everyone to still have access to it. I don't think a small fee should bother anybody. Skiing is an expensive sport, so if you are willing to pay for a ski pass you would be willing to pay a small fee to get up the canyon and preserve it.

Comment #423
Kay Fowler
Cottonwood Heights, UT
12:15 – 15:50

Kay: I've been requested to make a comment regarding the LCC environmental impact thing that's been proposed here along the Wasatch BLVD area. I'm pretty upset that we get these meetings all the time. A lot of people show up but I'm not so sure we are ever really heard how we feel. I've lived in this area now for 45 years. Recently just went through a situation last year where both UDOT and Cottonwood Heights council met with me. UDOT came to my home, I drew out maps, both a around about and intersection, regarding the new intersections that was just put on Wasatch Blvd. going up LCC road.
I was sick at the time they were installing the intersection so I couldn't keep track of everything that was behind done. It has come out pretty well. But the traffic coming down the canyon still cannot make a turn to go left to make a trip to Lai Cai. They still come down Wasatch Blvd. and make a big U-Turn behind my home and the resident next to me. They always promised that wouldn't' happen anymore. This message is for Mr. Tang from UDOT. You promised me that a meridian would take care of it, it has not. That is my first concern.
My other concern is that I'm here regarding extend/widen Wasatch BLVD. Put in some Park and Ride places which might be good. I don't know about all the park and ride areas. I am not in favor for a 4 lane hwy. coming down Wasatch Blvd. It might take care of some of the issues. Every intersection is going to have to have lights and intersections. What really needs to be done that to put in an extension that Highland Drive south from 9800 S to 12300 S. that bridge that was begun many years ago. You came up to that point and stopped. You didn't go over the canyon like you should. I know its costly, but this would take care of the Draper/Sandy residents that are currently using Wasatch Blvd. coming down from 9400 S. If you would just finish that bridge coming over that, it would take care of it.

Comment #424
Monica Zoltansky
Sandy, UT
12:55- 19:00

Interviewer: What brought you here?
Monica: I've hear about the open house and I've been hearing a lot about the plans for solving the transportation up LLC. I live near the base of LCC and I'm running for Utah senate and my district is right at the mouth of the LCC in Granite and Sandy. My concerns are about keeping access to keeping access to the canyon, keeping it affordable, concerned about the tolling up LCC. I think that would hurt working families. And make access to our public lands, which should be free and open, come at a price. The pay to play idea, I'm opposed to that. I want to keep access to the canyons free for everyone. That's number 1. Number 2, we do need transportation solutions, I want government to lead and to lead by example. I think solving our transportation problems with mass transit, environmentally friendly mass transit, we have the technology today to make that possible. It is more and more affordable every year. Electric vehicles and self-driving vehicles are things that we should definitely explore. Finally, for parking. There has been discussions about parking around 9400 S and Highland drive, possible parking at the gravel pit near BCC. I don't' want to see our acres and acres of parking lots. Any parking solutions need to be underground so they don't disturb our beautiful mountain vista that we advertise and promote is the reason to come to this part of the valley. Number one, any parking should be underground. People should have parking opportunities where the transportation congestion is at I 15 I& 2 15 and make those arteries accessible so that we can support the tourist and skiers that come to the canyons. That is a big strength and a strong draw to our economy to make it easy and accessible. Acres of parking at the mouth of the canyon, no. Any parking solutions should be underground and also we should start thinking about parking for the resorts at I-15 & 2 15, parleys canyons. We have a transportation model that makes it easier for visitors and residents alike to get from the parking congestions areas to the resorts themselves. We want to make it open, affordable, and convenient for our canyons users.

Comment #425
Stan Rosenzweig
Cottonwood Heights
19:15- 21:00

Interviewer: What brought you here?
Stan: I'm an Alta skier. We're really concerned about the traffic in the canyons. We've talked to the people at UDOT, they're incredibly sympathetic about what's going on. We are very supportive of what they are doing. I just came here to see what the charts looks like and support UDOT because I think they are doing a fabulous job.

Interviewer: What are some solutions opportunities?

Stan: UDOT has great ideas. Better parking, sharing rides up the canyon, improving the lanes, creating possibly a bike lane. They have some really good ideas for both winter and summer.

Interviewer: You're a skier, how long have you been skiing at Alta?
Stan: I moved here 13 years to retire and ski.

Interviewer: What have you seen in that timeframe, obviously population has grown, what else?
Stan: Population is growing, but most of the traffic is coming from tourism. Utah is doing a better job at tourism and it's bringing more people. It's bringing crowds to the canyon and creating parking nightmares at the skiing areas. When it's a powder day you can't get there. If they could come up with some solutions that would be perfect.

Comment #426
Fred Burton
Sandy, Utah
21:00 – 23:08

Fred: I have been a resident in the mouth of LCC for 33 years. I have been on the Granite Community Council. I have seen great changes in the mouth of the canyons. We definitely need to make some changes in that canyon. For the environmental impact, for the residents who live there, and particularly for the safety of the canyon. I feel like right now, nobody is obeying the speed limits and the new intersections are increasing the speed of the people coming out of the canyon. I believe that shuttle service is the answer to allow people to go up and down the canyons. Perhaps a toll booth, as long as they are doing it electronically. That might cut down traffic 15-20%. A shuttle may be the answer, similar to the one at Zion's park. Use the UTA lot on 9400 South as a base and for the busses and shuttles to come and go from. I think this may be the overall answer to the problems in the canyon but right now the people aren't paying much attention to traffic. Not paying attention to the weekends when there are a lot of skiers coming up and down the canyons. Clogging the canyon. Most of all, the safety and future of the environment of the canyon. I would hate to see a cog train of some kind go up that canyons, which would ruin the environment, ruin the area, and cut the value of residential property values extensively. I am very concerned and something definitely needs to be done and help that UDOT or the US forest service can give us on this issue would greatly be appreciated instead of putting it on the back burner and waiting for years to come to the solution. A solution is which is a normal way it's handled.

Comment #427
Patrick Shay
Salt Lake City
23:10- 27:20

Interviewer: What brought you here?
Patrick: 38 years ago we started Friends of Alta as a land trust to preserve and protect the

watershed that supplies 30% or more of water to Salt Lake County. I have been watching the incredible growth we are experiencing and it takes me back to the Penn Shaw, the founder of the Forest Service, who visited Utah in the early part of the 20th century. He rode by horseback from American Fork canyon in the city creek canyon. He convinced the city fathers of the time in Salt Lake City that the watershed needed to be protected. And Brigham Young in 1847 was so upset with what had happened to Parley's canyons, and Emigration canyon that he took over City Creek Canyon to protect the water supply. There is a long tradition of protecting the watershed. The dilemma that UDOT, UTA and the Forest Service and anyone else is concerned about is how do we preserve and protect the watershed, while at the same time allowing sustainable use. Because there is a caring capacity that the eco system at a certain point would collapse therefor permanently damage the watershed. In this Study, I think we need to look at what is the carrying capacity before we decide and fund a transportation infrastructure. For instance, there is talk about a train and a tunnel and the difficulty with that is you are significantly increasing the carrying capacity carrying people into the watershed and you don't have the infrastructure to guide their use so irrefutable damage would be done. I think we are much better off looking at the highest priority of maintaining our waterflow and the quality of water. Secondarily coming up with a sustainable use plan.

Interviewer: Any other concerns you may have? Traffic?
Patrick: Stadler, the Swiss Railroad company opened up a significant plant in SLC at 5600 W and 10th south. I don't think they're here to just build railroads for other people. It think they will be seeing themselves as part of an Olympic effort. We need to bring the Olympics here, therefor we needed train and the tunnel. I think that is short sited. I served on the first Olympic committee because Tom Welch agreed to not have any Olympic venue in LCC. The 2002 Olympics was very successful one, and there is no reason that we can't use the same infrastructure without spending 3-4 billion dollars to build a train and tunnel. I think that's going to take some convincing to people at UDOT and some of the political leaders who see the glory of the Olympics and not the permanent damage that might be the residue.

Interviewer: Any ideas you would suggest in support of..?
Patrick: I think some of the ideas of expanding the lanes, having a rapid bus. I think it's essential to have a toll, but I think that the funds generated by the toll must stay in the Canyon, both Big and Cottonwood Canyon like at Millcreek. There is talk about a gondola, I'm not sure that's going to satisfy the transportation needs. I think smart buses are going to be a reality and would be safer and more rapid. We do need good sanitation facilities in terms available sites so that people aren't pooping the woods.

Comment #428

From: **Stuart Silloway**
Date: Fri, May 4, 2018 at 3:28 PM
Subject: The Little Cottonwood Project
To: littlecottonwoodeis@utah.gov, jounthomas@utah.gov

Thank you for taking comments on this important project. I am a forty plus (a beginner) year enthusiast of the Canyon and the Town of Alta. I trust you are looking to manage the expected increase in human traffic while, at the same time, preserving one of the last "as it was made" areas in the Wasatch. The top end of Little Cottonwood Canyon has been only marginally developed but still runs the risk of being over loved, particularly in the summer.My goal for your project is to see to the increased traffic managed in such a way as to limit vehicular traffic while allowing managed human traffic to enjoy the natural watershed and animal habitat.

What to do? My solution comes in several parts but all of them must be put together and done simultaneously. All try to treat the issue of the automobile. In both summer and winter access is by auto. Locals and visitors from around the world have no other way to conveniently get to the top of the canyon, let alone park when once there. While the manifestations of the auto differ somewhat in winter and summer, on the best days there simply is no place to park. I believe, also, that the solutions found for LCC must be replicated in BCC. Highway 210 starts at the mouth of BCC so solutions should just run up that canyon as well. Both are inter related with one another The many separate steps agreed upon must be taken in lock step. Both are over run by autos, both have important watershed and animal habitat. Both should be preserved to the maximum extent. To allow for the expected growth in human traffic, autos must be diminished.

All of the following must be taken together and have a high degree of confidence that they will be completed and be integrated as a whole.

1.Widen SR 210 in LCC. Three lanes must be operated the length of the canyon and managed such that two lane traffic will operate up and down the canyon as time of day dictates.

2. Sheds must be constructed over the sections of the road that history dictates as the most likely to experience avalanches. This will also allow for a higher likelihood that the canyon will not be closed for any great length of time.

3. To discourage some auto users, a toll should be instituted and operated by some kind of "fast pass" technology. Discounts would apply to residents. The toll on all others should be high enough to make the bus alternative attractive. See next.

4. Create a fleet of coaches, not the elephantine creatures that are used now. They should be natural gas propelled, be comfortable, have a toilet and perhaps coffee in the morning. They

could pull a trailer for skis which would make loading an unloading easier. Bags could go under the bus. Key to the use of buses is scheduling. Express buses to only Alta or only Snowbird should be scheduled in the winter with perhaps several stops at each individual resort. The schedule would be re-worked for summer traffic to stop at various trailheads. Perhaps the bus fee should be discounted as to the auto. Downhill traffic might be set such that an empty bus stops at several places until it is full and then is express to parking. Downhill buses would have to be staged at the top of the canyon and be released every few minutes as needed. Also, in the canyons, larger and better shelters will have be created to protect passengers while they wait.

5. Thought should be given to a hitch hiking pickup place. There should never be a single occupant car going up hill. The same could be allowed for downhill traffic.

6.Lastly, none of this works without adequate and convenient parking. Parking must be as close to the bus line as is possible. People will not abandon autos if parking, buses, express runs and tolls on the canyon for autos are not in place. Pricing for these alternatives must be set to encourage the desired behavior.

I am sure you have heard much of this. Please do not succumb to the train which will devastate the canyon and ruin this wonderful place. The road will not go away so lets maximize its use by encouraging buses, parking and hitch hiking and the use of tolls.

Respectfully,
Stuart Silloway
SLC, Utah

Comment #429

TOWN OF ALTA
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TTY 711

May 4, 2018

VIA EMAIL

Mr. John Thomas
Project Manager
Utah Department of Transportation
johnthomas@utah.gov
littlecottonwoodeis@utah.gov

Re: Town of Alta Comments on UDOT Little Cottonwood Canyon EIS Public Scoping Period

Dear Mr. Thomas,

The purpose of this letter is to provide comments on the Utah Department of Transportation (UDOT) Little Cottonwood Canyon Environmental Impact Statement (EIS) project on behalf of the Town of Alta (the Town) during the public scoping period for the project. The Town is an incorporated municipality in upper Little Cottonwood Canyon that provides municipal services to 383 residents and, as the home of world-class skiing at Alta Ski Area and a beautiful and accessible high-mountain watershed, hundreds of thousands of annual visitors.

Utah State Route 210 (S.R. 210) is the only public road in Alta, and it provides our residents' only access to the Salt Lake Valley. As such, the Town has long considered stewardship of public safety and recreation access on S.R. 210 a cornerstone of our municipal program. The Alta Marshals Office is responsible for local law enforcement including traffic enforcement on S.R. 210, interlodge travel restriction enforcement, and other matters related to public safety on S.R. 210. The Town funds and manages an interagency traffic metering program at Snowbird Ski Resort Entry 1 on peak winter days, when congestion can result from the merging of ski area parking lot outflows with S.R. 210 down-canyon traffic. The Town has long been a leader in efforts to collaborate across the multiple agencies responsible for managing S.R. 210, and it continues to convene the Little Cottonwood Canyon Road Committee monthly during the ski season to foster dialogue, and coordinate and improve operations.

Beyond the Town's direct contributions to managing traffic and public safety on S.R. 210, other elements of the Town's program are likely to be affected by changes to S.R. 210. For instance, the Town has land use jurisdiction on private lands within the town boundary, including on properties that directly abut S.R. 210 and the Alta-Snowbird Bypass Road. Increasingly, the Town has sought to partner with UDOT to improve conditions along S.R. 210 for pedestrians and cyclists, and the Town may invest further in such improvements in the future. The Town owns and operates water and sewer infrastructure, provides fire protection through a contract with Unified Fire Authority, and partners with local businesses to fund the Alta Resort Shuttle, a free shuttle service that traverses the Town during ski area operating hours each the winter season, which served almost 18,000 riders during the 2017-2018 ski season.

In light of these interests, the Town is generally supportive of efforts to improve the safety and functionality of the Little Cottonwood Canyon (the Canyon) transportation system. The Town recognizes that this project is an opportunity to identify and implement improvements to the infrastructure that presently exists in the Canyon, on the assumption that our community, and our visitors, will continue to rely primarily on S.R. 210 and the multimodal network that supports it for the foreseeable future, even in the event that larger-scale proposals for Canyon transportation, such as development of a rail-transit or aerial-transit system, are eventually moved forward.

However, the Town has always sought to balance the provision of safe and reliable services to our residents and visitors with the impacts that providing those services can have on the critical watershed environment where the town is located, on the character of our small mountain community, and on the experience of being in the Canyon. To those ends, the Town requests that UDOT consider the following during the EIS, as it refines the project Purpose and Need and develops alternatives:

1. How would developing additional infrastructure in the Canyon, such as roadway widening and parking improvements including possible structured parking, affect storm water runoff, invasive species introduction, and other impacts to watershed function and ecology? How will adverse effects be mitigated?
2. To what extent will increasing the capacity of S.R. 210, through roadway enhancements or increases in transit service, increase travel demand?
3. Would appropriating National Forest System lands to UDOT in areas such as the White Pine Trailhead and the Lisa Falls area, for the purpose of allowing UDOT to manage trailhead parking or for any other purpose, create a conflict with the Wasatch-Cache National Forest Plan limitation on expanding parking capacity in the Cottonwood Canyons? If such actions lead to increased recreation visitation, how will impacts to recreation infrastructure and watershed function be mitigated?
4. Would levying a toll at the mouth of the Canyon reduce opportunities to generate much-needed revenue for investment in operation and maintenance of recreation amenities such as trailheads and restrooms? The Town supports exempting Canyon residents from tolling.

5. Would expanding the width of S.R. 210 induce faster travel speeds? How can speeding be mitigated throughout the canyon through roadway design and traffic calming strategies, particularly in areas such as the Grit Mill/Gate Buttress rock climbing areas, Lisa Falls, White Pine Parking, Snowbird, and throughout the Town, where pedestrians and cyclists frequently coexist with parked cars and moving traffic?
6. How will the preferred alternative make cycling a more attractive recreation opportunity in the Canyon?
7. How would a proposed "flex lane," that serves up-canyon traffic in the morning and down-canyon traffic in the evening, be managed? How would such a lane affect driving speeds and the safety of pedestrians and cyclists?
8. How would avalanche sheds in the mid-canyon area be designed to accommodate large construction vehicles? How would visual and environmental impacts associated with avalanche sheds be mitigated?
9. Where would an Alta transit center ideally be located, and how would its amenities be programmed to best serve winter and summer visitors to Alta and thus encourage use of public transit?
10. How can UDOT road maintenance resources be made more readily available to respond in a timely manner as conditions are changing during winter storms?
11. Would terminating the S.R. 210 easement at any point west of the current end-of-pavement affect public access to recreation opportunities in Albion Basin and Grizzly Gulch, and for access by residents and property owners in the Grizzly Gulch and Albion Basin areas?
12. How would terminating the S.R. 210 easement at any point west of the current end-of-pavement affect the town's access to its drinking water facility at the Bay City Tunnel?
13. As the easement through Alta is perfected, how will the town and private property owners along present-day S.R. 210 be engaged so that encroachment of the S.R. 210 easement on private property is avoided?

Thank you for the opportunity to comment on this important project. The Town looks forward to further engagement with the EIS project team, and to moving forward with a preferred alternative that optimizes transportation on S.R. 210, while preserving vital environmental and water resources, providing sustainable recreation access, and respecting the interests of Alta residents and property owners.

Sincerely,

Harris Sondak, Mayor

Comment #430

Cottonwood Heights
City between the canyons

May 3, 2018

Little Cottonwood Canyon EIS Project Team

Subject: Little Cottonwood Canyon EIS Public Scoping Comments

Project Team:
Please accept this letter as official public comment from the City of Cottonwood Heights ("the city") in regards to the public scoping periods of the Little Cottonwood Canyon Environmental Impact Statement ("EIS").

The EIS, and the improvements that will result from it, have a direct and immediate impact on the city. The entirety of the Wasatch Boulevard corridor, from Interstate 215 to the mouth of Little Cottonwood Canyon, is within city boundaries. Many city residents use the corridor every day for direct access to their homes and neighborhoods. The EIS is a regional-level project, but a majority of the project area has a direct local impact on the city and its residents. A strong working partnership between the EIS project team and the city is critical to ensure that the EIS not only benefits the region, but that it closely considers the character, scale, and diversity of uses found throughout the study area.

The city is in the final steps of completing and adopting a Wasatch Boulevard Master Plan. This plan defines important land-use and transportation goals for the east bench of the city that will help guide future policy and will shape the future of the Wasatch Boulevard area. The EIS has the potential to help fulfil some of the project goals, and the city has the opportunity to help the project team achieve some of its regional plans. However, proper balance is required. The city is likely the single entity that is most directly impacted by the EIS. As such, the city requests that it retain a strong working partnership with the project team throughout the entirety of study process.

During the public outreach portion of the Wasatch Boulevard Master Plan study, members of the public helped create an ideal vision of the Wasatch Boulevard corridor. Many of the goals of the city's project can are complimentary to what the EIS intends to achieve, which further emphasizes the mutual benefit of a strong working partnership. Some key Wasatch Boulevard Master Plan project goals are summarized below, focusing specifically on the gravel pit property and its regional transit potential, and on the growth and expansion of the Wasatch Boulevard corridor:

2277 East Bengal Blvd. Cottonwood Heights, Utah 84121
City Hall: (801) 944-7000 Fax: (801) 944-7005
www.cottonwoodheights.utah.gov

Focus on the Gravel Pit as a development and transit hub

Feedback showed that members of the public, especially city residents, prefer that development and transit services use the gravel pit property as a hub, rather than spreading development more evenly throughout the Wasatch Boulevard corridor. The following concepts, applicable to the EIS, were viewed favorably by the public:

- Create a recreation village at the gravel pit property, characterized by:
  - High intensity development in accordance with market demand
  - Strong mix of uses
  - Walkable street frontages
  - High internal connectivity
  - Significant recreational amenities (parks, trails, etc.)
  - Connection across Wasatch Boulevard (to Old Mill property, Canyon Centre, Big Cottonwood Canyon park-and-ride, etc.)
- Use the Gravel Pit development as a major transit center:
  - The Gravel Pit should include structured public parking for recreational canyon users
  - The Gravel Pit could be the terminus to an enhanced bus route to the north via I-215 / Wasatch, Foothill Drive, and downtown Salt Lake City
  - The Gravel Pit could be a hub for canyon transit service with major park and ride resources, created and enhanced through partnerships with the ski resorts, Salt Lake County, UDOT, UTA, and others

Balance livability, roadway capacity, and sustainable canyon access south of Big Cottonwood Canyon

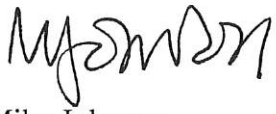
Citizens generally understand that a roadway capacity increase south of Big Cottonwood Canyon, and especially south of Bengal Boulevard, may be necessary. Their concern, and the city's concern, is that the impact of any added capacity is done in a thoughtful way, and mitigation techniques are emphasized to ensure that the quality and character of the area surrounding the corridor is maintained:

- Add capacity to Wasatch Boulevard south of Bengal Boulevard, but in a way that is sensitive to and adds value to the surrounding residential area:
  - Allow for easier and safer vehicular neighborhood access onto the roadway
  - Consider traffic calming measures or speed limit reductions that would slow traffic, allow safer/easier neighborhood access
  - Create a network of shared-use pathways and pedestrian crossings along the corridor for active transportation and recreation
  - Strongly consider creative travel lane ideas instead of standard road widening (e.g. dedicated transit lanes, flex shoulders, etc.) to retain the character of the Wasatch Boulevard corridor while accommodating additional traffic during peak travel hours)
  - Preserve/make consistent bicycle facilities

- Use native landscaping to preserve the character of the Wasatch Boulevard foothills

The city looks forward to working closely with the EIS project team throughout this study. The city and the project team can work together to find common ground and achieve more through this process than either entity could achieve on its own. Further information will be provided to the project team as the Wasatch Boulevard Master Plan is finalized.

Sincerely,



Mike Johnson
Community & Economic Development Director
Cottonwood Heights

Comment #431

CENTRAL WASATCH COMMISSION
c/o Jones Waldo Holbrook & McDonough
170 South Main Street, Suite 1500
Salt Lake City, UT 84101

May 4, 2018

Mr. Brandon Weston
Director, Environmental Services Division
Utah Department of Transportation
4501 South 2700 West Box 148450
Salt Lake City, Utah 84114-8450
brandonweston@utah.gov

Re: Scoping Comments for the Little Cottonwood Canyon Environmental Impact Statement

Dear Mr. Weston—

This letter transmits comments from the Central Wasatch Commission (the CWC) in response to the Public Scoping Period dated March 9 to May 4, 2018. The CWC appreciates the opportunity to serve as a Participating Agency in the Little Cottonwood Canyon Environmental Impact Statement. The CWC is an interlocal entity formed last year by Salt Lake County, Salt Lake City, Sandy City and the city of Cottonwood Heights, which now also includes representatives of the Utah Department of Transportation and the "Wasatch Back" entities of Summit County and Park City. The CWC's purpose is to better assure the wise stewardship of the Wasatch mountain range in Salt Lake and Summit counties—including its watershed, recreational areas and natural beauty—so that the present and future generations can continue to benefit from that wonderful and integral part of Utah's natural environment.

It is the CWC's recommendation that this EIS process incorporates the work that was accomplished during Mountain Accord, which holistically evaluated and collaboratively addressed transportation, environment, economic, and recreation issues of the Central Wasatch, including the EIS Study Area. Specifically, we hope this EIS process does not undo the consensus achieved in resolving environmental, transportation, recreation, economic issues, and on creating opportunities for each of these interests. The goals of Mountain Accord are:

1. A natural ecosystem that is conserved, protected and restored such that it is healthy, functional, and resilient for current and future generations.
2. A recreation system that provides a range of settings and accommodates current and increasing demand by encouraging high levels of use at thoughtfully designed locations with convenient access, while protecting solitude, nature, and other backcountry values.

3. A sustainable, safe, efficient, multi-modal transportation system that provides year-round choices to residents, visitors and employees; connects to the overall regional network; serves a diversity of commercial and dispersed recreation uses; is integrated within the fabric of community values and lifestyle choices; supports and-use objectives; and is compatible with the unique environmental characteristics of the Central Wasatch.
4. Broadly shared economic prosperity that enhances quality of life and preserves natural and scenic resources and infrastructure that is attractive, sustainable, and provides opportunity for visitors and residents.

To the extent the CWC member agencies have provided comment, the CWC incorporates the comments of those agencies herein.

Please feel free to contact me if you have any questions or would like to discuss further.

CENTRAL WASATCH COMMISSION

Chris McCandless

Chris McCandless, Board Chair

cc: Carol Snead, HDR
Mayor Jackie Biskupski, Salt Lake City
Mayor Ben McAdams, Salt Lake County
Councilman Jim Bradley, Salt Lake County
Mayor Mike Peterson, Cottonwood Heights
Mayor Andy Beerman, Park City
Director Carlos Braceras, UDOT
Shane Topham, Jones Waldo
Laura Briefer, Salt Lake City

Comment #432

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 8
1595 Wynkoop Street
Denver, CO 80202-1129
Phone 800-227-8917
www.epa.gov/region08

MAY 04 2018

Ref: 8EPR-N

John Thomas, Project Manager
Little Cottonwood Canyon Project
Utah Department of Transportation Region 2
2010 South 2760 West
Salt Lake City, Utah 84104-4592

Dear Mr. Thomas:

The U.S. Environmental Protection Agency Region 8 is responding to the March 9, 2018, Notice of Intent to prepare the Little Cottonwood Canyon Environmental Impact Statement (EIS) and the April 9, 2018, agency scoping meeting. We offer the enclosed scoping comments consistent with our authority under Section 102(2)(C) of the National Environmental Policy Act.

The project purpose is to provide an integrated transportation system that improves the convenience of multiple transportation modes and the safety, reliability, and mobility for residents, visitors and commuters. The enclosure provides our comments on the following topics: (1) air quality; (2) water resources including water quality and wetlands; and (3) resiliency. To help prevent air and water resource impacts, we support UDOT's development of alternatives that include encouraging carpooling and other steps to increase vehicle occupancy, increasing transit options, and using technology to provide information that could enhance carpooling and transit use.

We appreciate the opportunity to participate as a cooperating agency in the Little Cottonwood Canyon EIS NEPA process. We hope our comments will assist UDOT in identifying, evaluating and developing mitigation for potential environmental impacts. If you have any questions or comments, please contact Lisa Lloyd at (303) 312-6537 or lloyd.lisa@epa.gov.

Sincerely,

for

Philip S. Strobel
~~Director,~~ NEPA Compliance and Review Program
Office of Ecosystems Protection and Remediation

Enclosure:
Electronic cc: Carol Snead, HDR Inc.

Enclosure to EPA's Little Cottonwood Canyon EIS Scoping Letter

1. Air Quality

The air quality analysis is important since the project is located within Salt Lake County, which has air quality non-attainment areas. We recommend that the Draft EIS include a description of current air quality conditions and trends, and estimates of future conditions under the possible alternatives. The following air quality comments address: (a) National Ambient Air Quality Standards (NAAQS); (b) Clean Air Act (CAA) criteria pollutants; (c) conformity analysis; and, (d) mitigation of air quality impacts.

a) National Ambient Air Quality Standards (NAAQS)

The air quality analysis should describe relevant NAAQS and current designations. It is important to discuss the nonattainment status, monitored exceedances, and NAAQS violations to fully describe current conditions in the project area. Currently, the NAAQS of concern for this project in Salt Lake County include:

- Carbon Monoxide (CO): For any portion of the project within the city limits of Salt Lake City, the Area status is "Attainment" for the 1-hour and 8-hour CO NAAQS (see 40 CFR 81.345).
- Note: The Salt Lake City area is a maintenance area for CO (see 70 FR 44055, August 1, 2005).
- $PM_{2.5}$: The Salt Lake County Area status is "Nonattainment" for the 2006 24-hour 35$\mu g/m^3$ NAAQS (see 40 CFR 81.345).
- PM_{10}: The Salt Lake County Area status is "Nonattainment" for the 24-hour 150$\mu g/m^3$ NAAQS (see 40 CFR 81.345).

b) Clean Air Act (CAA) Criteria Pollutants

We recommend the Draft EIS describe baseline air quality conditions, and discuss the construction and post construction conditions. Also, an evaluation of criteria pollutants for each alternative and the no-build alternative should be considered. We recommend the following items be included in the document:

- Evaluations of carbon monoxide (CO), direct emissions of particulate matter ($PM_{2.5}$ and PM_{10}), direct emissions of nitrogen oxides (NOx), and precursor emissions for $PM_{2.5}$ (NOx and volatile organic compounds, VOC). The Utah Division of Air Quality has established that NOx and VOCs are considered precursor emissions to the formation of $PM_{2.5}$ in Salt Lake County.
- A summary of available local and regional air monitoring data. We note that NAAQS monitoring data is available from the State, or from EPA at: https://www.epa.gov/outdoor-air-quality-data. The Draft EIS needs to provide air quality trend data from at least five years prior to current.
- An evaluation of mobile source emissions in the project area for criteria pollutants and their precursor emissions, plus consideration of cumulative impacts. A reference point for mobile source emission estimates in the project area and Salt Lake County may be found in a Regional Transportation Plan (RTP) or in a conformity determination. One potential resource for this mobile source information is the Wasatch Front Regional Council (WFRC) Metropolitan Planning Organization (MPO). See: http://www.wfrc.org.
- If the project will significantly increase the Annual Average Daily Traffic (AADT) in the project area, an emissions inventory for criteria pollutants should be considered using EPA's Motor Vehicle Emission Simulator (MOVES) model. The current version of the MOVES model is

To describe effects to aquatic resources in the project area, we recommend that the Draft EIS specifically include the following analyses or descriptions:

- Clear maps, indicating wetlands and other aquatic resources, such as rivers, creeks, and springs.
- The baseline description of aquatic resources that discuss the abundance, distribution, function, and condition of aquatic resources and wetlands within the project area.
- A detailed analysis of direct, indirect (secondary), and cumulative impacts to all waters in the project area (e.g. both directly impacted or hydrologically impacted but spatially removed from the actual construction footprint). It is important to include the indirect impacts to waters from changes in hydrology, changes in water quality, other impacts to aquatic organisms and wildlife; and the cumulative impacts to waters from future development scenarios, should future growth be expected. These impacts may result from reductions in vegetative cover; increased impervious surface, runoff and sedimentation; changes in hydrology of the area; and potentially result in changes to floodplain, wetland and riparian areas, changes in habitat area and connectivity, introduction of invasive species and changes in land use.
- A cumulative impact analysis that includes disclosure of potentially adverse impacts to aquatic resources from reasonably foreseeable development associated with the roadway improvements. Also, it is valuable to include analysis of any additional development impacts to the degree the project may enable or induce development beyond that which is already accounted for in land use, economic, and transportation plans.
- If wetlands may be significantly impacted, we recommending including a wetland delineation and descriptions that include a wetland functional analysis in the Draft EIS.
- BMPs for water quality protection and possible mitigation measures for impacts to aquatic resources.

The Utah Department of Environmental Quality 2016 Final Integrated Report indicates that Little Cottonwood Creek is impaired for dissolved cadmium, dissolved copper, and pH from the Town of Alta to the metropolitan water treatment plant. There is also an approved total maximum daily load (TMDL) for dissolved zinc applicable to this section of the creek. There are additional impairments that apply to the short section downstream of the treatment plant to the project boundary. Any actions associated with the project that could affect the impairment status or TMDL should be assessed and discussed in the Draft EIS. To assure the project does not contribute to impairment, it will be important for the Draft EIS to include any measures necessary to avoid such impacts.

Comment #433

SALT LAKE COUNTY
REGIONAL DEVELOPMENT

Ben McAdams
Salt Lake County Mayor

Regional Transportation, Housing & Economic Development

Carlton J. Christensen
Department Director

May 4, 2018

Utah Department of Transportation

Little Cottonwood EIS Team
John Thomas, UDOT Project Manager
Brandon Weston, UDOT Environmental Services Director

Dear UDOT LCC EIS Team,
Thank you for involving Salt Lake County (SLCo) Department of Regional Transportation, Housing and Economic Development (RTHED) as a participating agency in the Little Cottonwood Canyon Environmental Impact Statement (EIS).

Our department RTHED is currently leading the update to the Salt Lake County Wasatch Canyons General Plan (WCGP), which is the County's official planning document for Little Cottonwood Canyon, Big Cottonwood Canyon, Mill Creek Canyon, Parley's Canyon and the foothills. Our department meets monthly with the Mountainous Planning District Commission to review and discuss the WCGP. The Canyons Plan is expected to be adopted in 2019 and through this process we have engaged with thousands of Salt Lake County residents on issues relating to the Canyons.

Through the Wasatch Canyons General Plan, we have developed Vision Statements. We ask that you keep this vision statements in mind during the planning process.

Vision Statements

Land Use - Strive for mutually beneficial partnerships among jurisdictions, government agencies, and stakeholders through collaboration and coordination to provide for water resource protection, recreation opportunities, wildlife, approved private property uses, and quality open spaces.

Environment - Serve as stewards to support healthy forests, connected ecosystems, habitats, and waterways for current and future generations. Promote programs that improve watersheds, air quality, vegetation, wildlife ecosystems, and scenic quality.

Recreation - Continue to support high-quality recreation opportunities for a diverse public and sustainable facility maintenance.

Transportation - Support and prioritize projects for transit, bicycles, pedestrians, and vehicles to reduce congestion, improve air quality, enhance safety, and facilitate connectivity to the regional transportation system.

Economy - Sustain the Wasatch Canyons as a world-class recreation destination that provides significant economic benefit to the region. Enable businesses to continue providing goods and services without compromising the environment.

Please consider these specific items during your process.

Tolling – Money generated from tolling should remain within the Canyon or projects directly benefiting the Canyon transportation and recreation system. Tolling money should be used to provide for all Salt Lake County residents opportunities to travel to and within the canyon at an affordable cost. A portion of the tolling money should be used to benefit the recreation resources and trail head amenities such as restrooms, parking, bike lanes, trails, bike stations, benches, trailhead maintenance and signage.

Watershed – We request that the water supply/watershed be considered of critical importance and that decisions not cause negative impacts to the water supply.

Public utility infrastructure – As right of way improvements are planned we ask the UDOT team to consider infrastructure improvements such as water, sewer, power, natural gas and communications.

Pedestrian crossings – Little Cottonwood Canyon is a recreation mecca and busy year-round with outdoor activities. The trailheads, parking areas and recreation nodes are consistently busy and often users need to cross SR 210 to get to destinations or start activities. This represents an on-going dangerous situation and we ask that UDOT strongly consider right of way improvements that will minimize the pedestrian risk at recreation nodes.

Bonneville Shoreline Trail (BST) – The completion of the BST is high on Salt Lake County's recreational priorities. We ask that the UDOT team review Salt Lake County's Parks and Recreation BST plan and work with SLCo for the BST canyon trail crossing, trail networks and crossing of the Little Cottonwood creek.

Bike lanes – Little Cottonwood Canyon is commonly used for biking as recreational sport and transportation. We request that bike lanes be considered in the design and implementation.

Transit – With growing annual growing canyon visitors it's clear that transit is essential to the LCC EIS solution. We request that UDOT consider transit through regional systems and work with mixed-use centers outside of the Canyon as base hubs.

Parking – We request that UDOT consider minimizing on road parking within the Canyon and emphasize off road parking enhancements and parking structures.

Signage – We request that UDOT consider signage improvements for recreational destinations so that visitors have more advanced notice of destinations. We also request that UDOT consider a signage theme that elevates the environmental uniqueness of the Canyon (like National Parks).

Visual quality – Little Cottonwood Canyon has a rugged and unique environmental scenic quality. We request that UDOT team consider any right of way changes in the context of the scenic value of the Canyon and how that may be impacted.

Public collaboration – We request that the UDOT team provide ample opportunities to the residents of Salt Lake County to participate in the LCC EIS process and provide input. Our department will assist in this effort, through the WCGP.

Wildlife and Fisheries Protection – Little Cottonwood Canyon has an important wildlife population. We request that UDOT consider human safety and healthy wildlife, habitat and fisheries impacts throughout the study.

Sincerely,

Carlton Christensen,
Department Director

Salt Lake County Regional Transportation, Housing & Economic Development
2001 South State Street, Suite S2-100 | P.O. Box 144575 | Salt Lake City, UT 84114-4575
TTY 7-1-1 | www.slco.org/regional-development

Comment #434

SANDY CITY ADMINISTRATION

KURT BRADBURN
MAYOR

MATTHEW HUISH
CHIEF ADMINISTRATIVE OFFICER

May 1, 2018

Carol Snead
HDR
2825 Cottonwood Parkway, Suite 200
Salt Lake City, UT 84121-7077

RE: UDOT Project Number S-R299(281)/UDOT PIN 16092
SR-210 Environmental Impact Statement (EIS)
Agency Scoping Comments

Dear Ms. Snead,

Thank you for the opportunity to participate in the SR-210 EIS agency-scoping meeting on April 9 and participation in your community outreach meetings. Sandy views this Environmental Impact Statement (EIS) process as a much needed and critical step to finding solutions for access and transportation problems at Little Cottonwood Canyon. Congestion surrounding the mouth of Little Cottonwood Canyon continues to increase and impact our community exponentially year over year.

Sandy City firmly believes that the EIS scope must be expanded to include SR-209 (9400 South) from Highland Drive to SR-210 (Wasatch Boulevard) since early 50% of the traffic to Little Cottonwood comes from the south/west. During heavy volume days, SR-209 experiences severe traffic congestion and stoppage similar to SR-210. This is a major safety issue as well as an inconvenience and quality of life issue for Sandy residents. Therefore, any solution on SR-210 should also be implemented on SR-209.

The existing UTA park and ride structure at 9400 S. Highland further supports improving SR-209 and even potential parking lot expansion opportunities. This aligns with Sandy City's longrange planning for a transportation and recreation "base camp" at that location. Directing Little Cottonwood Canyon traffic to an intermodal hub with adequate support facilities is a solution that supports a quality recreation experience, reduces residential impact, enhances local redevelopment, and protects the environment and water quality by minimizing traffic and congestion at the mouth of the canyon.

Sandy views the myriad of potential solutions with interest. We are eager to delve into the data and details to find the best combination of benefit, value, and minimal impact to local residents. Potential solutions that we believe merit further study include:

- Snow sheds in the avalanche paths
- Tolling with increased fares for single occupancy vehicles
- A third lane dedicated to winter transit and summer bicycle use only for uphill travel
- Regional park and ride "base camp" utilization
- Gondola system….and others

Thank for the opportunity to be involved in this project. Sandy City looks forward to participating in this process as we research workable solutions to Little Cottonwood Canyon congestion issues. Our City Engineer, Ryan Kump, will remain engaged as Sandy's primary point of contact (801.568.2962 or rkump@sandy.utah.gov).

Sincerely,

Matthew B. Huish
Chief Administrative Officer

Cc: John Thomas, UDOT
Chris McCandless, Sandy City Council and Central Wasatch Commission chair
Mike Gladbach P.E., Public Works Director
Tom Ward, P.E., Public Utilities Director
Ryan Kump P.E., City Engineer

Comment #435

JACQUELINE M. BISKUPSKI
Mayor

DEPARTMENT OF PUBLIC UTILITIES

May 4, 2018

Mr. Brandon Weston
Director, Environmental Services Division
Utah Department of Transportation
4501 South 2700 West Box 148450
Salt Lake City, Utah 84114-8450
brandonweston@utah.gov

Subject: **Scoping Comments for the Little Cottonwood Canyon Environmental Impact Statement**

Dear Mr. Weston:

This letter transmits comments from Salt Lake City Department of Public Utilities (Salt Lake City) in response to the Public Scoping Period dated March 9 to May 4, 2018. Salt Lake City appreciates the opportunity to serve as a Cooperating Agency in the Little Cottonwood Canyon Environmental Impact Statement. Salt Lake City has statutory and regulatory jurisdiction related to its water rights and watershed management, has significant water infrastructure, and has special expertise within the study area.

Legal Jurisdiction and Related Federal, State, and Local Regulation and Policy

Salt Lake City is a Public Water Supplier as defined by state and federal laws. Our water service area encompasses the area of Salt Lake City and numerous cities along the east bench of Salt Lake County, including Mill Creek, Cottonwood Heights, Holladay, and others. Currently Salt Lake City serves about 340,000 people. Our water supply plans use statewide population projections for growth in the area, adding an additional 150,000 people over the next 40-60 years.

The majority of Salt Lake City's current and future water supplies emanate from the Little Cottonwood, Big Cottonwood, Parleys, Mill Creek, and City Creek Canyon watersheds. Salt Lake City has invested hundreds of millions of dollars in water treatment facilities and distribution systems to ensure provision of clean drinking water to the public.

As a Public Water Supplier, Salt Lake City has strict regulatory obligations to meet federal and state Safe Drinking Water Act requirements. Amendments in 1996 to the federal Safe Drinking Water Act recognized the importance of protection of sources of drinking water as a critical prevention to protect public health (https://www.epa.gov/sites/production/files/2015-04/documents/epa816f04030.pdf).

The state Safe Drinking Water Act and Administrative Rules also regulate Public Water Suppliers, including Salt Lake City (https://deq.utah.gov/drinking-water/laws-and-rules). State Rule 309-605 is specific to requirements that must be met regarding the protection of surface water sources of drinking water, and requires Salt Lake City to conduct source water assessments and employ management strategies to protect drinking water sources from pollution (https://documents.deq.utah.gov/drinking-water/rules/DDW-2018-003500.pdf).

State statute (Section 10-8-15) grants cities of the First Class management responsibility anywhere in the watersheds where such cities own water rights to protect water resources from activities that are detrimental to water quality or quantity. Cities may enact ordinances preventing pollution or

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SALT LAKE CITY, UTAH 84115

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contamination of the streams or watercourses in which the inhabitants of the cities derive their water supply (https://le.utah.gov/xcode/Title10/Chapter8/10-8-S15.html?v=C10-8-S15_20160510201605 10).

Salt Lake City is a First Class City that holds the majority of water rights in the Cottonwood Canyons, and puts these rights to beneficial use throughout its water service area in the Salt Lake Valley. Pursuant to Utah Code 10-8-15, Salt Lake City has enacted watershed ordinances (http://www.sterlingcodifiers.com/codebook/index.php?book_id=672, Chapter 17.04) and has joint authority with the Salt Lake County Health Department Regulation #14 managing for watershed protection (http://slco.org/uploadedFiles/depot/fHealth/regs/watershed.pdf). In addition, Salt Lake City adopted a Watershed Management Plan in 1999, last updated in 2014, and currently undergoing a comprehensive update (http://www.slcgov.com/utilities/public-utilities-watershed). The combination of these regulations and management plans guide development and uses in these watersheds in order to fulfill Salt Lake City's regulatory obligations to comply with the federal and state Safe Drinking Water Acts and to ensure the provision of clean, safe drinking water to the public.

Most of the EIS project area is within the Salt Lake Ranger District of the Uinta-Wasatch-Cache National Forest boundaries (https://www.fs.usda.gov/uwcnf). The underlying premise for the Central Wasatch Management Area in the Wasatch-Cache National Forest Plan is to provide for the long-term supply of high-quality water to the Salt Lake Valley (Revised Forest Plan for the Wasatch-Cache National Forest, p. 4-153 (2003). Salt Lake City and the United States Forest Service work in cooperation to protect the watersheds and water resources that emanate from within National Forest boundaries.

Existing Local Plans Related to Water Resources

Numerous local plans exist to guide future decisions and identify public values related to the Wasatch Mountains in Salt Lake County, including the EIS study area. These plans were completed over many decades to meet federal, state, and local statutory jurisdictional requirements, and typically cross-reference each other. All of these plans include significant public engagement.

Mountain Accord (www.mountainaccord.com): Mountain Accord is the result of a years-long collaborative process to better manage the Central Wasatch, including the Little Cottonwood Canyon EIS study area. A new government entity, the Central Wasatch Commission, was formed in 2017 to implement Mountain Accord actions. Watershed protection is a key element of the agreement across all entities that participated in the process. The goals of Mountain Accord are:

1. A natural ecosystem that is conserved, protected and restored such that it is healthy, functional, and resilient for current and future generations.
2. A recreation system that provides a range of settings and accommodates current and increasing demand by encouraging high levels of use at thoughtfully designed locations with convenient access, while protecting solitude, nature, and other backcountry values.
3. A sustainable, safe, efficient, multi-modal transportation system that provides year-round choices to residents, visitors and employees; connects to the overall regional network; serves a diversity of commercial and dispersed recreation uses; is integrated within the fabric of community values and lifestyle choices; supports and-use objectives; and is compatible with the unique environmental characteristics of the Central Wasatch.
4. Broadly shared economic prosperity that enhances quality of life and preserves natural and scenic resources and infrastructure that is attractive, sustainable, and provides opportunity for visitors and residents.

Salt Lake City Watershed Management Plan (http://www.slcdocs.com/utilities/PDF%20Files/Salt_Lake_City_Watershed_Management_Plan_-_1999_final.pdf)**:** This plan was created pursuant to Salt Lake City's statutory watershed management

jurisdiction, and includes vulnerability analyses and policy recommendations for Salt Lake City to implement watershed management strategies to protect and preserve drinking water sources. The Salt Lake City Watershed Management Plan is currently being updated.

Salt Lake County Canyons Master Plan (https://slco.org/planning-transportation/wasatch-canyons-general-plan-update/)**.** This plan was created under Salt Lake County's statutory land use jurisdiction, and provides land use and other policy guidelines for Salt Lake County to participate in land use, transportation, watershed protection, economic development, and recreation policies. The Salt Lake County Canyons Master Plan is currently being updated.

Salt Lake County Integrated Watershed Plan (https://slco.org/uploadedFiles/depot/publicWorks/fwatershed/resources/2015SLCoIWP.pdf)**:** This plan was created pursuant to Salt Lake County's Area-Wide Water Quality Planning Authority under Section 208 of the federal Clean Water Act.

Water Infrastructure

Salt Lake City owns and operates significant infrastructure within the Little Cottonwood Canyon EIS Study area. Salt Lake City's water infrastructure is directly connected to the streams emanating from Big and Little Cottonwood Canyon, through direct stream intakes at treatment plants at the mouth of each canyon. The treatment and distribution process is efficient due to good source water quality and the topography of the area—it takes less than 7 hours for water at the top of the watershed to arrive at the treatment plant, and less than 24 hours for water at the top of the watershed to arrive at a faucet in the Salt Lake Valley. In this way, any actions that are taken anywhere within the Cottonwood Canyon watersheds can have cumulative, direct, and indirect impacts, resulting in consequences to public health, critical infrastructure, and source water reliability.

General Recommendations

1. Watershed and water resource protection should be explicitly included in the Purpose and Need. It is our strong recommendation that these be identified not only as resources to be considered for each alternative, but that the transportation alternative ultimately selected maintains and serves a healthy watershed.

2. Salt Lake City's legal jurisdiction and regulatory obligations to state and federal agencies as a Public Water Supplier should be recognized. Alternatives should be evaluated in relation to (1) whether they are in compliance with Salt Lake City's watershed ordinances; (2) whether they introduce risk to Salt Lake City's ability to comply with federal and state Safe Drinking Water Act requirements; and (3) whether they impair Salt Lake City's ability to put its water rights to beneficial use.

3. It is our strong recommendation that this EIS process incorporates the tremendous work that was accomplished during Mountain Accord, which sought to holistically evaluate and collaboratively address transportation, environment, economic, and recreation issues of the Central Wasatch, including the EIS Study Area. Specifically, we hope this EIS process does not circumvent or undo the consensus achieved in resolving environmental, transportation, recreation, economic issues, and on creating opportunities for each of these interests.

4. The EIS process should incorporate local jurisdiction plans, including, but not limited to those described above. The EIS process should also incorporate the Wasatch-Cache Revised Forest Plan.

5. Cumulative and indirect effects should be identified and categorized appropriately, as we feel strongly that all of the actions and projects in this process are reasonably foreseeable and should be analyzed, at the least, as cumulative impacts and actions. The project study area is physically connected via the water treatment and distribution system to Salt Lake City's water service area in the Salt Lake Valley. Equal emphasis and interest should be placed on resolving environmental, transportation, recreation, economic issues, and on creating opportunities for each of these interests. Special care for identifying connected actions pursuant to NEPA should be taken.

6. This transportation EIS should consider the distinction between *managing* demands for recreation, use, and economic development in the EIS Study Area versus *inducing* additional demand for recreation, use, and economic development. We feel these are two distinct scenarios for the future of Big and Little Cottonwood Canyons, with different scales of impact to the environment, watershed, public budgets, and quality of life. The NEPA process should evaluate the impacts of both managing and inducing this demand.

7. An unacceptable result of this process would be if a transportation alternative is selected that increases recreation use in the canyons without providing the resources that agencies such as the USFS, Salt Lake County, and Salt Lake City will need to manage the new use. This EIS process should intensively analyze whether and how each alternative will impact visitation and recreation demand. In cases where alternatives induce additional recreation use, the NEPA process must identify resources—including ongoing funds for operations and maintenance—that will be available to manage the resulting additional use and its impact on new and existing recreation facilities in the Cottonwood Canyons. Specifically, if revenue is generated through a mechanism such as a toll, the revenue needs to be devoted in part to managing recreation amenities and facilities. Relatedly, new recreation amenities and facilities should not be proposed without a corresponding revenue source for ongoing operations and maintenance.

8. The economic drivers being discussed thus far focus heavily on the commercial ski industry and winter use of the EIS Study Area. While Salt Lake City recognizes the importance of this industry, as well as the significant challenges facing wintertime use, there are many other significant economic sectors that rely on various aspects of the study area. This EIS should consider the contributions, opportunities, and impacts to other economic drivers, such as dispersed recreation and industry attraction. Additionally, this analysis would not be complete without developing and evaluating alternatives that also address summer transportation and recreation issues, and possibly weigh the prioritization of project funding to reflect this. It is important to note that summer usage has recently eclipsed winter usage in the Cottonwood Canyons and that the resorts have also followed with diversifying their business models to include summertime usage.

9. This EIS process should also include an assessment of the economic value of the natural systems of the study area. For example, there are significant economic and social benefits associated with a functioning watershed, and significant economic and social costs to degradation from new or additional development and infrastructure, as well as recreation overuse. This will better inform policy makers, decision makers, and stakeholders of the economic benefits and costs associated with decisions that protect, restore, or degrade the natural environment.

10. Salt Lake City urges UDOT to clarify the level of analysis intended for this EIS. Is this a programmatic document, or is it intended to serve as both the programmatic document and the site-specific document for some or all of the major projects emanating out of UDOT? What is the planning horizon for this EIS? Is the analysis meant to address existing traffic only, or future growth as well? What level of usage will the alternatives address? Will the alternatives be

scalable? Additionally, how will connected issues such as the land exchanges, authorized by the Central Wasatch National Conservation and Recreation Area Act, be addressed? Although we note that a single site-specific level document for a project of this scale is rare, Salt Lake City is deferring to the action agencies in deciding the level of analysis. We do believe, however, that this decision must be made explicit now so that the alternatives analysis can reflect the chosen level of analysis.

11. Where a proposed alternative (or operations associated with that alternative) may affect water resources or water infrastructure, the alternative should incorporate appropriate plans for mitigation, monitoring, assessment, and reporting those effects. Salt Lake City recommends that the EIS analysis rely on the protocols, metrics, and targets already included in programs and policies of the local, state and federal authorities, so that the interested public has a consistent frame of reference for understanding the water resource discussion. It is recommended to collaborate with Salt Lake County Watershed Planning and Restoration (SLCo WPRP) as they are the local entity who performs water quality monitoring, physical habitat assessment, and stream stability assessment of the Jordan River Watershed and associated sub-watersheds. Furthermore, SLCo WPRP works closely with the Utah Division of Water Quality to ensure coordination of data collection and protocols.

12. We understand that the identified projects related to parking, recreation use, operational improvements, improved transit service, enhancing access and mobility, and changes to roadways are conceptual at this stage. However, any additional infrastructure and construction will likely have water resource impacts within the Cottonwood Canyon watersheds. In general, the following comments apply to those proposed projects:
    - Please ensure that ground disturbance is limited and incorporates stormwater best management practices (BMPs). Also, ensure restoration of disturbed lands is conducted to avoid sedimentation, invasive species introduction, and overall watershed degradation.
    - Please incorporate green infrastructure (GI) and post-construction stormwater BMPs where feasible. Furthermore, ensure there are long-term monitoring and maintenance plans for installed GI and stormwater BMPs to ensure they continue to function and provide associated benefits.
    - Please ensure appropriate permits are identified and obtained from the State Engineer's Office, Salt Lake County Health Department (SLCHD), Salt Lake County Planning and Development Services, and Salt Lake City.
    - Where water resources are desired for proposed projects or otherwise impacted, please coordinate with Salt Lake City to ensure compliance with Salt Lake City's Watershed Ordinance § 17.040, as well as with Salt Lake City's surplus water permits.
    - Where sanitary facilities are proposed, please coordinate with Salt Lake City and the SLCHD to ensure compliance with Salt Lake County Health Regulation #14 as well as Salt Lake County Health Regulation #13.

Specific Concept Recommendations

1. Proposed Update to Big Cottonwood Canyon Park and Ride: If the Big Cottonwood Canyon Park and Ride is developed as currently proposed, Salt Lake City has a planned for funding commitment of $500,000 for its fiscal year 2020 that will contribute to the construction of new restrooms as per the yet to be finalized plan.

2. Lisa Falls: Please ensure that any restroom design complies with the Salt Lake County Health Department Ordinances, specifically restroom setback requirements from waterways. This location exists within 300 feet of the nearest sewer line. If vault toilets are to be used and approved through the standard regulatory channel, please ensure compliance with the regulatory

process concerning connection to sewer lines. Given proximity to the tributary stream, trailhead design should incorporate stormwater solutions to minimize runoff impacts to the stream.

3. Little Cottonwood Park and Ride: The proposed parking structure is in close proximity to Little Cottonwood Creek, and the existing trailhead has vegetative buffer that may be removed with construction of new facility. The structure design should incorporate a suite of stormwater solutions to minimize or eliminate any and all stormwater discharged into Little Cottonwood Creek as well as include a regular maintenance plan.

4. FHWA Appropriation of National Forest Lands to UDOT: It is Salt Lake City's understanding that, as part of this EIS process, UDOT and the Uinta-Wasatch-Cache National Forest (UWCNF) are in a dialogue about the perfection of the Highway 210 roadway easement. We understand that this dialogue also includes the possibility of the easement incorporating lands beyond the highway corridor, including trailheads and parking facilities. Additionally, it is understood that USFS legal counsel has determined that this roadway easement is not subject to the UWCNF Forest Plan and would therefore not be subject to the parking restrictions therein. The parking limitation set out in the Wasatch-Cache National Forest Revised Plan is one way to address user capacity. We are concerned about the consequences of undercutting that tool without a corresponding strategy to address overuse and limited recreation management funding. Salt Lake City strongly recommends that this EIS process seek to understand and mitigate the recreation-induced impact that the land appropriation will have on water resources, and we recommend that any new funding streams (tolling, REAA fees) be designed to heavily favor the upkeep of existing and proposed recreation facilities, along with needed enforcement and capital aspects associated with managing these recreation areas.

Thank you for your consideration of Salt Lake City's comments during this scoping process. We appreciate the opportunity to serve as a Cooperating Agency, and hope to enhance this process through our participation.

Please do not hesitate to contact me if you have any questions or would like to discuss further.

Sincerely,

Laura Briefer
Director

cc: Carol Snead, HDR
Mayor Jackie Biskupski, Salt Lake City
Patrick Leary, Salt Lake City
David Litvack, Salt Lake City
Marian Rice, Salt Lake City
Carly Castle, Salt Lake City
Patrick Nelson, Salt Lake City

Comment #436

Utah Governor's Office of Economic Development
BUSINESS • TOURISM • FILM

Gary R. Herbert | Governor
Spencer J. Cox | Lieutenant Governor
Q. Val Hale | Executive Director
Vicki Varela | Managing Director

May 4, 2018

Dear John,

We appreciate your team's careful consideration and proactive problem solving in the Little Cottonwood Canyon EIS. We share your sense of urgency to mitigate crowding on State Route 210, given the growing number of people who want to explore the remarkable scenic and recreational offerings in Little Cottonwood Canyon. We share your goal to protect the experience and the environment.

From our perspective as a tourism marketing agency, the following key priorities will best serve our stakeholders and local communities;

1. Increasing public safety by mitigating avalanche risks through the use of avalanche sheds. UDOT and avalanche forecasters have done an exceptional job of protecting motorists from avalanche hazards. Avalanche sheds could provide an additional margin of safety.
2. Improving the flow of traffic through minor adjustments to the road as outlined in the Roadway Capacity & Geometry Enhancements and Intersection Improvements. Your analysis shows this would reduce the likelihood of crashes in inclement weather and improve the flow of traffic through the canyon, particularly in snowy weather.
3. We see significant value in pairing proactive messaging and communications tools with increased availability of parking at the mouth of the canyons to begin reducing the number of single-occupant vehicles heading up the canyon. These structures can serve as a flexible, multi-purpose transit hub to allow for a variety of transit solutions including public buses, resort shuttles, car-share and car-pooling, particularly on busy powder days. We are optimistic that this may alleviate some of the difficulties residents have encountered in traveling to/from their homes during peak canyon visitation.

We look forward to continuing our work with you to address the challenges in Little Cottonwood Canyon. Please contact us if you would like additional information on any of the priorities contained in this letter.

Sincerely,

Vicki Varela

Vicki Varela
Managing Director
Utah Office of Tourism and Film

Comment #437

295 North Jimmy Doolittle Rd.
Salt Lake City, UT 84116
(801) 363-4250
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WASATCH FRONT REGIONAL COUNCIL

May 4, 2018

Brandon Weston
Director, Environmental Services Division
Utah Department of Transportation

RE: UDOT Project Number S-R299(281) /UDOT PIN 16092
Little Cottonwood Canyon (SR 210) Environmental Impact Statement
Salt Lake County, Utah

Brandon:

Thank you for the invitation to contribute to the Little Cottonwood Canyon (SR 210) Environmental Impact Statement (EIS), as a Participating Agency. We have already actively participated in both the Agency Scoping Meeting and the Public Scoping Meeting and appreciate the amount of work completed in developing, vetting and presenting potential project strategies which strive to mitigate congestion and improve recreation and tourism experiences for all users.

Several strategies presented during the scoping meetings include new and or improved and expanded park and ride lots of Wasatch Boulevard (Blvd). With the intent of decreasing the number of vehicles on Wasatch Blvd, which has been a significant issue for local residents and traffic, I am recommending the EIS consider a strategy where park and ride lots are positioned farther north, west, and south of the canyons vs. directly along Wasatch Blvd.

While this strategy puts canyon patrons slightly farther from the mouth of the canyons, it does not preclude the fact that regardless of where the park and ride is located patrons will have to make a transfer. In addition it will help reduce the number of vehicles and congestion on Wasatch Blvd.

Again thank you for the opportunity to provide scoping comments and participate in this important study.

Ned Hacker
Director of Operations

Comment #438

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

Attention: Brandon Weston, Environmental Services Director
Environmental Services Division, UDOT
4501 South 2700 West
P.O. Box 141265
Salt Lake City, Utah 84114–1265
Telephone: (801) 965–4603
email: brandonweston@utah.gov.

And
John Thomas, PE
Little Cottonwood Canyon Project Manager
UDOT Region 2
2010 South 2760 West
Salt Lake City, UT 84104–4592
Telephone: (801) 550–2248
Email: johnthomas@utah.gov.

RE: Salt Lake Climbers Alliance Comments to Environmental Impact Statement for Little Cottonwood Canyon, Salt Lake County, UT.

UDOT Planners:

The Salt Lake Climbers Alliance (SLCA) appreciates this opportunity to provide input to the public scoping process for the Little Cottonwood Canyon Environmental Impact Statement (EIS). Little Cottonwood Canyon is a world-class climbing area that many Utahns travel to every day, especially SLCA members. It attracts thousands of climbers from across the United States and internationally each year. The appeal is not only the quality of the rock climbing but also the vastly undeveloped landscapes that make up the Central Wasatch. As human powered recreation stakeholders who love this land and visit it often, the SLCA provides the following comments to the current scoping process for the Little Cottonwood Canyon EIS.

The Salt Lake Climbers Alliance

The Salt Lake Climbers Alliance is the local climbing advocacy 501(c)(3) non-profit in and around Salt Lake City, Utah. The SLCA exists to provide a unified voice for climbers in the Wasatch through stewardship, community, advocacy and education. We work closely with land agencies including the BLM and USFS as well as private landowners such as the Church of Jesus Christ of Latter-day Saints (LDS Church) to steward and manage for climbing resources in the Uinta Wasatch Cache National Forest.

In 2017, we completed the largest climbing trail access project on Forest Service property in the nation in Little Cottonwood Canyon, contributing over $100,000, hundreds of volunteer hours and expertise to develop sustainable human powered recreation infrastructure. In 2017, we signed a recreational lease with the Access Fund for 140 acres of privately owned LDS Church property to steward and manage for climbing. We have also helped facilitate climbing management in rural Emery County at Joes Valley with volunteerism and stewardship. We are partners with national climbing advocacy organizations such as the Access Fund and the American Alpine Club as well as the Outdoor Alliance. We represent 1,295 members and their love of recreating in the Wasatch Range and surrounding areas. For more information about the SLCA, visit www.saltlakeclimbers.org.

The SLCA is dedicated to the protection, management, and stewardship of the valuable recreational resources throughout Little Cottonwood and the entire Central Wasatch. What happens at Little Cottonwood will set a precedent for what happens across the nation with management and stewardship on all public lands. We ask for an inclusive public process that continues to invite all stakeholders to the table to best manage this landscape with a balanced approach and provide the following comments to the plan.

The UDOT scoping notice requested input specific to:

- Purpose and need for improvements to S.R. 210 as affecting recreation including climbing.
- Priorities and issues that UDOT should consider in regards to S.R. 210.
- Ideas for transportation improvement that should be considered in the EIS process.

We hope to meet these targets with our comments and that our climbing resource map clarifies climbing resources along the S.R. 210 corridor.

I. Climbing area access and parking:
   A. Given current use levels and growth trends in climbing, the SLCA is focused on maintaining parking capacity and developing transit options that serve disperse recreation in Little Cottonwood while improving safety. The SLCA recognizes that less parking on the highway shoulders is a net gain for safety and have responded to this need by working to formalize trails and increase connectivity from centralized parking and access points. We are currently working with UDOT to this end through the development of the new parking and trailhead at the Grit Mill site.
   B. Gate Buttress parking capacity in the preliminary sketch supplied by UDOT to the LDS Church and the SLCA is reduced compared to current use levels. For example, there were 32 vehicles in the lot on a recent Tuesday afternoon plus overflow on the south side of the road. All told, there are often times 50+ vehicles in the general area. This congestion is compounded when you add the parking at the 5 Mile bouldering area and the large pull out adjacent the pipe bridge on the southside of the highway. Without overflow parking and/or a viable transit option, recreation access would be severely limited. The SLCA would like work with UDOT to maintain additional parking capacity in this area.

C. Road Width: The initial sketch shows added road width for a flex and bike lanes on the north side of the highway. Given the potential impacts to the Gate Buttress parking and other recreation resources, the extent of the ROW needs to be confirmed between the LDS Church, SLCA and UDOT. This information should serve as a baseline dataset to best inform the EIS process. Avoidance and/or mitigation of impacts to climbing resources from cut and fill and other construction activity within and outside the ROW is a priority for the SLCA.

D. 5 Mile bouldering area and the pipe bridge:
    1. The sketch does not address the parking at the pipe bridge across from the Gate Buttress parking or the 5 Mile bouldering area.
    2. There is very little room for parking at 5 Mile which is at a curve made even more dangerous by speeding vehicles in the lower canyon.
    3. Pedestrian traffic: Whether or not this parking goes away, a pedestrian crossing is needed as well as mitigation of possible impacts to bouldering access and resources.
    4. The overflow capacity at the pipe bridge is attractive, but also problematic as it encourages access to a dangerous creek crossing and a heavily impacted area in the canyon. For safety, another pedestrian crossing is realistic as long as the pipe bridge is accessible. These crossings, among other locations, would have the added benefit of helping lower vehicle speeds in the canyon.

E. Other climbing area access in the S.R 210 Corridor:
    1. We would be happy to further advance your awareness of climbing resources in this canyon. Access to bouldering areas and cliffs farther up canyon will continue to develop as climbers push further into the backcountry. We welcome dialogue on sustainable policy and planning for access to areas not currently noted.
    2. Many ice climbing areas align with winter backcountry access and dispersal. Rock climbing often occurs in these areas but with significant seasonal variation such as the Great White Icicle and Black Peeler access points on opposite sides of the highway. Formalizing or maintaining existing, informal pull outs is necessary to facilitate access in some areas.
    3. Other areas of note:
        a) Middle Canyon: Lisa Falls, Parking at the top of the Little Cottonwood Trail used to access Pentapitch and Coalpit, Maybird Gulch, and Tanners Gulch.
        b) Upper Canyon: Mt. Superior, Hellgate, East Hellgate, Albion Basin. (Cecret Lake and Devil's Castle)

II. Human Waste:

A. Ensuring appropriate human waste management for all visitors to the Little Cottonwood watershed is of utmost importance. Implementation strategies for

increased human waste management during seasonal peak times should be included in the management plan.

B. We appreciate the bathrooms noted in the Gate Buttress and Lisa Falls sketches, especially if long-term funding is in place for cleaning and maintenance.

***

The SLCA appreciates the opportunity to provide UDOT with input on this extremely important climbing resource. This is a huge and important task that we are available to support. Please reach out at Julia@SaltLakeClimbers.org or 415.695.4502 as needed.

Sincerely,
Julia Geisler
Executive Director, Salt Lake Climbers Alliance

A Brief Summary of Climbing in Little Cottonwood Canyon

Rock climbing and other related activities (bouldering, ice climbing, ski mountaineering) have been occurring in Little Cottonwood Canyon for approximately 60 years, with the majority of the activity located in the lower two miles of the Canyon.The activity is year round with rock climbing occurring in most months. Ice climbs in the lower canyon are heavily trafficked in the middle of the winter.

The winter of 2017-2018 has been unseasonably warm with climbers still out on the rock on sunny days. Much of the rock climbing in the lower canyon is easily accessed along the north side of the lower two miles of the Canyon. Climbing areas on Forest Service land contain bouldering areas all around the Park and Ride Lot as well as larger cliffs and crags including Bong Eater (named after the sound a piton makes when you hammer it into the rock), The Egg and Crescent Crack.

The LDS Church recently leased 140 acres (between the LDS Church vaults and the Gate Buttress parking area) to the SLCA and the Access Fund to formalize climbing and management. These named areas include formations such as The Fin, Altered States, Westwind Buttress, The Thumb, Green Adjective Gully, the Gate Buttress, Schoolroom and The Dihedrals. The south side of the canyon has many areas such as Contact Buttress, Super Slab, Perla’s Ridge, etc.

Further up canyon during summer and fall climbers can be found at Lisa Falls and Tanner’s Gulch and in Coalpit Gulch in the area known as PentaPitch. At the top of the Canyon there are the Hellgate Cliffs and multiple climbing areas within Albion Basin. The south ridge of Mt Superior is climbed year round. As is the north ridge Pfeifferhorn located at the head of Maybird and Hogum Forks which is accessed via the White Pine Trailhead.

During the winter months many climbers switch to mountaineering and ice climbing. On the southside at the mouth of the Canyon is the ice climbing area known as the Scruffy Band. It is

perhaps one of the more difficult areas to access because the area is across from the Park and Ride lot which is habitually full on the weekends from skiers.

Located 1.5 miles up canyon is the Great White Icicle. One of the most heavy used areas by ice climbers in the winter. It is not uncommon to have climbers on the climb before 6am in the morning and past 10pm at night. Because of the lack of snow this year climbers are accessing the Y Couloir (between Coalpit Gulch and Hogum Fork) throughout the winter, normally it would be a spring climb when the snow is consolidated after many freeze - thaw cycles. During the spring ski mountaineers access Tanner's Gulch.

In summary climbers are accessing the whole of the Canyon year round. Some of the areas have dedicated parking areas while others rely on road side parking. Many of the areas are on public lands while some of the areas are on private lands with access agreements.

May 4, 2018

Comment #439

Environmental Impact Statement:
Little Cottonwood Canyon, Salt Lake County, Utah

Utah Department of Transportation
John Thomas, PE Little Cottonwood Canyon Project Manager, UDOT Region 2
2010 South 2760 West
Salt Lake City, UT 84104-4592

Brandon Weston, Environmental Services Director, Environmental Services Division, UDOT
4501 South 2700 West, P.O. Box 141265
Salt Lake City, Utah 84114-1265

Dear Mr. Thomas and Mr. Weston,

Friends of Alta would like to go on record in this process with opposition to a train or tunnel in Little Cottonwood Canyon. Trains and tunnels continue to be proposed as transportation solutions that are sexy, efficient, and safe alternatives. We view trains and tunnels as the antithesis to Alta. They are not a commonsense solution for this canyon and are unlikely to meet the purpose and need statement developed for this project. Trains are old technology and extremely expensive to construct and would lead to unnecessary degradation of the environment in a new corridor. Funding a train only seems plausible when a tunnel is a part of the package, allowing for a connection to Park City, and eventually making its way down I-80 to create "the mega loop". Much of Alta's character and charm are derived from the "state of mind" you get once you arrive in Alta. This can be largely attributed to its nest at the top of the canyon and the end of the road. By introducing a train, Alta will be forever changed from a sought-after destination to one of many stops along the route. People flowing in and out of Alta will disturb Alta's cherished slower paced lifestyle.

There are other solutions to LCC's transportation/transit issues that do not cost an exorbitant amount of tax payer dollars. We support investments in a modern bus rapid transit system that is well integrated with the valley transit system and is coupled with financial incentives and disincentives to increase vehicle occupancy and transit use. The LCC EIS should focus limited funds on phase-able solutions coupled with an analysis of capacity so that we don't open the floodgates to overuse and ruin the natural environment that draws people to the canyon in the first place. Thank you for the opportunity to comment and we look forward to participation in this project.

Sincerely,
Jennifer Clancy, Executive Director

The mission of Friends of Alta is to protect the environment of Alta, including watershed and wildlife habitat areas; to preserve Alta's unique character and heritage; and to encourage stewardship and sustainability of Alta's environment and community.

Friends of Alta
PO Box 8126
Alta, UT 84092

Jen Clancy, Executive Director
(801) 742-9719

www.friendsofalta.org

Comment #440

May 4, 2018

Utah Department of Transportation
John Thomas, PE Little Cottonwood Canyon Project Manager, UDOT Region 2
2010 South 2760 West
Salt Lake City, UT 84104-4592

Brandon Weston, Environmental Services Director, Environmental Services Division, UDOT
4501 South 2700 West, P.O. Box 141265
Salt Lake City, Utah 84114-1265

Re: Environmental Impact Statement: Little Cottonwood Canyon, Salt Lake County, Utah

Dear Mr. Thomas and Mr. Weston,

After having been involved in numerous planning studies for the Central Wasatch, we the undersigned are encouraged by the opportunities to improve transportation and transit via the Little Cottonwood Canyon (LCC) Environmental Impact Statement (EIS). The signatories of this letter have been meeting regularly, as a group with you and the project team. With a collaborative spirit and desire to promote efficiency, we are consolidating our public scoping comments for this phase of the LCC EIS. We (each signatory) retain the right in the future of this EIS process to make independent comment.

It is our understanding from project meetings that this EIS will build on previous studies. The timeliness of this EIS dovetails well with the signing of The Accord and formation of the Central Wasatch Commission. This project is viewed by many as an extension of the Central Wasatch Commission and another means of achieving the goals of The Accord. These two planning efforts should work in sync to build upon the consensus found in existing planning documents, prioritize the goals and objectives of existing plans (vetted through collaborative community engagement), and integrate those policies and guidelines to achieve a broadly supported desired future condition.

The purpose of the NEPA analysis is to inform the decision maker and the public about the consequences of a potential action. It is the time for some serious analysis of the future and the likely needs and problems that will arise in the future. How will the decision made affect the situation 20 years in the future? What future decisions could be excluded or precluded by the current decision? What future options will be foreclosed? How will the project fit into future transportation planning in the immediate area as well as a more regional consideration of the

entire southeast section of the valley? These are all questions that should be answered in the analysis. Future needs should look at mass transit possibilities including where the transportation hubs will be located. It is possible that land several miles west of the canyon would be appropriate for a hub with access to Trax and the freeways. It would be good to make such plans now while it may remain possible rather than postpone such thoughts to a future that may foreclose such possibilities.

Purpose and Need

In the Notice of Intent (NOI) that was published in the federal register the word "transit" appeared numerous times throughout. Since that time, and through the development of the website materials, the word transit no longer appears. We strongly believe that transit, like buses, needs to be incorporated into the purpose statement for the project. The trajectory of the project to date appears to be incongruous with the stated intent of the NOI.

An appropriate and representative purpose statement for an "Environmental Impact Statement" should prioritize protection of the environment. Including natural and scenic resources, with the highest priority given to water quality, supply, and watershed health is a foundational to the project. Considering this, the purpose of this project should be to protect the environment and improve the canyon experience for residents, visitors, and businesses through improvements to our transportation and/or transit systems approaching or within the SR 210 corridor. The lack of such language would result in a flawed strategy that we encourage you to correct. We are providing edits to the draft purpose and need statement provided on project's website that we believe help accomplish this goal. Our suggestions are underlined for easy identification.

> The purpose of the LCC project is to provide an integrated transportation system that improves the convenience of multiple transportation modes, and substantially improve the reliability, mobility, and safety for residents, visitors, and commuters who use S.R. 210. Through transportation and/or transit improvements, the project would strive to mitigate congestion on S.R.210 and improve recreation and tourism experiences for all users of Little Cottonwood Canyon. The transportation improvements will maintain or improve the watershed health, water supply, water quality and other natural resources. They will also consider the character, diverse uses of the canyons natural resources, and importance of the existing contiguous natural landscape of Little Cottonwood Canyon and adjacent canyon ecosystems upon which much of the Salt Lake Valley residents' livelihood depends.

These suggestions are rooted in the stated values on the LCC EIS website, and should take a more prominent role in your purpose and need. The stated values are: 1) water resources 2) ecosystem of plants and wildlife 3) year-round economy 4) local economy and 5) natural landscape.

Also, as a tool to create a shared vision and goals for the Central Wasatch Mountains, Mountain Accord's four system groups (economy, environment, transportation, and recreation) vetted and agreed to "purposes" that include but are not limited to the following. These purposes should weigh heavily if this study is truly going to build on previous work.

1. Protect watershed health, water supply, and water quality.
2. Reduce avalanche-related risks and delay in Little Cottonwood Canyon.
3. Reduce auto use and congestion in Little Cottonwood Canyon.
4. Provide competitive transit service to a range of recreation destinations and economic nodes.
5. Protect or enhance the natural and scenic resources of the Cottonwood Canyons.

In light of the rather limited budget, prioritization of the purpose and needs must be done. Highest priority needs, such as public safety should be analyzed such that other needs can be addressed in subsequent projects. Taking the phased approach ensures the transportation system can be readily used by future mass transportation methods that reduce cars in the canyons.

There is also an introductory project statement on the project's website. Here are suggestions (underlined) that bring the values stated above into this statement:

> To provide a balanced, integrated transportation system for residents, visitors, and commuters in Little Cottonwood Canyon and surrounding areas, the Utah Department of Transportation (UDOT) is conducting an Environmental Impact Statement (EIS) on Little Cottonwood Canyon Road (S.R. 210) and the S.R. 210 Bypass Road. The EIS will evaluate potential improvements that reduce peak congestion and improve recreation and tourism experiences in Little Cottonwood Canyon. These improvements include managing the number of vehicles on the road system, improving vehicle mobility, and improving roadway safety and reliability for all users, <u>while maintaining or improving the integrity of the current viewshed, airshed, watershed and ecosystem functions</u> of Little Cottonwood Canyon. The EIS will also include a public involvement process so UDOT can proactively work with all stakeholders in a transparent and inclusive process.

Visitation and Impact

Visitations to the Central Wasatch Mountains present the largest impact to the region from an environmental and experiential perspective. This visitation, coupled with low vehicle occupancy rates, are creating vulnerabilities to our water supply, water quality, wildlife populations, native plants, and the quality of our natural environment. We therefore seek to significantly improve transportation operations that increase vehicular occupancy, enhance safety, and provide reliable solutions to mobility that reduce congestion along sensitive canyon corridors. We must both consider options within the S.R. 210 corridor, but perhaps more importantly consider options that dramatically change our behaviors in getting to this corridor. Space to accommodate parking cars within or immediately adjacent to the canyon is extremely limited, hence the need to connect people to the canyons without reliance upon their personal automobiles.

Through analysis completed in the Mountain Accord, it was figured that there are about 5.7 million annual visits to the Wasatch. It was also approximated that about 50,000 people on high use days, are inside the roughly 200 square miles (appx. 130,000 acre) study area. It was further calculated that about 145 acres are consumed by parking areas, and the USFS plan states that parking should not exceed levels approved in 2000. We know that within the area there are high density nodes (ie. ski areas) and low density nodes (ie. Wilderness areas), however our regional visitor density is about 2.6 people per acre on the highest use days. The density in our parking areas on those days is about 350 people per acre.

The effect of a decision that increases the number of people that can visit the canyon also needs careful analysis. The number of people visiting the canyon now is somewhat limited by parking. Both our question and our concern is: to what degree are we going to increase our visitor density? The single biggest impact on the environment is use. It is use and development that have led to the extirpation of native species (both plant and animal), and use and development that have led to the introduction of non-native species. Our watershed managers have noted the impacts to water quality, and quantity, because of human activity, use and development. Moreover, the USFS Plan states:

> "The ecosystem management principle of humans as ecosystem components entails tailoring recreation uses to be compatible with other values and sustainable over time. The land has a limited potential to provide recreation opportunities, within a desired experience and social setting. That potential varies, in actual numbers of people, depending on how those people interact with each other and with the environment." (WCNF 2003 Revised Forest Plan, pp 2-14, 2-15)

So, while reduction of vehicles in the corridor (and canyons) is a goal we are supportive of, the increase in use that may arise from increased vehicular occupancy or certain modes of mass transit is concerning and should be evaluated. This is because increased number of people at one time will be cause for increase capacity for amenities (from bathrooms to beds or other services). This increase comes at an expense to the natural environment and the experience, and while the USFS Plan supports mass transportation, it is not supportive of additional parking areas on public land. Mass transportation carries with it the potential for greatly increasing visitation. Currently, the Forest Service is conducting a pilot program that allows the Alta Ski Area to take over management of the Albion Basin in the summer due to pressing numbers of visitors. Alta Ski Area plans to run a ski lift on weekends and holidays when parking in Albion Basin is full. Depending on the speed and loading occupancy the number of visitors able to access the basin could far exceed the previous system of using shuttles.

In developed areas, such as ski resorts, we are concerned about increase in visitation driving development. While numerous studies and surveys have found that increased development is undesirable (Wasatch Canyons Tomorrow 94% of people want to see no more development, Salt Lake County watershed survey 64% want less than already exists, 26% want no more development), the current USFS plan suggests that increasing visitation could result in additional development. “Development and modifications at the resorts will continue to be designed to balance the comfortable carrying capacity within each resort, based on latest technologies, use patterns, and existing facilities, within the capabilities of the natural environment and transportation infrastructure” (WCNF Revised Plan, p. 4-161). Will this project facilitate more development in our watershed canyons?

Parking

Some of the actions discussed in meetings have considered creating new parking within the National Forest. It is unclear if these are to be located on or off public land. As mentioned, limiting of parking has been a controlling faction in visitation. The USFS plan currently states, “Protection of watershed conditions will be a primary factor in managing roads, trails and access. In the Tri-canyon area (Big and Little Cottonwood Canyons and Mill Creek) parking capacities of canyon parking lots (ski areas, summer use homes, developed and dispersed recreation sites) will be not exceed 2000 levels unless modification is needed for watershed protection or to facilitate mass transit. Mass transit will be commonly used during winter, reducing crowding and increasing safety for users of the canyons. The Forest Service will work actively with other parties to explore options for reducing private vehicular use within these Canyons” (USFS Revised Plan, pg. 4-160). We believe this is an important land management factor, and are concerned that upending this policy will lead to undesirable conditions and environmental ruin. We support exploring transit, but as we will discuss in the section below,

we feel any additional parking to aid in mass transit, should be located miles away from the mouth of the respective canyons and be analyzed in concert with the desired capacity.

Geographic Focus

The scope of the analysis to look at improvements *on* S.R. 210 is perhaps the greatest missed opportunity. The aforementioned peak demand is being fed by residents and visitors coming from outside the study area. Currently, the vast majority of visitors utilize personal vehicles to access the area. It is unreasonable to think that the current number of cars can be accommodated within or immediately adjacent (within ¼ mile of the corridor) because of the unavailability of land and the requirements to maintain a high visual aesthetic of the mountainous areas (ie. building vertical parking structures are incongruent with local ordinances and plans governing the entrances of the canyons). This dilemma suggests that the greatest benefit to the canyon environment, experience, not to mention our airshed, would be getting people to Mile 0 of SR-210 (at the intersection of Fort Union Blvd and Wasatch Blvd), without use of their automobiles. Simply increasing the frequency of buses, which currently only deliver approximately 200,000 visitors on an annual basis (at a cost of $1 million) may very well be the most beneficial use of funds and provide the greatest environmental benefit as it relies on the utilization of existing infrastructure.

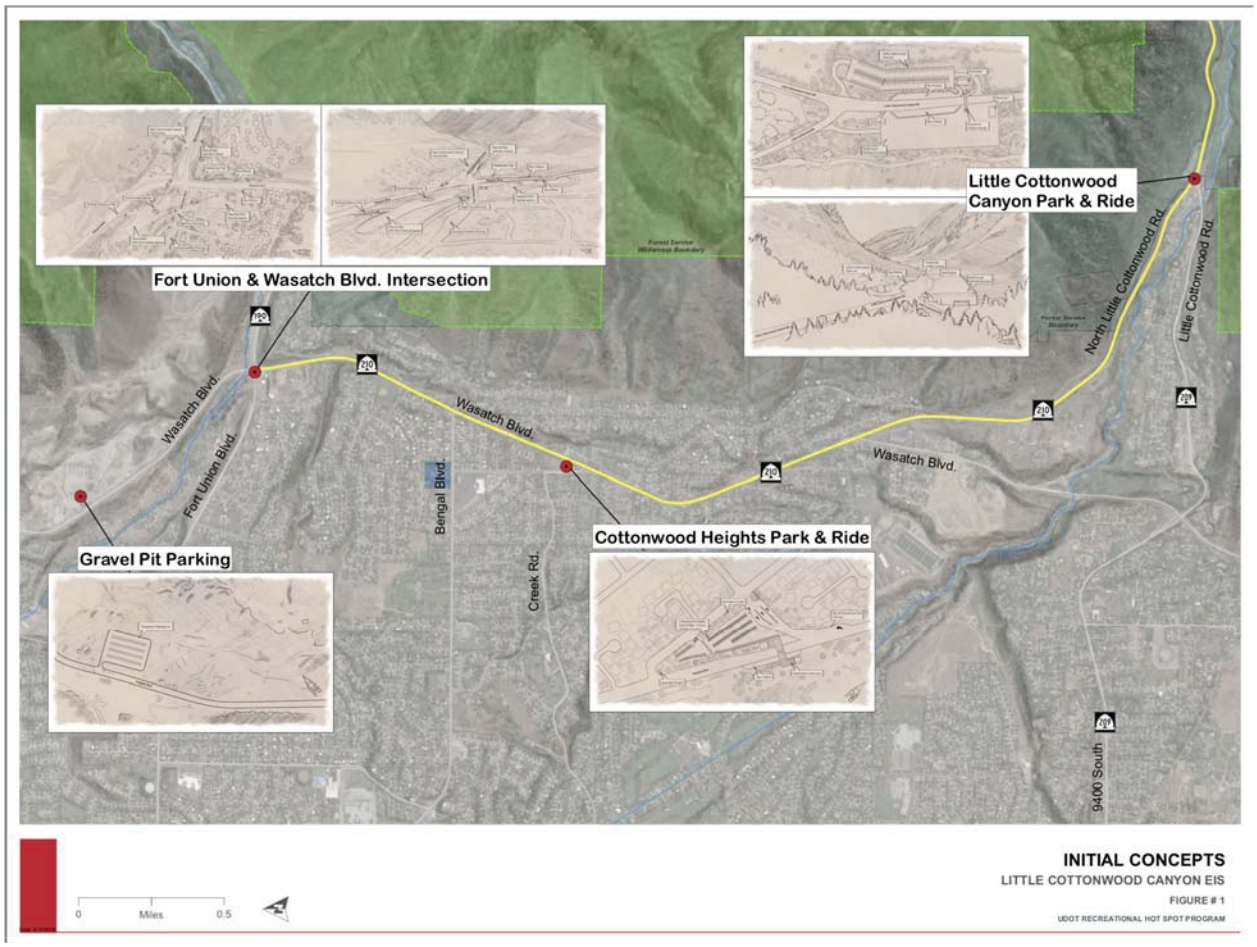
Some may question the avalanche hazard, however, according to UDOT's own study (2006 S.R.-210 Study) the increase in the Avalanche Hazard Index (AHI) is tied directly to the stopping of vehicles in slide zones. If we can connect people to Little Cottonwood Canyon, without the use of a vehicle, on a bus, we can remove approximately 26 vehicles from the canyon per bus, thus reducing demand on parking within or near the canyons. If we increase the frequency by allocating $10 million per year and expand bus service year round, it seems the environmental benefits realized and impact to the region might see the greatest "bang for the buck." Simply put, it seems our transportation issues originate miles away from the mouths of the canyon and this appears to be the root of the issue that needs to be addressed in this EIS. Reducing the number of vehicles on the highway, will help keep traffic moving, thus reducing the AHI.

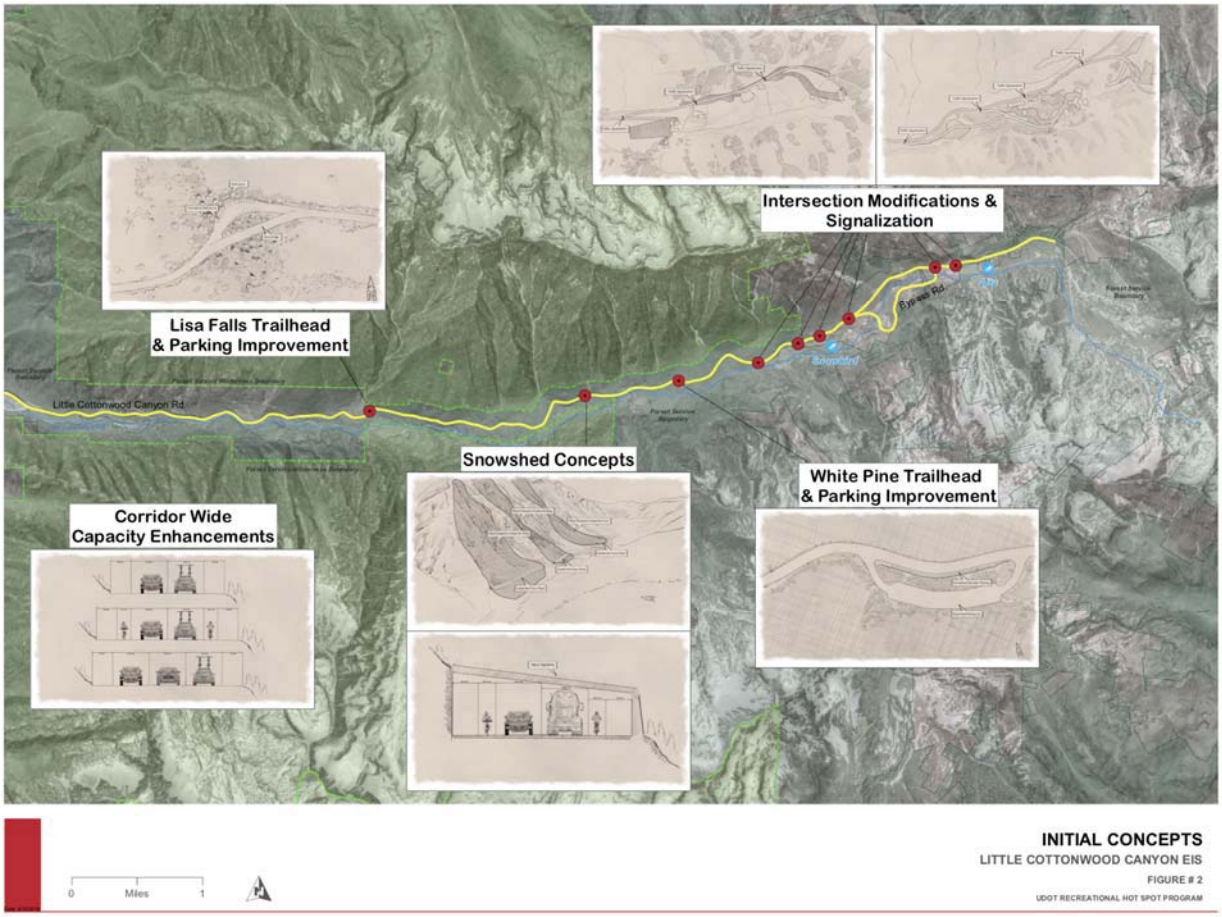
It is our understanding that the Mountain Accord did substantial analysis on routes that people used to access the canyons, and S.R. 210. It is along these feeder routes that it might be most important to locate parking lots, so in the instance transit is not available from your point of origin (home, hotel, etc), there are several opportunities for you to leave your vehicle and either carpool or utilize transit options.

NEPA Process

It likely goes without saying, but it is critical that all appropriate permits, licenses, and approvals be identified and obtained for an action alternative including but not limited to all city, county, state and federal plans and regulations.

A final observation on the process. The submission of these comments marks the closing of the scoping period. As such, there is not currently a purpose and need. However, a number of alternatives have been published on the project website and in scoping meetings held by the project lead. This is concerning because in the NEPA process actions and alternatives should be developed by the purpose and need, not have the alternatives drive the purpose and need. This may have biased the process, and perhaps is why the transit options since the publishing of the NOI have fallen by the wayside. Not one of the concepts presented represent a transit alternative and are extremely car centric (see images below).





We are appreciate of the time and openness of the project team and we all look forward to continuing to work with you to help ensure we steward this resource for current and future generations, working to meet the demands we put on this iconic landscape, but not at the expense of water quality, wildlife, plants and the sense of place of these unique canyons. We can't stress enough, that for over 30 years now, local organizations, users, ski areas, adjacent communities have all demanded the simple solution of improved and year round bus service. We hope that this process will give that a fair analysis, and deliver a win that all agree is a necessary step for our respective interests, but also for the integrity of the Wasatch.

Sincerely,
Chris Adams, President, Wasatch Backcountry Alliance
Roger Borgenicht and Ann Floor, Co-chairs of Utahns for Better Transportation
Jennifer Clancy, Executive Director, Friends of Alta
Carl Fisher, Executive Director, Save Our Canyons
Will McCarvill, Chair, Utah Chapter Sierra Club
Ann O'Connell, Natural Resources Chair, League of Women Voters of Salt Lake
Mary Pendergast, Ecologist and Conservation Biologist, Wild Utah Project

Comment #441

WASATCH BACKCOUNTRY ALLIANCE
LITTLE COTTONWOOD CANYON
EIS COMMENT

Wasatch Backcountry Alliance (WBA) envisions a low cost, low emission, energy efficient year-round multi-modal transportation scenario for improving the current traffic situation in Little Cottonwood Canyon (LCC). The system we envision must be capable of providing efficient and predictable service for travel to both developed locations (ski resorts) and to trailheads and other stopping points for dispersed use in LCC. Any improvements being made in LCC should be tied in to a larger transportation system that serves and benefits the entire Central Wasatch.

All components of the transportation system must be developed and implemented with a minimum of environmental impacts to air, land, biologic and water resources. The transportation system should use the best currently available technology to serve all user groups on a year-round basis. WBA believes that the best currently available technology that meets our criteria is a flexible and dynamic fleet of energy efficient buses and vans using a series of transportation hubs. Support for dispersed users is one of the primary criteria for WBA; as such, the transportation system envisioned by WBA must provide support for year-round dispersed recreational users. This could include a system of "Whistle" or "Flag" stops and be conducted with the use of small buses and vans that run on a semi-regular or demand-based schedule. The possibility of calling ahead to arrange these types of stops should be evaluated. Large groups would be able to reserve and travel on customized schedules

Access to the buses/vans is a critical issue as there is currently not enough parking near LCC to make this system viable. In order to help address the issue of parking and where to access the buses/vans, transit hubs should be established in logical locations near LCC and the population centers from which the riders will be coming. These could include but are not limited to:

- The base of Little Cottonwood Canyon
- The base of Big Cottonwood Canyon
- The base of Millcreek Canyon (3900 South)
- Downtown Salt Lake City
- Salt Lake City International Airport
- Parleys Canyon/Mountain Dell
- Utah County

- Kimball Junction/Park City
- Heber City

The use of transit hubs will help reduce the need for additional growth-based parking at the ski resorts. WBA does not support increased parking at any of the resorts. In fact, WBA is a firm believer that LCC has a carrying capacity that must be established to ensure that the character and environment of LCC are not degraded or negatively impacted by the effects of an efficient transit system that can carry thousands of people into LCC without thought as to how many people should access LCC at any one time.

WBA understands that significant improvements will be required to implement an efficient bus-based public transit system. The following infrastructure improvements should be evaluated:

- Increased road width and travel lanes in LCC, as well as Parleys and Big Cottonwood canyons. This could include reversible traffic lanes designed to accommodate peak traffic periods. One option may include limiting canyon roads to one-way traffic during peak loading periods (e.g. weekend mornings from 8.30 am to 9.30 am).
- Underground tunnels at strategic locations to ease traffic flow, esp. at ski resort entrances/exits.
- Both passive and active avalanche mitigation. This may range from use of remote controlled equipment such as Gazex to snow sheds and bridges. The goal of future avalanche mitigation should be to provide an increase in efficiency and safety for all transportation systems.
- The implementation of a program to reduce car traffic may need to include disincentives for car use, such as charging a fee (i.e. toll) for automobile traffic. The fee may be structured based on the number of passengers, time of day, and other relevant considerations. Waivers for low-income populations and people who work/live in LCC will need to be evaluated. This program may be initially applied during high-use periods only.
- Rail and aerial (gondola) should not be considered as these are high impact and expensive.
- Bicycle safety should be an integral part of this transportation system.

All of these alternatives require detailed justification and a study of all potential environmental impacts, which we understand is the basis of the EIS and which we hope

will yield outcomes that are both effective and economical. The costs and benefits of each improvement must be fully evaluated prior to design and construction. Any future transportation system should be designed to reduce the number of cars currently in LCC, minimize environmental impacts and enhance the experience of everyone using the Wasatch Mountains.

It is worth noting that the above suggestions are consistent with the recommendations that WBA made during the Mountain Accord process as far back as 2014. WBA has been an active participant in the Mountain Accord process and put a great deal of thought into a transportation solution that would benefit all users of the Central Wasatch.